



The London Gazette.

Published by Authority.

SATURDAY, NOVEMBER 14, 1846.

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

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS a Treaty has been concluded between Her Majesty and His Majesty the King of Prussia, whereby due protection has been secured within the Prussian dominions for the authors of books, dramatic works, or musical compositions, and the inventors, designers, or engravers of prints and articles of sculpture, and the authors, inventors, designers, or engravers of any other works whatsoever of literature and the fine arts, in which the laws of Great Britain and of Prussia do now or may hereafter give their respective subjects the privilege of copyright, and for the lawful representatives or assigns of such authors, inventors, designers, or engravers, with regard to any such works first published within the dominions of Her Majesty:

Now, therefore, Her Majesty, by and with the advice and consent of Her Privy Council, and by virtue of the authority committed to Her by an Act, passed in the session of Parliament holden in the seventh and eighth years of Her reign, intituled "An Act to amend the law relating to international copyright," doth order, and it is hereby ordered, that, from and after the first day of September one thousand eight hundred and forty-six, the authors, inventors, designers, engravers, and makers of any of the following works (that is to say), books, prints, articles of sculpture, dramatic works, musical compositions, and any other works of literature and the fine arts, in which the laws of Great Britain give to British subjects the privilege of copyright, and the executors, administrators, and assigns of such authors, inventors, designers,

engravers, and makers, respectively, shall, as respects works first published within the dominions of Prussia, after the said first day of September one thousand eight hundred and forty-six, have the privilege of copyright therein for a period equal to the term of copyright which authors, inventors, designers, engravers, and makers of the like works, respectively, first published in the United Kingdom are by law entitled to; provided such books, dramatic pieces, musical compositions, prints, articles of sculpture, or other works of art have been registered, and copies thereof have been delivered according to the requirements of the said recited Act, within twelve months after the first publication thereof in any part of the Prussian dominions:

And it is hereby further ordered, that the authors of dramatic pieces and musical compositions which shall, after the said first day of September one thousand eight hundred and forty-six, be first publicly represented or performed within the dominions of Prussia shall have the sole liberty of representing or performing in any part of the British dominions such dramatic pieces or musical compositions, during a period equal to the period during which authors of dramatic pieces and musical compositions first publicly represented or performed in the United Kingdom are entitled by law to the sole liberty of representing or performing the same; provided such dramatic pieces or musical compositions have been registered, and copies thereof have been delivered according to the requirements of the said recited Act, within twelve calendar months after the time of their being first represented or performed in any part of the Prussian dominions:

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

Wm. L. Bathurst.

Manchester and Southport Railway and Branches.

(Line from Southport through Wigan to Pendleton, near Manchester with branches to Coalfields in the townships of Hindley, Westhoughton, Tyldesley with Shackerley, Astley, Middle Hulton, Over Hulton and Worsley, and to connect the said Main Line with the Liverpool, Ormskirk, and Preston Railway by two forks or curves of communication in the township of Lathom with the Manchester and Leeds Railway heretofore, called the Liverpool and Bury Railway in the townships of Pemberton and Ince in Makerfield, with the North Union Railway, in the townships of Wigan and Ince in Makerfield, and with the London and North Western Railway in the townships of Atherton and Barton-upon-Irwell, with power to sell, lease and transfer the undertaking to the Manchester and Leeds Railway 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 authorize the construction and maintenance of the railway and several branch railways hereinafter mentioned, or some of them, or some part or parts thereof together with all proper stations, bridges, wharfs, warehouses, works, communications, approaches and conveniences connected therewith, that is to say,

A railway commencing on the south-easterly side of Chapel-street, and within the distance of one hundred and fifty yards from London-street in the town of Southport in the township of North Meols in the parish of North Meols in the county of Lancaster and terminating at and by a junction with the part of the Manchester and Leeds Railway, heretofore called or known by the name of the Manchester Bolton and Bury Railway, in a field belonging to Her Majesty the Queen in right of her Duchy of Lancaster, in the township of Pendleton, in the parish of Eccles, and said county of Lancaster on the southerly side of, and at the distance of twenty yards from the two and a quarter mile post from the Salford terminus of the said Manchester Bolton and Bury Railway, and which said intended railway and works are intended to be made, and to pass from, in, through or into, or to be situate within the several parishes, townships and extra-parochial, or other places following or some of them, that is to say,—Southport, North Meols, Scarisbrick, Burscough, Lathom, Newburgh, Ormskirk, Parbold, Wrightington, Eccleston, Shevington, Standish, Standish with Langtree, Upholland, Orrell, Pemberton, Wigan, Ince in Makerfield, Hindley, Westhoughton, Dean otherwise Deane, Westleigh, Chowbent, Atherton, Tyldesley, Tyldesley Banks, Tyldesley-cum-Shackerley, Shackerley, Leigh, Hulton, Little Hulton, Worsley, Ellenbrook, Roe Green, Hazlehurst, Little Houghton, Swinton, Pendleton, Irlam-o'th'Height, Pendlebury and Eccles, all in the county of Lancaster.

Also a branch railway commencing and diverging from and out of the proposed railway firstly hereinbefore described, in a field in the said town-

ship of Lathom and parish of Ormskirk, in the county of Lancaster, occupied by John Hesketh, and abutting on the westerly side thereof to the turnpike-road from Liverpool to Preston, and on part of the southerly side thereof to Saint John's Churchyard, in the said township of Lathom, and terminating at and by a junction with the proposed railway now or heretofore called the Liverpool, Ormskirk and Preston Railway at the point of intersection by the said Liverpool, Ormskirk, and Preston Railway of the Leeds and Liverpool Canal, and Towing-path, in the said township of Lathom and parish of Ormskirk and county of Lancaster.

Another branch railway commencing and diverging from and out of the proposed railway, firstly hereinbefore described, in the said field in the township of Lathom and parish of Ormskirk in the county of Lancaster, occupied by the said John Hesketh, and terminating at and by a junction with the said Liverpool, Ormskirk and Preston Railway, in a field in the said township of Lathom, numbered 250 in the said township of Lathom, on the original plan of the said Liverpool, Ormskirk, and Preston Railway, deposited with the Clerk of the Peace for the county of Lancaster, in the year of our Lord 1845, and on or before the thirtieth day of November, in such year, and which said two several branch railways, and the works connected therewith respectively, are intended to be made and to pass, or be situate within the township of Lathom and the parish of Ormskirk, both in the said county of Lancaster, also a branch railway diverging from, or out of the proposed railway, firstly hereinbefore described, in a field of which John Walmsley, Esquire, is the owner and John Thompson lessee, or tenant, and occupied by John Caldwell, situate in the township of Wigan, and parish of Wigan, in the county of Lancaster, and on the south-westerly side of, and adjoining the North Union Railway, at the point between the Wallgate and Frog Lane in Wigan; where the proposed railway firstly hereinbefore described, will cross or intersect the line of the said North Union Railway, there, and terminating at and by a junction with the portion of the Manchester and Leeds Railway, heretofore called the Liverpool and Bury Railway, in a field in the township of Pemberton, in the parish of Wigan, in the county of Lancaster, occupied by Ann Ackers, and numbered 100 in the said township of Pemberton, on the original plan of the said Liverpool and Bury Railway, (on such plan, called the Bolton, Wigan, and Liverpool Railway), deposited with the Clerk of the Peace, for the county of Lancaster, in the year of our Lord 1844, and which said last-mentioned branch railway, and the works connected therewith, are intended to be made and to pass from, in, through, or into, or to be situate within the townships of Wigan and Pemberton, and parish of Wigan, all in the county of Lancaster, or some of them, also a branch railway, diverging from or out of the proposed railway, firstly hereinbefore described on the south-easterly side of the town of Wigan, at the river Douglas, in the township and parish of

Wigan and county of Lancaster, numbered 13 in the said township of Wigan on the original plan of the Wigan Branch Railway, (now incorporated into and forming part of the North Union Railway,) deposited with the Clerk of the Peace of the county of Lancaster, and terminating at and by a junction with the part of the North Union Railway, formerly called the Wigan Branch Railway, opposite the Wigan goods or merchandize station of the North Union Railway, in a field numbered 12 in the said township of Wigan, on the said original plan of the said Wigan Branch Railway, so deposited as aforesaid, which said last mentioned branch railway and the works connected therewith, are intended to be made and pass, or be situate within the parish of Wigan, and the township of Wigan, both in the county of Lancaster, also another branch railway, diverging out of, or from the proposed railway, firstly hereinbefore described in a field in the township of Ince in Makerfield, in the parish of Wigan, in the county of Lancaster, of which William Gidlow is the owner and occupier, on the south-easterly side of, and adjoining to the New Springs Branch of the North Union Railway, at the point where the proposed railway will cross or intersect the said New Springs Branch Railway, and terminating at and by a junction with the portion of the Manchester and Leeds Railway, now or heretofore called the Liverpool and Bury Railway, on Amberswood Common, in the township of Ince in Makerfield, in the parish of Wigan, in the county of Lancaster, numbered 57, in the said township of Ince in Makerfield, on the said original plan of the said last-mentioned railway deposited with the Clerk of the Peace for the county of Lancaster, and on the south westerly side of, and at the distance of one hundred yards, from the turnpike road over the said common which said last-mentioned branch railway is intended to be made, and to pass or be situate within the township of Ince, in Makerfield, and the parish of Wigan, both in the county of Lancaster; also a branch railway, commencing by a junction with the proposed railway firstly hereinbefore described, in a field called the Crab Tree Hey, in the township of Hindley, in the parish of Wigan and county of Lancaster, occupied by Elizabeth Dorning, and terminating at, and by a junction with the part of the North Union Railway, formerly called the Wigan Branch Railway, near the Leigh branch of the Leeds and Liverpool canal in a field in the township of Ince, in Makerfield, in the parish of Wigan and county of Lancaster, numbered 66, in the said township of Ince, in Makerfield, on the said original plan of the said Wigan Branch Railway, so deposited as aforesaid, and which said last-mentioned branch railway and the works connected therewith, are intended to be made and to pass from, in, through, or into, or to be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Hindley, Ince in Makerfield, and Wigan, all in the county of Lancaster; also a branch railway diverging from or out of the proposed railway firstly hereinbefore described, in a

field in the said township of Hindley, occupied by Timothy Ogden, near to the point of intersection by such proposed railway of the boundary between the township of Hindley, in the parish of Wigan and the township of Westhoughton, in the parish of Dean, all in the county of Lancaster, and terminating on the north westerly side of a lane called Pungle Lane, situate in the township of Westhoughton, in the parish of Dean in the county of Lancaster in a field in the said township of Westhoughton, occupied by Ellen Gregory, and known by the name of Boggart House Field, and which said last-mentioned branch railway and the works connected therewith, are intended to be made and to pass from, in, through, or into, or to be situate within the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Hindley, Wigan, Westhoughton and Dean, all in the county of Lancaster; also another branch railway, diverging from or out of the proposed railway firstly hereinbefore described in a field in the township of Atherton, in the parish of Leigh, in the county of Lancaster, now or lately occupied by James Higson, abutting on the north-easterly side thereof, to premises in Atherton aforesaid, of which the executors of the late Alexander Hay are lessees, and on the south-easterly side thereof, to the Bolton and Saint Helen's turnpike road, in the township of Atherton, and terminating at and by a junction with the portion of the London and North Western Railway, heretofore called the Bolton and Leigh Railway, at the Bag Lane Station of such last-mentioned railway, in the township of Atherton, in the parish of Leigh, and county of Lancaster; which said last-mentioned branch railway, and the works connected therewith, are intended to be made, and to pass or be situate within the township of Atherton, and the parish of Leigh, both in the county of Lancaster; also a branch railway diverging out of, or from, the proposed railway, firstly hereinbefore described, within the curtilage of three cottages, and gardens, in the several occupations of Stanley Kaye, James Green, and Peter Cunliffe, situate in the township of Shackerley, otherwise Tyldesley-cum-Shackerley, in the parish of Leigh, in the county of Lancaster, and terminating at and by a junction with a portion of the London and North Western Railway heretofore called the Liverpool and Manchester Railway, on the easterly side of, and at the distance of twenty chains from the Barton Moss station of such last-mentioned railway on Barton Moss, in the township of Barton-upon-Irwell, in the parish of Eccles, in the county of Lancaster, which said last mentioned branch railway, and the works connected therewith, are intended to be made, and to pass from, in, through, or into, or to be situate within the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Shackerley, Tyldesley, Tyldesley-cum-Shackerley, Astley, Leigh, Barton-upon-Irwell, and Eccles, all in the county of Lancaster; also a branch railway, diverging from or out of the proposed branch railway lastly hereinbefore described, in a field called the Well Field,

occupied by David Grundy, situate in the township of Tyldesley, otherwise Tyldesley-cum-Shackerley, in the parish of Leigh, in the county of Lancaster, and terminating in a certain field called the Berry Field, occupied by Malcolm Nugent Ross, Esquire, situate in the said township of Tyldesley, otherwise Tyldesley-cum-Shackerley, in the parish of Leigh, in the county of Lancaster, and which said last mentioned branch railway, and the works connected therewith, are intended to be made, and to pass or be situate within the township of Tyldesley, otherwise Tyldesley-cum-Shackerley, and the parish of Leigh, both in the county of Lancaster; also a branch railway, commencing at and by a junction with the proposed railway firstly hereinbefore described, on the Little Common, in the said township of Tyldesley, otherwise Tyldesley-cum-Shackerley, and parish of Leigh, and on the south westerly side of, and near to, the carriage road leading over the said common from the village of Tyldesley to Shackerley Hall, and terminating in a field called the Marled Field, part of the Moss Farm, situate in the township of Middle Hulton, in the parish of Dean, in the county of Lancaster, occupied by the trustees of the late Duke of Bridgewater, and a spur or branch railway diverging therefrom or thereout, in a field called the Great Meadow, part of the Paddiham Farm, situate in the township of Shackerley, otherwise Tyldesley-cum-Shackerley, in the parish of Leigh, in the county of Lancaster, adjoining the Wash Lane there, and occupied by Henry Smith, and terminating in a field called the Hill, occupied by William Ford Hulton, Esquire, situate on the westerly side of, and adjoining to the Bolton and Saint Helen's turnpike-road, and in the township of Over Hulton, in the parish of Dean, in the county of Lancaster, and which said two last-mentioned branch railways, and the works connected therewith, are intended to be made, and pass from, in, through, or into, or to be situate within the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Tyldesley, Shackerley, Tyldesley-cum-Shackerley, Atherton, Leigh, Middle Hulton, Over Hulton, and Dean, all in the county of Lancaster; and also another branch railway, commencing at and by a junction (by means of a fork) with the proposed railway firstly hereinbefore described, in a field called the Longeroft, in the township of Worsley, in the parish of Eccles, and county of Lancaster, occupied by Elizabeth Smith, near to a coal pit called Sanderson's Pit, and (after crossing over such proposed railway,) terminating in a field called Moreton Moss, part of the Wardley Hall estate in the township of Worsley, in the parish of Eccles, and county of Lancaster, occupied by Peter Nightingale, which said last-mentioned branch railway and the works connected therewith is intended to be made, and to pass from, in, through, or into the township of Worsley and the parish of Eccles, both in the county of Lancaster.

And it is intended to apply for powers to make lateral deviations from the lines of the proposed railways, and branch railways and other works

connected therewith, to the extent, or within the limits defined, upon the plans hereinafter mentioned or referred to.

And also to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, rivers, streams, sewers, pipes, canals, navigations, bridges, aqueducts, railways and tram roads, within the townships, parishes, and extra-parochial or other places aforesaid, or any of them, as it may be necessary to cross, divert, alter or stop up, for the purposes of the said works.

And also powers authorizing junctions with any other railway or railways, at the commencement or termination, or in the line or course of the said proposed railway, and branch railways respectively, or any of them, in the several parishes townships and extra-parochial or other places aforesaid, or in any of them.

And notice is hereby also given, that duplicate plans, and sections of the said intended railway and branch railways, and the works connected therewith, together with books of reference thereto, and also a published map with the lines of the said railway and branch railways, respectively delineated thereon, will be deposited, for public inspection, with the Clerk of the Peace of the county palatine of Lancaster, at his office in Preston, in the said county, on or before the thirtieth day of November 1846; and on or before the same thirtieth day of November 1846, a copy of so much of the said plans and sections as relates to each parish from, in, through, or into which the said intended railway, branch railways and works, or any of them, are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

And notice is hereby also given, that it is intended by the said Bill, to incorporate a company for the purpose of carrying into effect the proposed railway, branch railways, and works, or some part thereof, and to apply for powers for the compulsory purchase of lands, houses, tenements, and hereditaments, and to vary and extinguish all rights and privileges, in any manner connected with the lands, houses, tenements, and hereditaments, respectively 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, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties and other rights and privileges.

And is further intended by the said Bill, to enable the said company, to be thereby incorporated as aforesaid, to let on lease, or to sell or transfer, the said intended railway, branch railways, and works, or any part or parts thereof, or the tolls to be taken thereon, to the Manchester and Leeds Railway Company, and to delegate or confer on the said Manchester and Leeds Railway Company the execution of all or any of the powers of the said intended Bill, and to authorize the said Manchester and Leeds Railway Company out of their corporate or other funds, to take shares in and sub-

scribe for or towards the making, maintaining, working, and using the said intended railway, branch railways, and works, or any part or parts thereof, or to purchase, take on lease, rent, work or construct the said intended railway, branch railways and works, or any part of the same, and to take tolls and duties upon or in respect thereof, or to guarantee to the said intended company so to be incorporated as aforesaid, such interest or profit on their outlay as may be agreed upon, and to raise money by the creation of new or additional shares, or by mortgage, or by such other ways and means as Parliament shall think fit, for the purposes aforesaid, and generally to authorize the company to be incorporated as aforesaid; and the said Manchester and Leeds Railway Company to enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railway, branch railways, and works, or any part or parts thereof; and also to carry into effect and confirm any agreement or arrangement made, or hereafter to be made, between the said companies for or in respect of the traffic passing, or which may pass, on the lines or works of the said Manchester and Leeds Railway Company, or of the said proposed company, and of the tolls, rates, and duties payable in respect thereof.

And it is further proposed by the said Bill, to authorize the union and amalgamation of the said company so proposed to be incorporated with the said Manchester and Leeds Railway Company upon such terms and conditions as may be mutually agreed upon; and to authorize such company, when so united or amalgamated, to use and work the said railway, branch railways and works, or any part or parts thereof; and to take tolls in respect thereof; and for carrying into effect all or any of the several objects aforesaid, it is intended to apply for powers to alter, amend, extend, and enlarge the provisions of the several Acts relating to the Manchester and Leeds Railway, that is to say,

"The Manchester and Leeds Railway Act, 1836;" "The Manchester and Leeds Railway Act, 1837;" "The Manchester and Leeds Railway Act, 1839;" "The Manchester and Leeds Railway Act, 1841;" "The Manchester and Leeds Railway Act, 1844;" "The Manchester and Leeds Railway Act, No. 1, 1845;" "The Manchester and Leeds Railway Act, No. 2, 1845;" "The 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;" "The Huddersfield and Sheffield Junction Railway Act, 1845;" "The Liverpool and Bury Railway Act, 1845;" "The Liverpool and Bury Railway Act, 1846;" and also of the several Acts following, relating to the Manchester, Bolton, and Bury Canal Navigation and Railway Company, that is to say, an Act passed in the first and second years of the reign of His late Majesty King William the Fourth; an Act passed in the second and third years of the reign of His said late Majesty; an Act passed in the fifth and sixth

years of the reign of His said late Majesty; an Act passed in the first and second years of the reign of Her present Majesty; and an Act passed in the ninth and tenth years of the reign of Her present Majesty; 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;" "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."—Dated this seventh day of November 1846.

Woodcock, Part, and Scott,
Wigan,
Darbshire and Lewis, Manchester, } Solicitors.

Cambridge, St. Neots, and Bedford Junction
Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills, for making and maintaining the railways hereinafter mentioned, or some of them, or some part or parts thereof, with all proper works and conveniences connected therewith, that is to say, a railway commencing at or near the town of Cambridge, by a junction or junctions with the Cambridge line of the Eastern Counties Railway, in or near the Hills Road Bridge, in the parishes of Saint Mary the Less, Saint Andrew the Less otherwise Barnwell, Trumpington, and Cherryhinton, or one of them, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of All Saints, Saint Andrew the Great, Saint Andrew the Less otherwise Barnwell, Saint Benedict, Saint Botolph, Saint Mary the Less, Saint Giles, Saint Clement, Saint Michael, Saint Peter, the Holy Trinity, Saint Edward, the Holy Sepulchre, Saint Mary the Great, Newnham, or some of them, in the borough of Cambridge; Hinton otherwise Cherryhinton, Trumpington, Great Shelford, Little Shelford, Hauxton otherwise Hawkston, Harston otherwise Harlston otherwise Harleston, Grantchester otherwise Grantchester, Barton, Barton-cum-Whitwell, Coton otherwise Cotes, Coton-cum-Whitwell, Whitwell, Haslingfield, Harlton otherwise Halton, Little Eversden, Great Eversden, Comberton otherwise Combarton, Hardwick

otherwise Hardwicke, Childerley, Orwell, Orwell-cum-Malton, Malton, Kingston, Toft otherwise Taft, Caldecot otherwise Caucot, Bourn otherwise Bourne, Wimpole otherwise Wimple, Caxton, Longstow otherwise Stow, Little Gransden otherwise Little Grandesden, Eltisley, Papworth Saint Everard, and Croxton, or some of them, in the county of Cambridge; Great Gransden otherwise Great Grandesden, Yelling, Waresley, Abbotsley, Eynesbury, Weald, Caldecot, Lansbury, Saint Neots, and Everton-cum-Tetworth, or some of them, in the county of Huntingdon, and terminating by a junction with the Great Northern Railway, in the said parish of Eynesbury; and also a railway, commencing from and out of the last-mentioned railway, in the said parish of Eynesbury, passing from, in, through, and into the parishes, townships, and extra-parochial places of Eynesbury, in the county of Huntingdon; Little Barford, Tempsford, Everton-cum-Tetworth, Sandy otherwise Sandy Saint Swithin, Beeston, Girtford, Northill, Blunham, South Mills, Charlton, Muggerhanger otherwise Moggerhanger with Charlton, Roxton, Great Barford, Willington, East Cotts, Cople, Cardington, Goldington, and Fenlake, or some of them, in the county of Bedford; Saint John's, Saint Mary's, Saint Cuthbert's, Saint Peter's otherwise Saint Peter Martin, and Saint Paul's, in the town of Bedford, in the county of Bedford, or some of them; and also a connecting railway with the proposed line of the Great Northern Railway, in the parishes of Saint Neots and Eynesbury aforesaid, or one of them.

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

And it is also intended by such Bill or Bills, to incorporate a company for the purpose of carrying into effect the said intended railways and other works.

And notice is hereby further given, that maps and duplicate plans and sections, describing the direction, line, and levels of the said intended railways, and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands will, on or before the thirtieth day of November instant, be deposited, for public inspection, at the respective offices of the several Clerks of the Peace for the county of Cambridge, at Cambridge; for the county of Huntingdon, at Saint Ives; and for the county of Bedford, at Bedford; and on or before the said thirtieth day of November, a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes in or through which the said railways and branch railways will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this tenth day of November 1846.

Clarence Railway, and York and Newcastle Railway Amalgamation.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill in order to obtain an Act to alter, amend, extend, and enlarge the several Acts of Parliament relating to the Clarence Railway, in the county of Durham, or some of them; that is to say, an Act passed in the ninth year of the reign of His Majesty King George the Fourth; an Act passed in the tenth year of the reign of His said Majesty King George the Fourth; another Act passed in the second year of the reign of His Majesty King William the Fourth; two several Acts passed in the third year of the reign of His said late Majesty King William the Fourth; another Act passed in the first year of the reign of Her present Majesty Queen Victoria; and an Act passed in the seventh year of the reign of Her present Majesty.

And it is further intended, in and by the said intended Act, to enable the Company of Proprietors of the Clarence Railway, hereinafter called the Clarence Railway Company, to amalgamate with or sell, or lease and transfer their railway branches and works, and all or any powers of the said Clarence Railway Company, in connection with or in relation to their said railway, branches, and works, to the York and Newcastle Railway Company (now also or lately known, either wholly or in part, as the Newcastle and Darlington Junction Railway Company), and to enable the said York and Newcastle Railway Company to amalgamate with or contract for, purchase, or take on lease the said Clarence Railway, branches, and works, and to exercise such powers of the said Clarence Railway Company, or any of them, and to guarantee to the said Clarence Railway Company such interest or profit on their outlay as may be agreed upon, and also to raise and contribute funds for or towards the purchase, maintenance, working, and use of the said Clarence Railway, branches, and works, and generally to enable the said York and Newcastle Railway Company to enter into and carry into effect such further and other arrangements and agreements, in reference to the said Clarence Railway, branches, and works, as may be mutually agreed upon between them.

And, for the purposes aforesaid, it is intended to alter, amend, extend, and enlarge the powers and provisions of the several Acts of Parliament, or some of them, relating to the said York and Newcastle Railway Company, or to the railways and works of such company, or to any part thereof respectively.

And it is also intended, by the said intended Act, to take powers to alter the existing tolls, rates, and duties leviable by the said Clarence Railway Company, and to take powers for the said company to levy other tolls, rates, and duties, and to confer certain exemptions from the payment of such tolls, rates, and duties respectively, and to vary or extinguish any existing rights or privileges of the said Clarence Railway Company, or connected with their railway, branches, and works, and to confer other rights and privileges.

And it is also intended, by the said intended Act, to take powers to alter the existing tolls, rates, and duties leviable by the said York and Newcastle Railway Company, and to take powers for the said company to levy other tolls, rates, or duties, and to confer certain exemptions from the payment of such tolls, rates, and duties respectively, and to vary or extinguish any existing rights or privileges of the said York and Newcastle Railway Company, and to confer other rights and privileges.—Dated the ninth day of November 1846.

Bell, Steward, and Lloyd, 59, Lincoln's-inn-fields, London.

Stockton and Hartlepool Railway, and Clarence Railway Amalgamation.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill in order to obtain an Act to alter, amend, extend, and enlarge an Act, passed in the session of Parliament held in the fifth and sixth years of the reign of Her present Majesty, intituled "An Act for the maintaining and better regulating of the Stockton and Hartlepool Railway, and for incorporating the proprietors thereof."

And it is also intended, by such intended Act, to empower the Stockton and Hartlepool Railway Company to amalgamate with or sell, or lease and transfer their present railway and works, and any other railways and works which may hereafter belong to such company, and all or any powers of them the said Stockton and Hartlepool Railway Company, to the Company of Proprietors of the Clarence Railway, hereinafter called the Clarence Railway Company, and to enable the said Clarence Railway Company to amalgamate with or contract for, purchase or take on lease the said Stockton and Hartlepool Railway and works, and any other railways and works as aforesaid, and to exercise such powers of the said Stockton and Hartlepool Railway Company, or any of them, and to guarantee to the said Stockton and Hartlepool Railway Company such interest or profit on their outlay as may be agreed upon, and also to raise and contribute funds for or towards the purchase, maintenance, working, and use of the said Stockton and Hartlepool Railway, railways, and works, and generally to enable the said Clarence Railway Company to enter into and carry into effect such further and other arrangements and agreements, in reference to such amalgamation, purchase, or leasing, as may be mutually agreed on between the said companies.

And, for the purposes aforesaid, it is intended to alter, amend, extend, and enlarge the powers and provisions of the several Acts of Parliament, or some of them, relating to the said Clarence Railway Company.

And it is also intended, by the said Act, to take powers to alter the existing tolls, rates, and duties

leviable by the said Stockton and Hartlepool Railway Company, and to take powers for the said company to levy other tolls, rates, and duties, and to confer certain exemptions from the payment of such tolls, rates, and duties respectively, and to vary or extinguish any existing rights or privileges of the said Stockton and Hartlepool Railway Company, or connected with their railway and works, and to confer other rights and privileges.

And it is also intended, by the said Act, to take powers to alter the existing tolls, rates, and duties leviable by the said Clarence Railway Company, and to take powers for the said company to levy other tolls, rates, and duties, and to confer certain exemptions from the payment of such last-mentioned tolls, rates, and duties respectively, and to vary or extinguish any existing rights or privileges of the said last-mentioned company, and to confer other rights and privileges.—Dated the ninth day of November 1846.

Bell, Steward, and Lloyd, 59, Lincoln's-inn-fields, London.

Edinburgh and Glasgow Railway.

Amendment of Acts ; and to enable the Edinburgh and Glasgow Railway Company to form a Branch to the Glasgow, Airdrie, and Monklands Junction Railway, near Whitevale-street, in Glasgow ; and to hold Stock in the Glasgow, Airdrie, and Monklands Junction Railway, in the Edinburgh and Bathgate Railway, and in the Stirling and Dunfermline Railway ; to authorize the vesting of the last-mentioned Railways, or one or more of them, by Sale, Lease, or otherwise, in the Edinburgh and Glasgow Railway Company, and the transmission of the Edinburgh and Glasgow Railway, by Sale, Lease, or otherwise, to the Caledonian Railway Company, to the North British Railway Company, and to the Scottish Central Railway Company, or to some or one of them.

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 following Acts relating to the Edinburgh and Glasgow Railway, viz. an Act passed in the first and second year of the reign of Her present Majesty, chapter 58 ; an Act passed in the third and fourth years of the said reign, chapter 108 ; an Act passed in the fifth year of the said reign, chapter 12 ; an Act passed in the seventh and eighth years of the said reign, chapter 58 ; an Act passed in the eighth and ninth years of the said reign, chapter 91 ; an Act passed in the ninth and tenth years of the said reign, chapter 160 ; an Act relating to the Slamannan Junction Railway, passed in the seventh and eighth years of the said reign, chapter 70 ; and an Act relating to the Glasgow Junction Railway, passed in the eighth and ninth years of the said reign, chapter 182 ; by which intended Act or Acts it is proposed,

to enable the Edinburgh and Glasgow Railway Company to make and maintain a branch, diverging from and out of the main line of their railway, in the parish of Glasgow, or of Inner High Church of Glasgow, or in the parish of barony of Glasgow, in the county of Lanark, at or near to the Cowlares Station, and terminating by a junction with the line of the Glasgow, Airdrie, and Monklands Junction Railway, as authorized to be constructed in the parish of Saint John's of Glasgow, or in the parish of barony of Glasgow, in the county of Lanark, at or near to Whitevale-street of Glasgow, and passing from, through, or into the parishes, townships, burghs, or places of Glasgow, Inner High Church of Glasgow, barony of Glasgow, and Saint John's of Glasgow, all in the county of Lanark, or some of them.

And power is intended to be taken by the said Act or Acts to alter, divert, or stop up all turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, burghs, 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 it is intended to take power by such Act or Acts to acquire compulsorily lands and houses, and to levy tolls, rates, and duties on and for the use of the said intended railway; and to grant exemptions from the payment of such tolls, rates, and duties, and to vary, repeal, or extinguish all existing rights and privileges in any manner connected with the lands and houses proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works; and to confer other rights and privileges.

And notice is hereby given, that it is proposed, by the said intended Act or Acts, to enable the Edinburgh and Glasgow Railway Company to raise additional capital, and to purchase and take and to hold shares and stock in the Glasgow, Airdrie, and Monklands Junction Railway, in the Edinburgh and Bathgate Railway, and in the Stirling and Dunfermline Railway, or in one or more of the said undertakings; and to exercise all the powers, rights, and privileges belonging to proprietors of shares or stock therein.

And it is further proposed, by the said intended Act or Acts, to enable the Edinburgh and Glasgow Railway Company to purchase or lease the Glasgow, Airdrie, and Monklands Junction Railway; and to purchase the Edinburgh and Bathgate Railway, and the Stirling and Dunfermline Railway, or either of them; and to enable the respective companies of proprietors of the said railways to enter into and complete a sale or lease thereof, as the case may be, to the Edinburgh and Glasgow Railway Company.

And notice is hereby further given, that it is proposed by the said intended Act or Acts to enable the Edinburgh and Glasgow Railway Company to sell, lease, demise, and convey the railways and works

constructed or authorized to be constructed under or by virtue of the several Acts hereinbefore recited, with all the property and effects, powers and privileges thereunto appertaining, to some one or more of the following railway companies, if such companies shall be authorized to accept the same, viz., to the Caledonian Railway Company, to the North British Railway Company, to the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, and to the Scottish Central Railway Company; and it is proposed, by such intended Act or Acts, to enable the said last-mentioned respective companies, or some one or more of them, to purchase or to accept a lease of such railways and works, constructed or authorized to be constructed under or by virtue of the said recited Acts, and to empower the said respective last-mentioned companies, or some one or more of them, and the Edinburgh and Glasgow Railway Company, or their respective directors, to make agreements with each other, fixing the terms upon which such sale and purchase shall take place, or such lease be entered into.

And with the above objects it is proposed, by the said intended Act or Acts, to alter and amend the Acts relating to the Caledonian Railway passed in the eighth and ninth, and the ninth and tenth years of the reign of Her present Majesty; the Acts relating to the North British Railway passed in the seventh and eighth, the eighth and ninth, and the ninth and tenth years of the said reign; the Acts relating to the Glasgow, Paisley, Kilmarnock, and Ayr Railway, passed in the first, the third, the fifth, the eighth and ninth, and the ninth years of the said reign; and the Acts relating to the Scottish Central Railway, passed in the eighth and ninth, and the ninth and tenth years of the said reign.

And notice is hereby further given, that maps, plans, and sections, describing the lines and levels of the said intended railway 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 and houses 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 offices of the Principal Sheriff-Clerk for the county of Lanark, at Glasgow, Hamilton, Airdrie, and Lanark; and that a copy of so much of the said plans, sections, and books of reference, as relates to each parish or royal burgh in or through which the said railway is proposed to be made, will be deposited, on or before the same date, with the schoolmaster, and, if there is no schoolmaster, with the session clerk of each such parish, at his residence, and with the Clerk to the royal burgh of Glasgow, at his office in Glasgow.

Glasgow, 10th November 1846.

Bannatynes and Kirkwood, Glasgow, } Solicitors
W. O. and W. Hunt, 10, Whitehall, } for
Westminster, } the Bill.

**York and North Midland Railway.
(Harrogate Branch, Boroughbridge and Knaresborough Extension.)**

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 repeal some of the powers and provisions of the several Acts relating to the 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 to enable the said York and North Midland Railway Company to make the railway and branch railway hereinafter mentioned, or one of them, together with all necessary works and conveniences connected therewith, and approaches thereto respectively, that is to say,—

A railway from and out of the line of the Harrogate Branch Railway, belonging to the York and North Midland Railway Company, now in course of construction, commencing by a junction with the same branch, at or near a point marked A on the plans to be deposited as hereinafter mentioned, in the township and parish of Pannal, in the West Riding of the county of York, and terminating by a junction with the present authorized line of the Boroughbridge Branch Railway, belonging to the York and Newcastle Railway Company, at or near the terminus of the said last-mentioned branch railway, near the road leading from Boroughbridge to Northallerton, in the townships of Milby and Humberton-cum-Milby, or one of them, in the parish of Kirby-on-the-Moor otherwise Kirby Hill, in the North and West Ridings of the county of York, or one of them, which said intended railway and other 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), Pannal, Spofforth, Plumpton, Bilton with Harrogate, Bilton, High Harrogate, Low Harrogate, Knaresborough, Scriven, Scriven with Tentergate, Farnham, Goldsborough, Ferrersby, Flasby, Cooneythorpe, Clareton, Arkendale, Staveley, Aldborough, Copgrove, Minskip, Roecliffe, and Boroughbridge, in the said West Riding; Kirby Hill otherwise Kirby-on-the-Moor, Langthorpe, Humberton, and Milby, in the said West and North Ridings, or one of them.

And also two several lines of railway from and out of the said first mentioned intended railway, respectively commencing by junctions therewith at or near to two several points marked respectively B and C on the plans to be deposited as hereinafter mentioned, both in the township and parish of Knaresborough aforesaid, thence respectively passing from, in, and through the several parishes, townships, and extra-parochial or other places of Knaresborough, Scriven, and Scriven with Tentergate, or some of them, and terminating in the said township and parish of Knaresborough by junctions with the present authorized line of the East and West Yorkshire Junction Railway, at or near to two several points marked respectively D and E on the said plans.

And it is proposed to apply for powers in the said Act so to be applied for to divert, alter, and stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, canals, navigations, and railways, within the said parishes, townships, extra-parochial or other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up, for the purposes of such proposed railways and other works. And also to take powers for the purchase (by compulsion or otherwise) of lands and houses for all or any of the purposes of the said intended railways and works, or any of them, and to alter, vary, or extinguish all existing rights and

privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the same railways and works, and to grant other rights and privileges. And also to levy tolls, rates, or duties, for or in respect of the use of the said intended railways and works, and to confer such exemptions from the payment of such tolls or duties as may be thought expedient. And it is also proposed by the said intended Act to authorise the said York and North Midland Railway Company to raise a further sum of money for the purposes of the said intended railways and works, and for the general purposes of the said undertaking.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and other works, together with books of reference thereto, will be deposited for public inspection with the respective clerks of the peace for the said West Riding, at his office at Wakefield, in the same riding, and for the said North Riding, at his office at Northallerton, in the same riding, on or before the thirtieth day of November, in this present year, 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 parish in or through which the said intended railways and works are proposed to be made, (with a book of reference thereto,) will be deposited with the parish clerks of such parishes respectively, at their respective places of abode.

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

Richardson and Gutch, } Solicitors,
and } York.
Henry Newton,
Thomas Knox Holmes,
Law, Anton, and Turnbull,
Parliamentary Agents,
Fludyer Street, Westminster.

Preston and Wyre Extension from Lytham to Blackpool, and additional Line at Kirkscar Bay.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to alter, amend, and enlarge the powers and provisions of the several Acts following; that is to say, an Act passed in the session of Parliament held in the fifth and sixth years of the reign of King William the Fourth, intituled An Act for making a Railway from Preston to Wyre, and for improving the harbour of Wyre, in the county palatine of Lancaster; an Act passed in the seventh year of the said reign, intituled An Act to alter the line of the Preston and Wyre Railway, and to amend the Act relating thereto; an Act passed in the seventh year of the said reign, intituled An Act for making and maintaining a Dock or Docks at Wyre, in the county palatine of Lancaster; an Act passed in the second year of the reign of Her present Majesty, intituled An Act to amend the several Acts relating to the Preston and Wyre Railway and Harbour Company; an Act passed in the session of Parliament held in the second and third years of the reign of Her present Majesty, intituled An Act to amend the several Acts relating to the Preston and Wyre Railway and Harbour Company and the Preston and Wyre Dock Company, and to consolidate the said companies; an Act passed in the session of Parliament held in the seventh and eighth years of the reign of Her present Majesty, intituled An Act to amend the several Acts relating to the Preston and Wyre Railway Harbour and Dock Company; and an Act passed in the session of Parliament held in the eighth and ninth years of

the reign of Her present Majesty, intituled An Act to amend the several Acts relating to the Preston and Wyre Railway, Harbour, and Dock Company, and to enable the said Company to make three several branch railways; in which said Bill or Bills it is intended to apply for powers to enable the said Preston and Wyre Railway, Harbour, and Dock Company to make and maintain a branch or extension railway with all necessary stations, erections, bridges, warehouses, communications, and other works and conveniences connected therewith, to commence by a junction with the Lytham Branch Railway, near the Lytham station thereof, in a certain close, in the township and parish of Lytham, in the county of Lancaster, belonging to Thomas Clifton, Esquire, in the occupation of — Walmsley, which is numbered 1 on the Parliamentary plan of the said Lytham Branch Railway, deposited in the office of the clerk of the peace of the said county of Lancaster, and to terminate by a junction with the Blackpool Branch Railway, in a certain close in the township of Layton otherwise Layton with Warbreck, in the parish of Bispham, in the said county of Lancaster, belonging to the said Thomas Clifton, in the occupation of Charles Faint, lying on the north side of the New Road, leading from Blackpool to Poulton, and numbered 98 on the Parliamentary plan of the said Blackpool Branch Railway, deposited in the office of the said clerk of the peace of the said county of Lancaster, and which said branch or extension railway and works will be made in or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Lytham, Marton, Great Marton, Little Marton, Poulton otherwise Poulton-le-Fylde, Bispham, Bispham with Norbreck, and Layton with Warbreck, all in the county of Lancaster; and in which said Bill or Bills it is also intended to apply for powers to enable the said Preston and Wyre Railway Harbour and Dock Company to make and maintain an additional line of railway at Kirkscar Bay, diverging from the main line of the Preston and Wyre Railway, at Bourne Naze, with all necessary stations, erections, bridges, warehouses, communications, and other works connected therewith, to commence by a junction with the said Preston and Wyre Railway, in a certain close at Bourne Naze, in the township of Thornton, in the parish of Poulton otherwise Poulton-le-Fylde, in the county of Lancaster, belonging to Sir Peter Hesketh Fleetwood, Bart., in the occupation of James Whinnerah, and numbered 2 on the parliamentary plan of the said Preston and Wyre Railway, deposited in the office of the clerk of the peace of the said county of Lancaster, and to terminate in the yard of the station of the said Preston and Wyre Railway Harbour and Dock Company, in Dock Street, in the town of Fleetwood, in the township and parish last aforesaid, and having a connecting line therefrom to join the said Preston and Wyre Railway at the north-east corner of the timber pond, adjoining the station of the said Preston and Wyre Railway, Harbour, and Dock Company, at Fleetwood, aforesaid, in the township and parish last aforesaid, which said last-mentioned intended railways and works will be made in or pass from, through, or into the parishes, townships, and extra-parochial and other places following, that is to say, Thornton and Poulton otherwise Poulton-le-Fylde, both in the said county of Lancaster.

And notice is hereby given, that it is also intended to apply for powers to enable the said Preston and Wyre Railway Harbour and Dock Company to make lateral deviations from the lines of the said proposed railways and works, to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, either temporarily or

permanently, all such turnpike-roads, parish roads, streets, and other highways, streams, canals, rivers, bridges, sewers, navigations, railways, and tramroads within the several parishes, townships, and extra-parochial and other places aforesaid, or such of them as it may be necessary to divert, alter, or stop up, for the purposes of the said railways and works, or either of them.

And notice is hereby further given, that plans and sections of the said several proposed railways and works, and also duplicates of such plans and sections, and a published map, with the said proposed lines of railway delineated thereon, together with books of reference thereto, will be deposited for public inspection with the clerk of the peace for the county of Lancaster, at his office at Preston, in the said county, on or before the thirtieth day of November, 1846; and a copy of so much of the said plans and sections as relates to each parish in or through which the said proposed railways and other 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, on or before the said thirtieth day of November, 1846.

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 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 proposed railways and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

Dated this ninth day of November, 1846.

Nelson and Wynn,
Graham Place, Lombard Street.

Leeds Waterworks Act Amendment.

Construction of further 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 Act passed in the first year of the reign of Her present Majesty, entitled "An Act for the better supplying with water the town and neighbourhood of Leeds, in the West Riding of the county of York."

And it is proposed by such intended Act, to enable the Leeds Waterworks Company to provide an additional supply of water for the use of the inhabitants of the town and neighbourhood of Leeds aforesaid, and for that purpose to take, divert, use, and appropriate the several springs, streams, and waters rising, being, and flowing, and which may be found and collected in, upon, and over the lands of William Rhodes, Esquire, in the township of Bramhope, in the parish of Otley, and the township of Arthington, in the parish of Addle, in the West Riding of the county of York, and also the waters, flowing, arising, and being, and which may be found and collected in the lands of the Leeds and Thirsk Railway Company and in a certain tunnel, now in course of construction by the said railway company, in the said township of Bramhope respectively.

And for the purpose of collecting, raising, passing, diverting, conveying, using, and appropriating the said springs, streams, and waters for the objects and purposes aforesaid, it is also intended to take powers to make, construct, and maintain a reservoir, in lands the property of William Rhodes, Esquire, in the township of Arthington, in the parish of Addle, and at or near to a certain wood, called Pogesiker Wood, the

property of the said William Rhodes, Esquire, there situate.

Also to make, construct, and maintain an aqueduct or conduit, commencing by a junction with the said intended reservoir, and terminating in the township of Bramhope, in the parish of Otley, at or near the northern extremity of a certain tunnel, now in course of construction by the Leeds and Thirsk Railway Company, and also by a junction with a certain stream of water, called Bramhope Beck, in a field, called Coppy Crown, belonging to William Rhodes, Esquire, in the township of Arthington, and parish of Addle.

Also to make, construct, and maintain another aqueduct or conduit, commencing in the township of Addle-cum-Eccup, in the parish of Addle, by a junction with the existing Store Reservoir of the said water works company, and terminating firstly in the township of Arthington, in the parish of Addle, by a junction with the said intended reservoir, and secondly, at or near the boundary between the said townships of Arthington and Bramhope, in a wood called Well-heads Wood, in the said last-mentioned townships.

Also to make, construct, and maintain another aqueduct or conduit, commencing in the said township of Arthington by a junction with the said intended reservoir, and terminating by a junction with the said stream of water called Bramhope Beck, at or near a certain field, the property of William Rhodes, Esquire, called the Ing, in the said township of Arthington, which said intended reservoir, and the said several aqueducts, conduits, and works, or some of them, will be situate or pass within, into, or through the several townships, extra-parochial, or other places of Bramhope, Arthington, Addle Eccup, Addle-cum-Eccup, Kirskill, Brearey, and Weardley, and the several parishes of Otley, Addle, and Harewood, all in the West Riding of the county of York.

Also it is intended to take powers to enable the said water-works company to lay down, construct, and maintain within the said several parishes, townships, and extra-parochial places, or some of them, proper and necessary drains, sewers, pipes, tunnels, conduits, sluices, pumps, engines, machinery, and other necessary works, and to lay mains and pipes through private lands, and through or along any streets, roads, and public and private ways within the said several places aforesaid, and to take and purchase, by compulsion or otherwise, lands, houses, buildings, streams, waters, and other property, for the purposes aforesaid, or any of them, and to alter, repeal, or extinguish all existing rights and privileges connected with such houses, lands, buildings, streams, waters, and property, or which would in any manner impede or interfere with the construction and maintenance of the said works, or any of them.

And also to lay, levy, and collect rates and rents for such supply of water, and to alter the existing rates and rents now granted to the said company by the said Act, and to vary and extinguish exemptions from the payment of rates and rents, and other rights and privileges, and also to confer other rights, powers, and privileges.

And it is also intended by the said proposed Act to authorize the said water works company to raise a further sum of money.

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections of the said intended works, and the lands in and through which the same are proposed to be made, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of all such lands and hereditaments, will be deposited with the clerk of the peace for the West Riding of the county

of York, at his office at Wakefield, in the said riding, and also with the parish clerks of the said respective parishes of Otley, Addle, and Harewood, at their respective residences.

And it is further proposed, by the said intended Act (if need be), 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 (Knaresborough Extension) Railway Act 1846, and the Leeds and Thirsk (Saint Helen's Branch Deviation) Railway Act 1846.

Dated this ninth day of November, 1846.

Barr, Lofthouse, and Nelson,
Solicitors.

London and South-Western Railway Acts Amendment.

Powers for London and South-Western Railway Company to raise further capital, and to purchase, rent, or subscribe capital towards, or to amalgamate or make other arrangements with the Companies owning or working the Southampton and Dorchester; the Richmond; the Exeter and Exmouth; the Direct London and Portsmouth; the London, Brighton, and South Coast; the Taw Vale Railway and Dock and Extension; the Bodmin and Wadebridge; the Cornwall; and the West Cornwall Railways; the proposed London, Salisbury, and Yeovil; and Exeter, Yeovil, and Dorchester Railways; the Sutton Pool (Plymouth); and the Proposed Sutton Pool Improvement. And also to make arrangements with the Electric Telegraph Company; and powers to amend the Acts relating to the above several Companies and undertakings.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for a Bill to alter, amend, and enlarge the powers and provisions of the several Acts relating to the 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 London and South-Western Railway Company's Amendment Act, 1846;" "the London and South-Western Chertsey and Egham Branch Act, 1846;" "the London and South-Western 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;" and the powers and provisions of the several Acts (local and personal) relating to the London, Brighton, and South Coast Railway, that is to say, An Act passed in the fifth and sixth years of the reign of His Majesty King William the Fourth, cap. 10; an Act passed in the sixth and seventh years of His said Majesty's reign, cap. 121; an Act passed in the seventh year of His late Majesty King William the Fourth, and in the first year of Her Majesty Queen Victoria, cap. 119; an Act passed in the first and second years of the reign of Her present Majesty, cap. 20; an Act passed in the second and third years of Her said present Majesty, cap. 18; an

Act passed in the third and fourth years of Her said present Majesty, cap. 129; an Act passed in the sixth and seventh years of Her said present Majesty, cap. 27; an Act passed in the seventh and eighth years of Her present Majesty, cap. 67; an Act passed in the seventh and eighth years of Her present Majesty, cap. 11; an Act passed in the seventh and eighth years of the reign of Her present Majesty, cap. 92; an Act passed in the seventh and eighth years of Her present Majesty, cap. 97; an Act passed in the eighth and ninth years of Her present Majesty, cap. 52; an Act passed in the eighth and ninth years of Her present Majesty, cap. 113; an Act passed in the eighth and ninth years of Her present Majesty, cap. 196; an Act passed in the eighth and ninth years of Her present Majesty, cap. 199; an Act passed in the eighth and ninth years of Her present Majesty, cap. 200; an Act passed in the ninth year of Her present Majesty, cap. 64; an Act passed in the ninth year of the reign of Her present Majesty, cap. 63; an Act passed in the ninth year of Her present Majesty, cap. 68; an Act passed in the ninth year of the reign of Her present Majesty, cap. 69; an Act passed in the ninth and tenth years of Her present Majesty, cap. 281; and an Act passed in the ninth and tenth years of Her present Majesty, cap. 283; and also the powers and provisions of the several Acts following, or some of them, that is to say, "the Southampton and Dorchester Railway Act, 1845;" "the Richmond Railway Act, 1845;" "the Exeter and Exmouth Railway Act, 1846;" "the London and Portsmouth Direct Railway Act, 1845;" "The Taw Vale Railway and Dock, and Taw Vale Extension Railway Acts (local and personal), that is to say, an Act passed in the first year of the reign of Her present Majesty, cap. 27; and an Act passed in the ninth year of Her said Majesty's reign, cap. 117; and an Act passed in the last session of Parliament, intituled "An Act for amending the Acts relating to the Taw Vale Railway and Dock, and for making an Extension therefrom to the Exeter and Crediton Railway in the county of Devon;" the Sutton Pool Company's Acts (local and personal), that is to say, an Act passed in the fifty-first year of the reign of King George the Third, cap. 196; and an Act passed in the second year of the reign of King William the Fourth, cap. 9; the Bodmin and Wadebridge Railway Company Acts (local and personal), that is to say, an Act passed in the second year of the reign of King William the Fourth, cap. 47; and an Act passed in the sixth year of the reign of His said Majesty, cap. 93; "the Cornwall Railway Act, 1846;" "the West Cornwall Railway Act, 1846;" and "the Electric Telegraph Company's Act, 1846."

And notice is hereby further given, that in the said Bill powers will be contained for enabling the said London and South-Western Railway Company to raise further sums of money by shares, stock, mortgage, or otherwise; and either jointly with any other company or parties, or separately, to amalgamate with, or to purchase or rent, or lease or hire for a term of years or in perpetuity, or to enter into arrangements for the joint or for the exclusive use and working of, or to construct, maintain, work, use and manage, or to guarantee interest or profit for, or to subscribe money towards the construction, maintenance, and working of all or any part or parts of the several existing or intended railways, and the harbour and other undertakings hereinafter mentioned, and the several branches, enlargements, improvements, and other works connected or proposed to be connected therewith respectively, and to raise money by mortgage, shares, or other wise, for the purposes thereof, that is to say, the London, Salisbury, and Yeovil Junction Railway; the Exeter, Yeovil, and Dorchester Railway; the Southampton and

Dorchester Railway; the Richmond Railway; the Exeter and Exmouth Railway; the Direct London and Portsmouth Railway; the London, Brighton, and South Coast Railway; the Sutton Pool (Plymouth) Harbour; the Taw Vale Railway and Dock, and Taw Vale Railway Extension; the Bodmin and Wadebridge Railway; the Cornwall Railway; and the West Cornwall Railway.

And also powers for the London and South-Western Railway Company, and the Electric Telegraph Company, to enter into and make such arrangements between themselves for the joint ownership, use, and management of the present and any future electric telegraph on or in connexion with the London and South-Western Railway, and also with such other parties as the said last-mentioned companies may think fit, for the use of or relating to any such telegraph.

And with reference to and for the purposes aforesaid, powers will be contained in the said Bill for enabling the said London and South-Western Railway Company, the Southampton and Dorchester Railway Company, the Richmond Railway Company, the Exeter and Exmouth Railway Company, the Direct London and Portsmouth Railway Company, the London, Brighton, and South Coast Railway Company, the Cornwall Railway Company, the West Cornwall Railway Company, the Sutton Pool Company, the Taw Vale Railway and Dock Company, and the Bodmin and Wadebridge Railway Company, and the said Electric Telegraph Company; and also the several companies to be incorporated for making and maintaining the London, Salisbury, and Yeovil Railway, the Exeter, Yeovil, and Dorchester Railway, and the Sutton Pool Improvement respectively, and all other companies and parties interested in the same several railways, harbour, dock, and other works and undertakings, or any of them, or any two or more of such several companies and intended companies and persons, to enter into and make with the other and others, or any of the others of them, all necessary, proper, and convenient sales, purchases, leases, acts, assurances, conveyances, contracts, arrangements, and agreements for carrying all or any of the purposes aforesaid into complete effect; and also powers for the said several companies and intended companies to raise capital for all or any of the purposes aforesaid, and to apply the same accordingly; and also powers for enabling all and every or any one or more of the said several companies and intended companies hereinbefore mentioned, to levy tolls, rates, and duties upon or in respect of all and every or any one or more of the said several railways, harbour, docks, and works hereinbefore mentioned or referred to, according to the several and respective interests of the said several companies and intended companies therein respectively, under any arrangement which may be entered into and made between and amongst them, or any of them; and also powers to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

Dated this seventh day of November 1846.

Bircham, Dalrymple, and Drake,
Bedford Row, London.

London and South-Western Railway Acts Amendment.

Wimbledon and Shoreham Extension.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for a Bill to alter, amend, and enlarge the powers and provisions of the several Acts relating to the 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, 1845," "the London and South-Western Railway Metropolitan Extension 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 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," and "the Southampton and Dorchester Railway Act, 1845."

And notice is hereby further given, that powers will be inserted in the said Bill to enable the London and South-Western Railway Company, or some other company to be incorporated by the same Bill, to make and maintain a railway, with all proper and necessary roads, approaches, stations, works, and conveniences connected therewith, commencing at and proceeding from the London and South-Western Railway, in a field in the parish of Merton, in the county of Surrey, occupied by Edward Whithourn, near the place where the said last-mentioned railway crosses the public road called Coombe Lane, and terminating by a junction with the London, Brighton, and South Coast Railway at the Shoreham Station thereof, in the parish of New Shoreham, in the said county of Sussex, and which said railway and works, and conveniences, are intended to be made in and to pass from, through, or into the several parishes, townships, and extra-parochial and other places, of Wimbledon, Merton, Mitcham, Kingston otherwise Kingston-on-Thames, Surbiton, Norbiton, Hook, Malden, Maldon otherwise Maldon Rushot, Long Ditton, Chessington otherwise Chessington, Talworth otherwise Tolworth, the royalty or liberty of Great Nonsuch Park otherwise Worcester Park, Cuddington, Cheam, Morden otherwise Morden otherwise Moredon, Horton, Ewell, Epsom otherwise Ebbisham, Ashted otherwise Ashted otherwise Ashstead otherwise Ashsted, Woodcote otherwise Woodcote, Leatherhead otherwise Leatherhead, Fetcham, Great Bookham, Little Bookham, Effingham, Stoke De Abernon otherwise Stoke D'Abernon otherwise Stoke De Alborne otherwise Stoke D'Alborne, Headley otherwise Hedley, Mickleham otherwise Littleburgh, West-humble otherwise Wisthumble, Burford Bridge, Giles's Green, Bradley, Denbies, Dorking otherwise Darking, The Holmwood, Ewhurst, Abinger, Westcot otherwise Westcott otherwise Westcote otherwise West Gate, Milton, Wotton otherwise Wotten otherwise Wootton otherwise Wootten, Leigh otherwise Lye otherwise Lei, Buckland, Betchworth otherwise Beachworth otherwise Bechworth otherwise Beechworth, West Betchworth otherwise West Beachworth otherwise West Bechworth otherwise West Beechworth, East Betchworth otherwise East Beachworth otherwise East Bechworth otherwise East Beechworth, Brockham, Newdigate otherwise Nudgate otherwise Nudgate, Charlwood Park, Hurst, Park Hatch, Park Gate, the Chapelry of Oakwood otherwise Okewood otherwise Oakwood Hill otherwise Oke-wood Hill, Ockley otherwise Oakley otherwise Stone Street, Capel otherwise Capell otherwise Caple, or some of them, in the said county of Surrey; and Rusper

otherwise Ruspar, Rudgwick otherwise Ridgwick, Warnham, Roughton otherwise Roughton Street, Kingsfold, Roughbrook otherwise Roughhook otherwise Rowhook, Shortfield, Horsham, Southwater, Sullington, Slinfold otherwise Slingfold otherwise Slindfold, Saint Leonard's, Itchingfield otherwise Ichingfield, Shipley, Nuthurst, Nutfield, Broadwater, Loxwood, Billingshurst otherwise Billingshurst, Adversane otherwise Adversane otherwise Hertfordshorne otherwise Hadfortshorne, West Grinstead otherwise West Grinsted, Cowfold, Shermanbury, Hensfield, Ashington Buncton otherwise Buncton Chapel, Ashurst otherwise Ashurst near Steyning, Woodmancote, Blackstone, Beeding, Upper Beeding otherwise Seale Beeding otherwise Seale Beeding otherwise Seale Beeding otherwise Seale, Lower Beeding otherwise Seale Beeding otherwise Seale Beeding otherwise Seale Beeding otherwise Seale, Findon, Wiston, Steyning, Bramber, Annington, Edburton otherwise Edgburton otherwise Egburton, Botolphs otherwise Botolphs otherwise Butolphs otherwise Butolphs otherwise Saint Botolphs, Erringham, Coombes otherwise Coombs otherwise Combes otherwise Combs, Sompting, Lancing, North Lancing, South Lancing, Broadwater, Worthing, West Tarring, Heene, Shoreham, Old Shoreham, New Shoreham, Kingston otherwise Kingston by Sea otherwise Kingston Bowsey otherwise Kingston Bucey otherwise Kingston Busey Southwick, Portslade, Hangleton, Aldrington otherwise Atherington, Blatchington otherwise Bletchington otherwise West Blatchington otherwise West Bletchington, Preston otherwise Bishop's Preston, Hove, Brightelmstone otherwise Brighthelmston otherwise Brighton, or some of them, in the county of Sussex.

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

And notice is hereby further given, that a plan of the said proposed railway and other works, and also a duplicate of such plan, and a section and duplicate thereof, together with books of reference thereto, and also a published map with the line of Railway delineated thereon, will be deposited for public inspection with the clerk of the peace for the said county of Surrey, at his office in North-street, Lambeth, in the same county, and with the clerk of the peace for the said county of Sussex, at his office at Lewes, in the said county, on or before the thirtieth day of November, one thousand eight hundred and forty-six; and on or before the same day a copy of so much of each such plan and section as relates to each parish in or through which the said proposed railway and other works are 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 powers are intended to be taken in and by the said Bill for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in every manner connected with such lands and houses, and to levy rates, tolls, and duties upon or in respect of the said proposed railway and other works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is also proposed in and by the said Bill, in

case the said railway shall be authorized to be made by any company other than the said London and South-Western Railway Company, to empower such other company to lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to the London and South-Western Railway Company, and to delegate to the said London and South-Western Railway 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 railway and works, or any part thereof, or to purchase, take on lease, rent, work, or construct, the said intended railway and works, or any part of the same, and to take tolls and duties upon or in respect thereof, or to guarantee to the company to be incorporated by the said intended Bill, such interest or profit upon their outlay as may agreed upon.

And it is further proposed by the said Bill to authorize the union and amalgamation of the said proposed company with the London and South-Western Railway Company upon such terms and conditions as may be mutually agreed upon, and to authorize such company, when so united or amalgamated, to use and work the said railway and works, and to take tolls upon or in respect thereof, and to enable the said London and South-Western Railway Company to raise money by shares, mortgage, or otherwise, for the several purposes aforesaid.

And notice is hereby given, that power will be taken by the said intended Bill to enable the said London and South-Western Railway Company, or such other company to be incorporated as aforesaid, to use and work over, and occupy jointly with the said London, Brighton, and South Coast Railway Company, the said Shoreham branch and the proposed Steyning branch of the London, Brighton, and South Coast Railway, and the several stations and other works and conveniences connected therewith respectively, and also so much of the main line of the existing London and Brighton Railway, and such of the stations and other works and conveniences connected therewith as lie south of the junction of the Shoreham branch, including such junction, and also jointly with the said Direct London and Portsmouth Railway Company, and the said London, Brighton, and South Coast Railway Company, or one of them, so much of the authorized line of the said Direct London and Portsmouth Railway Company, as shall lie between Epsom and Dorking inclusive, and to take tolls, rates, and duties upon or in respect of such branches, portions of railway, stations and works respectively, and to authorize such companies respectively to enter into all necessary agreements with reference to the objects aforesaid, and for the purposes aforesaid to vary, alter, and amend the provisions of the several Acts (local and personal) relating to the London, Brighton, and South Coast Railway following, that is to say—an Act passed in the fifth and sixth years of His late Majesty King William the Fourth, cap. 10—An Act passed in the sixth and seventh years of His late Majesty King William the Fourth, cap. 121—An Act passed in the seventh year of His late Majesty King William the Fourth, and the first year of Her Majesty Queen Victoria, cap. 119—An Act passed in the first and second years of Her Majesty Queen Victoria, cap. 20—An Act passed in the second and third years of Her Majesty Queen Victoria, cap. 18—An Act passed in the third and fourth years of Her Majesty Queen Victoria, cap. 129—An Act passed in the sixth and seventh years of Her Majesty Queen Victoria, cap. 27—An Act passed in the seventh and eighth years of Her Majesty Queen Victoria, cap.

67—An Act passed in the seventh and eighth years of Her Majesty Queen Victoria, cap. 91—An Act passed in the seventh and eighth years of Her Majesty Queen Victoria, cap. 92—An Act passed in the seventh and eighth years of Her Majesty Queen Victoria, cap. 97—An Act passed in the eighth and ninth years of Her Majesty Queen Victoria, cap. 52—An Act passed in the eighth and ninth years of Her Majesty Queen Victoria, cap. 113—An Act passed in the eighth and ninth years of Her Majesty Queen Victoria, cap. 196—An Act passed in the eighth and ninth years of Her present Majesty Queen Victoria, cap. 199—An Act passed in the eighth and ninth years of Her Majesty Queen Victoria, cap. 200—An Act passed in the ninth year of Her Majesty Queen Victoria, cap. 54—An Act passed in the ninth year of Her Majesty Queen Victoria, cap. 63—An Act passed in the ninth year of Her Majesty Queen Victoria, cap. 68—An Act passed in the ninth year of Her Majesty Queen Victoria, cap. 69—An Act passed in the ninth and tenth years of Her Majesty Queen Victoria, cap. 281—An Act passed in the ninth and tenth years of Her Majesty Queen Victoria, cap. 283.

And also the Direct London and Portsmouth Railway Act, 1845.

Dated this seventh day of November, 1846.

Bircham, Dalrymple, and Drake,
15, Bedford Row, London.

Salisbury and Yeovil Railway.

Lines from the London and South-Western Railway at Salisbury to Yeovil, with Branches to Shaftesbury and Wincanton, and to join the Wilts, Somerset, and Weymouth Railway at Yeovil, and the proposed Exeter, Yeovil, and Dorchester Railway at Berwick in the County of Somerset, with powers for the London and South-Western Railway Company to make, or subscribe towards, purchase or lease 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 enable the London and South-Western Railway Company, or a company to be incorporated by the said Bill, to make and maintain the railway and several branch railways hereinafter mentioned, or some of them, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, that is to say, First, a railway commencing by a junction with the intended Basingstoke and Salisbury Extension of the London and South-Western Railway, as now authorized to be made at a point thereon in the parish of Fisherton Anger, in the Borough of New Sarum, in the County of Wilts, at or near the house known as the Red Lion Inn, in the occupation of Mr. William Elliott, situate on the north east side of Fisherton-street, in the said parish, and passing thence in, from, through, or into the several parishes, townships, and extra-parochial or other places following, that is to say, Fisherton Anger, the liberty of the Close of New Sarum, the Borough and City of New Sarum, West Harnham, Bemerton, East Harnham, Britford, Netherhampton, Quidhampton, Fuglestone Saint Peter, Wilton, Ditchampton, South Newton, Grovely, Wishford, Chilhampton, North Burcombe, South Burcombe, Ugford, Barford Saint Martin, Baverstock, Compton Chamberlain, Broad Chalke, Little Langford, Berwick Saint John, Dinton, Darling's Farm, Teffont Magna otherwise Upper Teffont, Wiley, Teffont Ewas otherwise Teffont Ewas otherwise Lower Teffont, Deptford, Compton, Bower Chalke, Fovant, Fifield, Chicksgrove, Ebbesborne Wake, Sutton Mandeville, Swallow Cliffe otherwise Swallow

Clift, Rudge Chilmark, Ansty, Fonthill Gifford, Fonthill Bishop, East Tisbury, Wardour, West Tisbury, Staple Tisbury, Hazledon, Hatch, Newtown Bridzor, Donhead Saint Andrew, Easton, Donhead Saint Mary, Charlton, Doggershall, Hayston, Semley, East Knoyle otherwise Knoyle, West Knoyle, Milton Upton, Hindon, Berwick Saint Leonard, Monckton Deverill, Sedgill otherwise Sedgell, Zeals, Mere otherwise Meer, Chadenwyche otherwise Chadenwick, Mere Woodlands, Mere Town, Stourton otherwise Stourhead, or some of them, in the county of Wilts; Shaftesbury otherwise Shaston, Shaftesbury Saint Peter, Shaftesbury Holy Trinity, Shaftesbury Saint James, Alcester otherwise Alincester, Motcombe, Bourton, Preston otherwise Pierson otherwise Pearson, Milton upon Stour, Silton, Gillingham, Gillingham Tree, Ham, Marston, Wyke otherwise Weeke, Magiston, Stower Provost otherwise Stour Provost, East Stower otherwise East Stour, West Stower otherwise West Stour, Saint Margaret Marsh otherwise Margaret's Marsh, Todber otherwise Todbere, Fifehead Magdalen, Nyland, Kington Magna otherwise Keinton Magna, Little Keinton otherwise Little Kington, Dunster, Wadlin, and Buckhorn Weston, or some or one of them, in the county of Dorset; Cucklington, Yenston, Bowden, otherwise Henstridge Bowden, Bayford, Brook otherwise Gasper, Bonham, Penselwood, Charlton Musgrove otherwise Charlton Musgrove, Henstridge, Whitchurch, Wincanton, South Cheriton, North Cheriton, Stowell, Charlton Horethorne, Corton Denham, Stoke Trister, Blackford, Horsington, Holton, Lattiford, Temple Combe, Abbas Combe otherwise Temple and Abbas Combe, Closworth, East Coker, West Coker, Sutton Bingham, Pointington, Sandford Orcas, Berwick otherwise Barwick, Stoford, Goathill, Milborne Port, Milborne Wick, Kingsbury Regis, Yeovil, Kingston juxta Yeovil otherwise Pitney, Wigdon and Huntley, Hendford, Yeovil Marsh and Yeovil Borough, or some of them, in the county of Somerset; Beerhacket, Ryme Intrinsic, Osborne, Over Compton otherwise Higher Compton, Nether Compton otherwise Lower Compton, Castleton, Sherborne, Abbott'sfee, Eastbury, Hound Street, Nether Combe otherwise Nether Coombe, Newland Borough, Over Combe otherwise Over Coombe, Westbury, Pinford, Thornford, Wyke, Clifton Mabank otherwise Maybank, Bradford Abbas, or some of them, in the county of Dorset; and terminating in certain premises now or late belonging to Mr. Charles Foan, and occupied by Mr. W. M. Peniston, near the Pen Stile Turnpike Gate, in the parish of Yeovil, in the said county of Somerset.

Second, a branch railway commencing from the above described intended railway at a point thereon in the parish of Gillingham and county of Dorset, at or near the turnpike-road leading from Gillingham to Shaftesbury, near to its junction with the Vale of Blackmore turnpike road leading from Gillingham aforesaid to East Stower aforesaid, at or near to a place called Newbury, within the said parish of Gillingham, and passing in, from, through, or into the parishes, townships, and extra-parochial and other places following, that is to say, Gillingham, Gillingham Free, Ham, Marston, Wyke otherwise Weeke, Magiston, Stower Provost otherwise Stour Provost, East Stower otherwise East Stour, Silton, Milton upon Stour, Preston otherwise Pierson otherwise Pearson, Bourton, Motcombe, Elmore otherwise Enmore Green, Shaftesbury otherwise Shaston, Shaftesbury Saint James, Shaftesbury Holy Trinity, and Shaftesbury Saint Peter, or some or one of them, in the county of Dorset, and terminating in the said parish of Motcombe, in a pasture-field belonging to the trustees of the Shaftesbury Blue Coat School, in the occupation of Thomas Norton, abutting on the turnpike-road leading from Shaftes-

bury to Sherborne, near the junction of the old and new turnpike-roads into the Town of Shaftesbury, at or near to Long Cross, within the said parish of Motcombe.

Third, a branch railway from the said first above described intended railway at a point thereon in the parish of Buckhorn Weston, in the county of Dorset, commencing near Dunster's Cottage, in a field called Hone Ground, belonging to and occupied by Stephen White, Esquire, or Henry Dyke and Alfred Dyke, his under-tenants, and passing from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Buckhorn Weston, Little Keinton otherwise Little Kington, Kington Magna otherwise Kington Magna otherwise Keinton Magna, Kington, Little Kington otherwise Little Kington, Nyland, Thornhill, Stalbridge, Fifehead otherwise Fifehead Magdalen, and Gillingham, or some or one of them, in the county of Dorset, and Cucklington, Stoke Trister, Bayford, Penselwood, Charlton, Musgrove Henstridge, Yenston, Whitchurch, Temple Combe otherwise Abbas Combe otherwise Temple and Abbas Combe, North Cheriton, Stowel, South Cheriton, Maperton, Holton, Horsington, Lattiford, and Wincanton, or some or one of them, in the said county of Somerset, and terminating in the parish of Wincanton aforesaid, at or near the town mill belonging to and occupied by Mr. Richard Arnold.

Fourth, a branch railway commencing from the said first above described intended railway at a point thereon in the parish of Bradford Abbas, in the said county of Dorset, in and near the centre of a certain common field called Bradford Lease, and terminating by a junction with the Wilts, Somerset, and Weymouth Railway, in a field occupied by George Harbin, Esq., in the parish of Yeovil, in the said county of Somerset, near the junction or proposed junction between the Wilts, Somerset, and Weymouth Railway, and the Durston and Yeovil branch of the Bristol and Exeter Railway, and passing in, from, through, or into the said parishes of Bradford Abbas and Yeovil, or one of them: and

Fifth, a branch railway from the first above mentioned intended railway, commencing at a point in the parish of Bradford Abbas, in the said county of Dorset, in a withy bed, in the occupation of Mr. John Caple, adjoining Waterhouse Lane, in the said parish, and terminating in the parish of Berwick, in the county of Somerset, near Sharmon's Bridge, situate on the turnpike-road, leading from Yeovil to Stoford, by an independent terminus, or by a junction with the proposed Exeter, Yeovil, and Dorchester Railway, and passing in, from, through, or into the several parishes of Bradford Abbas, Clifton Mabank otherwise Maybank, and Berwick, or some or one of them.

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

And notice is hereby further given, that duplicate plans and sections of the said intended railway and branch railways and works, together with books of reference thereto, will be deposited for public inspection with the clerk of the peace for the county of Wilts, at his office at Wilton, in the said county of Wilts,

and with the clerk of the peace for the county of Dorset, at his office at Sherborne, in the same county, and with the clerk of the peace for the county of Somerset, at his office at Taunton, in the same county, on or before the thirtieth day of November, one thousand eight hundred and forty-six; 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 parish in or through which the said intended railway and branch railways and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

And notice is hereby further given, that it is intended by the said Bill 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 intended railway and branch railways and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is also proposed, in and by the said Bill, if the said intended railway and branch railways and works or any of them, shall be made by any other company or companies than the said London and South-Western Railway Company, to authorize such other company or companies to lease, sell, or transfer the said intended railway and branch 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 the London and South-Western Railway Company the execution of all or any of the powers of the said intended Bill, and 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 railway and branch railways and works, or any part thereof, or to purchase and take on lease, rent, work, or construct the said intended railway and branch railways and works, or any part of the same, and to take tolls and duties upon or in respect thereof, or to guarantee to such other company or companies 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 it is further proposed by the said Bill in the events aforesaid, to authorize the union and amalgamation of such other company or companies, or either of them, with the said London and South-Western Railway Company, upon such terms and conditions as may be mutually agreed upon, and to authorize such company when so united or amalgamated to use and work the said intended railway and branch railways and works, and to take tolls upon or in respect thereof.

And it is further intended by the said Bill to enable the said London and South-Western Railway Company, or such other company or companies as may be incorporated by the said Bill and the company of proprietors for the time being of the proposed Exeter, Yeovil, and Dorchester Railway, and the branch railways and works proposed to be connected therewith, to enter respectively into and carry into effect such mutual arrangements as to them may seem expedient for the sale and purchase, or for the leasing and hiring respectively of the said last mentioned railway and branch railways and works or any portion thereof, or of the tolls and duties payable in respect thereof, and of all or any of the powers of the said last mentioned company of proprietors in relation to their said railways and works or any of them, to the London and

South-Western Railway Company, or to such other company or companies as may be incorporated as aforesaid, to take tolls, rates and duties upon or in respect thereof, and for adapting the said last mentioned railway and branch railways and works, or any or either of them, to the purposes of the said London and South-Western Company, or such other company or companies as may be so incorporated as aforesaid.

And notice is hereby further given, that 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 Railways Deviation 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 Company's Amendment Act, 1845," "the London and South-Western Railway Metropolitan Extensions Act, 1845," "the London and South-Western Railway Company's Amendment Act, 1846," "the London and South-Western Railway, Chertsey and Egham Branch, 1846," "the London and South-Western 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."

And also the powers and provisions of the following Acts relating to the said Wilts, Somerset and Weymouth Railway, that is to say, "the Wilts, Somerset and Weymouth Railway Act, 1845," and "the Wilts, Somerset and Weymouth Amendment Act, 1846," and also the powers and provisions of "the Southampton and Dorchester Railway Act, 1845."

Dated this first day of November 1846.

Bircham, Dalrymple, and Drake,
Bedford Row, London.
Hoddings, Townsend, and Lee,
Salisbury, Solicitors.

Wakefield Borough Market Bill.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act or Acts to incorporate a company, and to give to such Company all the necessary powers for the establishment and maintenance of a market and market-place, or markets and market-places, with all proper roads, approaches and conveniences, in and for the borough of Wakefield, in the several townships of Wakefield, Alverthorpe-with-Thornes and Stanley-cum-Wrenthorpe, all in the parish of Wakefield, in the West Riding of the county of York: and for the government and regulation of the said market and market-place, or markets and market-places; and for making regulations as to the placing and removing of carts, stalls, standings and other causes of obstruction in the public streets, ways, and passages, caused by the exposure of goods, wares and merchandise, meat, fish, and other provisions offered for sale within the said borough, and to prevent the hawking and vending of such goods, wares and merchandise, meat, fish, and other provisions in the said public streets, ways, and passages, or other places than the said market and market-place or markets and market-places.

And it is intended to apply for and obtain powers in the said Act or Acts to stop up, alter, and divert, whether temporarily or permanently within the borough and townships aforesaid, the streets called New-street, Union-street, Nelson-street, and Inner New-street, and such other roads, highways, and sewers, drains and pipes, as it may be necessary to stop up, alter, and divert, for the purpose of making, maintaining, and regulating the said market and market-place or markets and market-places.

And it is also intended by the said Act or Acts to take powers for the purchase by compulsion or by agreement of certain lands and houses and other rights or property for the purposes aforesaid. And it is also intended to take powers for the establishment, erection, and maintenance of a public slaughterhouse or public slaughterhouses, and all other requisite conveniences for the use of persons attending the said market, and of the inhabitants of the said borough, and for the inspection of the slaughterhouses, and the wholesomeness of the meat, fish, and other provisions, to be offered for sale within the said borough. And it is also intended to purchase by agreement or compulsion the rights of Sackville Walter Lane Fox, Esquire, or other the lord or lords of the manor of Wakefield aforesaid, to stallage, market-tolls, the inspection of weights and measures, and of public markets, and certain other manorial rights within the borough and townships aforesaid; and also the public weigh-house belonging to the lord of the manor of Wakefield aforesaid.

And it is intended, for all or any of the purposes aforesaid, to repeal, alter, or vary all or any of the powers and provisions of an Act of Parliament passed in the eleventh year of the reign of His Majesty King George the Third, intituled "An Act for the better paving, repairing, and cleansing the streets, lanes, alleys and other public passages within that part of the town of Wakefield, in the county of York, which lies within the east end of Westgate Bridge, the south side of Northgate Bar, the north end of Kirkgate Bridge (except so much thereof as is repaired by the West Riding of the said county of York), and the extreme part of the township of Wakefield aforesaid, leading from Wrengate towards Eastmoor; for preventing nuisances and annoyances therein; and for widening and rendering the same more commodious:" and of another Act passed in the thirty-sixth year of the reign of His Majesty King George the Third, intituled "An Act for lighting and watching the streets and other public passages and places within the town of Wakefield, in the county of York; and for more effectually cleansing the same, and removing and preventing obstructions, nuisances, and annoyances therein."

And it is also intended to take powers by the said Act or Acts to levy and receive tolls, rents, rates, and dues for the use and occupation of the said market and market-place, markets and market-places, or for standage or stallage therein, and also for the use of the said slaughterhouse or slaughterhouses, and to confer exemptions from such tolls, rates, rents, or dues.

And it is also intended to extinguish all exemptions from payment of tolls, rates, and duties, or any other rights or privileges connected with or appurtenant to the several messuages, tenements, or hereditaments, rights or privileges so to be taken or used as aforesaid, or such other exemptions from tolls, rates, or duties, as may be contrary to or inconsistent with the said intended Act or Acts; and also to extinguish all exemptions from the payment of standage or stallage, rates, tolls, or duties; and also to extinguish all rights to standage and stallage within the streets or public passages or roads of the said borough on market and other days; and also to enfranchise such copyhold messuages, tenements, or hereditaments as may be purchased,

taken, used, or acquired, under the powers of the said intended Act or Acts from all manorial or other rights and duties or incumbrances. Dated this tenth day of November, 1846.

Gregory, Faulkner, Gregory & Skirrow,
Agents for the Bill.

Norfolk Railway.

Branch from Norwich to Aylsham, with a Branch to North Walsham.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable the Norfolk Railway Company to make and maintain the railways hereinafter mentioned, with all proper works and conveniences connected therewith, that is to say, a railway commencing by a junction with the Norfolk Railway, at or near the east side of the smith's workshop at the station on the said railway in the hamlet of Thorpe, in the county of the city of Norwich, 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,) Thorpe, Pockthorpe, Saint James, Saint Paul, and Saint Clement, some or one of them, in the city of Norwich and county of the same city, or one of them, and Sprowston, Catton, Spixworth, Beeston Saint Andrew, Crostwick, Stanninghall, Stanninghall cum Frettenham, Frettenham, Horstead, Horstead cum Stanninghall, Coltishall, Great Hautboys, Little Hautboys otherwise Little Hautboys with Lammass, Lammass, Buxton, Oxnead, Brampton, Burgh otherwise Burgh next Aylsham, and Aylsham, in the county of Norfolk, and terminating at or near the water mills and premises now or late in the occupation of Samuel Parmeter, near the town of Aylsham, in the parish of Aylsham, in the said county of Norfolk. Also a branch railway, with all proper works and conveniences connected therewith, commencing from and out of the said last-mentioned intended railway, in the parish of Brampton, at a point near to and on the north side of Oxnead Bridge, 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, Brampton, Oxnead, Burgh otherwise Burgh next Aylsham, Tuttington, Skeytton, Felmingham, and North Walsham, in the county of Norfolk, and terminating near the west side of the town of North Walsham, in the parish of North Walsham, at or near the point from which the roads leading from North Walsham to Aylsham and to Cromer diverge, called Angel Corner. And it is also intended by such Act, to take power to stop up, alter, or divert, either temporarily or permanently, within the several parishes, townships, and extra-parochial places aforesaid, or some of them, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers, which it may be necessary to stop up, alter, or divert, for the purpose of constructing, maintaining or using the said intended railways and works respectively.

And it is further intended by the said Act to enable the Norfolk Railway Company to raise money for the purpose of executing the said intended railways and works, and to levy tolls, rates, and duties for the use thereof, and to grant certain exemptions from the payment of such tolls, rates, and duties, and also to purchase, by compulsion or otherwise, lands and houses for the purposes aforesaid, and to vary or extinguish all existing rights and privileges connected with such lands or houses, or which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges. And, for the purposes aforesaid, it is intended to alter, amend, extend, and enlarge, so far as may be necessary, some of the powers and pro-

visions of the several Acts following, relating to the Norfolk Railway, (that is to say) an Act passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for making a Railway from Norwich to Brandon, with a Branch to Thetford;" another Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for the consolidation of the Yarmouth and Norwich and Norwich and Brandon Railway Companies, and for authorising the construction of certain works at Norwich in connection with the Yarmouth and Norwich Railway;" another Act passed in the said last-mentioned years of the reign of Her present Majesty, intituled "An Act for altering the line of the Norwich and Brandon Railway, and for making a Branch therefrom to East Dereham, in the county of Norfolk;" another Act passed in the ninth and tenth years of the reign of Her present Majesty, intituled "An Act to empower the Norfolk Railway Company to make a railway communication between the Dereham Branch of the Norfolk Railway and the towns of Wells and Blakey, in the county of Norfolk;" and another Act passed in the said last-mentioned years of the reign of Her present Majesty, intituled "An Act for enabling the Norfolk Railway Company to purchase or lease the Lowestoft Railway Harbour and Navigation."

And notice is hereby further given, that maps, plans, and sections describing the direction, lines, and levels, of the said proposed railways respectively, and the lands to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands, will be deposited on or before the thirtieth day of November, in the present year, with the clerk of the peace for the county of Norfolk, at his office, in Aylsham, and with the clerk of the peace for the city of Norwich and county of the same, at his office in Norwich. And that a copy of so much of the said plans, sections, and books of reference, as relate to each of the parishes in or through which the proposed branch railways respectively will pass, will be deposited on or before the thirtieth day of November in the present year, with the parish clerks of such parishes respectively, at their respective residences.

Dated the 4th day of November, 1846.

Parker, Hayes, Barnwell, and Twisden,
Solicitors,

1, Lincoln's Inn Fields.

Braintree and Halstead Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts to make and maintain a railway, with all necessary and proper approaches, stations, works, and conveniences thereto, commencing in the parish of Braintree, in the county of Essex, by a junction with the Maldon, Witham, and Braintree Line of Railway, at or near to the station of the last named railway in the said parish of Braintree, and extending or passing to, from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say, Braintree, Bocking, Stisted and Halstead, all in the county of Essex, and terminating in the said parish of Halstead in or near to a certain piece of garden-ground belonging to Abraham Rayner, in the possession or occupation of Charles Last, and marked or numbered 69 in the said parish of Halstead on the plans hereinafter mentioned. And for the purposes aforesaid, it is intended by such Act or Acts to incorporate a company with powers to purchase lands and houses, by compulsion or agreement, and to levy tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish ex-

emptions from the payment of tolls, rates or duties, or any other rights or privileges.

And notice is hereby further given, that duplicate plans and sections describing the line and situation of the whole of the work and the lands in or through which it is to be made and maintained, 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, and 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 on or before the thirtieth day of November 1846, be deposited for public inspection with the clerk of the peace for the said county of Essex, at his office at Chelmsford, in the same county; and on or before the thirtieth day of November 1846, 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 work is proposed to be made, will be deposited with the parish clerk of each such parish at his place of abode.

Dated this tenth day of November 1846.

Chauntler and Westwood,
8, Gray's Inn Square,
Solicitors for the said Bill.

Chichester and Bognor Railway.

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for an Act or Acts for making and maintaining a railway, with all proper roads, approaches, works, and conveniences connected therewith, which railway will commence at or near to the city of Chichester, in the county of Sussex, and will terminate at or near to the town of Bognor, in the parish of South Bersted, in the said county of Sussex, and which said railway and works will be situate in, and will pass from, through, or into the several parishes, townships, townlands, tythings, extra-parochial and other places hereinafter mentioned, or some of them, that is to say, St. Bartholomew, St. Peter the Great otherwise Subdeanry, and St. Pancras, in the said city and borough of Chichester, in the county of Sussex, the county parts of St. Bartholomew, St. Pancras and St. Peter the Great otherwise Subdeanry, respectively, partly within and partly without the walls of the said city and borough of Chichester and in the said county of Sussex, New Fishbourne, Rumboldswyke, Hunston, Merston, Donnington, North Mundham, Runcton, Oving, Colworth, Pagham, South Mundham, Aldwick, South Bersted, North Bersted, and Bognor, all in the said county of Sussex.

And it is intended in the Act or Acts so to be applied for to take powers to deviate in the construction of the said intended railway on either side from the line or lines laid down on the maps or plans thereof, to be deposited as hereinafter mentioned, to the extent defined on the said maps or plans.

And for the purposes aforesaid it is intended by the said Act or Acts to incorporate a company, with powers to take and acquire by compulsory purchase or otherwise, such lands, houses, tenements, hereditaments and other property, as may be necessary for the construction of the railway, roads, approaches, and other works, and to vary and extinguish all existing rights and privileges connected with the lands, houses, tenements, hereditaments and other property so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railway, roads, approaches, and works, and to confer other rights and privileges in relation thereto, and also with powers to alter, vary, divert, or stop up, within the parishes and places

aforesaid, the lines, levels, and inclinations of turnpike roads, highways, roads, streets, and tramroads, railways, paths, passages, or other roads, rivers, canals, streams, navigations, brooks, waters, watercourses, sewers, gas, and other pipes, mill and other ponds, where requisite for the construction of the railway, roads, approaches, and other works, and with powers to levy tolls, rates, and duties for the use of the railway and the engines, warehouses, depôts, stations, landing-places, and other works, communications, and conveniences connected therewith, and for the passage and carriage of passengers, merchandise, articles and things upon or along the same, and to grant such exemptions from such tolls, rates, and duties as to the company may seem meet, and with powers to raise money for the purposes of the undertaking by the creation of shares or some other mode to be authorised by the said Bill.

And also with powers to the said company to enter into and carry into execution such arrangements, agreements, or undertakings with any other companies, corporations, commissioners, trustees, or other bodies or persons as may be necessary, expedient or proper for making, constructing, using, working, selling, or leasing the said railway and works, or any part or parts thereof, or for forming junctions or communications with any railway or railways already formed or to be hereafter formed.

And notice is hereby further given that plans and sections and duplicates thereof respectively, describing the line and levels and situation of the said intended railway and works, and the lands, houses, and other property to be taken for the purposes 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 other property, will be deposited on or before the 30th day of November instant with the clerk of the peace for the county of Sussex, at his offices in Lewes, in the same county; and that on or before the said 30th day of November instant, a copy of so much of the said plans and sections as relate to each of the several parishes in or through which the said railway and works, or any part thereof are intended to be made, together with a book of reference thereto, will be deposited for public inspection with the parish clerk of each of such several parishes at their respective places of abode.

Dated this 9th day of November, 1846.

I. D. Newland,
Chichester.
C. Constable,
Bognor.

Midland Railway.

Gloucester and Stonehouse Junction.
Proposed Branch to unite the Birmingham and Gloucester Line of the Midland Railway at Gloucester with the Bristol and Gloucester Line of the Midland Railway near the Stonehouse Station and alteration of existing Gauge.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to empower the Midland Railway Company to make and maintain a railway, with proper works and conveniences connected therewith and approaches thereto, commencing by a junction with the Birmingham and Gloucester line of the Midland Railway in the township of Wotton Saint Mary, in the parish of Saint Mary de Lode, in the county of Gloucester, near to the spot where the existing line of the said railway crosses a public highway there called Asylum Lane, and terminating in the parish of Stonehouse, in the said county of Gloucester,

by a junction with the Bristol and Gloucester line of the Midland Railway, near the spot where the same now unites with the Cheltenham and Swindon line of the Great Western Railway, and passing from, in, through or into the several parishes, townships, extra parochial and other places, of Saint James, Saint Luke, Pool Meadow, Town Ham, Saint Nicholas, Hamlet of Littleworth, South Hamlet, Barton Saint Michael, Saint Mary de Grace, Saint Michael, Saint Aldate, Saint John the Baptist, Saint Owen, All Hallows, All Saints, Saint Mary de Crypt, North Hamlet, Holy Trinity, Kingsholm Saint Catherine, Kingsholm Saint Mary, College Precincts, Barton Saint Mary, Longford Saint Mary, Longford Saint Catherine, Wotton, Vill of Wotton, Wotton Saint Catherine, Wotton Saint Mary, Saint Mary de Lode, Saint Catherine otherwise Saint Oswald, or some of them, in the city of Gloucester and county of the same city; Barnwood, Vill of Wotton, Wotton Saint Mary, North Hamlet, Barton Saint Mary, Barton Saint Michael, Longford Saint Mary, Longford Saint Catherine, Kingsholm Saint Mary, Kingsholm Saint Catherine, South Hamlet, Littleworth, Upton Saint Leonards, Matson, Hempstead, Tuffley otherwise Tuffleigh, Saint Mary de Lode, Quedgeley, Whaddon, Brookthorp otherwise Brokthorp, Hardwick, Parkend, Haresfield, Harescomb, Lower Division of Moreton Valence, Upper Division of Moreton Valence, Moreton Valence, Standish, Oxlinch, Putloe, Coldthrop, Wheatenhurst otherwise Whitminster, Randwick, Stonehouse, Eastington, Alkerton, Nupend, Westend, Nastend, and Frampton-upon-Severn, or some of them, in the county of Gloucester.

And it is intended to take powers in such Act to construct stations, communications, works and other conveniences in the several parishes, townships, and extra-parochial and other places before mentioned, or some of them, for the working and using the said railway.

And it is proposed in and by the said intended Act to empower the said Midland Railway Company to purchase, by compulsion or agreement, all houses and lands required for the completion of the same intended railway and works; and also to cross, divert, alter, or stop up, either temporarily or permanently, all such turnpike-roads, parish roads, and other highways, streams, canals, navigable rivers, navigations, railways, and tramroads, within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary or expedient to cross, divert, alter, or stop up, for the purposes of the said railway and works: And to deviate in the construction of the said railway from the line thereof, as shewn on the plans hereinafter mentioned to the extent which shall be defined on the same: And to take powers to levy tolls, rates, and duties, in respect of the use of the said railway, and to vary or extinguish all existing rights and privileges connected with the lands proposed to be taken for the purposes of the said railway, or which would in any manner impede or interfere with the objects aforesaid: And also to empower the said company to raise any sum or sums of money for the purposes aforesaid, and by the said Act to confer other rights and privileges.

And it is proposed, in and by the said intended Act, to alter, amend, and enlarge some of the powers and provisions of the Acts hereinafter mentioned relating to the Midland Railway Company, or some of them, that is to say, an Act passed in the 7th year of the reign of Her present Majesty Queen Victoria, intituled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways;" and also the several Acts relating to the Midland Railway, that is to say, local and personal Acts

8th and 9th Victoria, chapters 49, 56, and 90; local and personal Acts 9th and 10th Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326 and 340; and to enable the Midland Railway Company to alter the gauge of their railway between the terminus thereof at Bristol and the part where it unites with the Cheltenham and Swindon line of the Great Western Railway Company in the parish of Standish in the county of Gloucester.

And notice is hereby further given, that, on or before the thirtieth day of November instant, maps and plans and sections describing the line, direction and levels of the said intended railway and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited for public inspection with the following clerks of the peace respectively, that is to say, with the clerk of the peace for the county of Gloucester, at his office in Gloucester, and with the clerk of the peace for the city of Gloucester and county of the same city, at his office in the said city of Gloucester.

And that, on or before the said thirtieth day of November instant, copies of so much of the said plans, sections, and book of reference as relate to the several parishes in or through which the said intended railway is proposed to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.

Dated this 6th day of November, 1846.

Parker, Hayes, Barnwell, and Twisden,

1, Lincoln's Inn Fields, London,

Berridge and Macauley, Leicester,

Samuel Carter, Birmingham,

} Solicitors.

Midland Railway.

Worcester, Hereford, Malvern, and Cheltenham Lines, with a Branch to Ledbury.—Proposed extension by the Midland Railway Company from Worcester to Hereford, with Branches to Ledbury, Malvern, Ashchurch, and Cheltenham, with power to purchase or make arrangements with the Herefordshire and Gloucestershire Canal and Company, and Junctions with the Shrewsbury and Hereford Railway.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of the several Acts following, that is to say, an Act passed in the thirty-first year of the reign of His Majesty King George the Third, entitled "An Act for making and maintaining a navigable canal from the City of Hereford to the City of Gloucester, with a collateral cut from the same to the town of Newent, in the county of Gloucester." An Act passed in the thirty-third year of the same reign, entitled "An Act to vary and extend the line of the canal authorized to be made by an Act passed in the thirty-first year of the reign of His present Majesty, entitled 'An Act for making and maintaining a navigable canal from the city of Hereford to the city of Gloucester, with a collateral cut from the same to the town of Newent, in the county of Gloucester;' and to amend the said Act." And an Act passed in the second year of the reign of Her present Majesty, entitled "An Act for enabling the Company of Proprietors of the Herefordshire and Gloucestershire Canal Navigation to raise a further sum of money, and for amending the Acts relating thereto." And also, the several Acts hereinafter mentioned relating to the Midland Railway Company, or some of them, that is to say, an Act passed in the seventh year of the reign of Her present

Majesty Queen Victoria, entitled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways;" and also, the Local and Personal Acts, eighth and ninth Victoria, chapters 49, 56, and 90; Local and Personal Acts, ninth and tenth Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326, and 340: in which said Bill it is intended to apply for powers to enable the Midland Railway Company to make and maintain the following railways and branch railways, with all necessary stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith and approaches thereto, that is to say, a railway commencing near to a certain bridge over the Worcester and Birmingham Canal, called "Black Pole Bridge," in the parish of Claines, in the county of Worcester, where it is also intended to form a junction with the Oxford, Worcester, and Wolverhampton Railway, and terminating in or near to a certain field or piece of ground adjoining a certain road or lane called Friar Street or Albert Street, in the parishes of Saint Peter and Saint John the Baptist, or one of them, within the liberties of the city of Hereford, the property of John Arkwright, Esq., now or late in the occupation of Richard Hayling, as under-tenant to George Townsend, which said railway and works will be made in or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Claines, Astwood, Hindlip otherwise Henlip otherwise Hinlip, and Saint Martin, in the county of Worcester; Saint Martin, Saint Clement, Saint Michael, Saint Michael in Bedwardine, Wick Episcopi, Claines, Whistones otherwise Whitstones, Pitchcroft otherwise Pitchcroft Ham, Saint George, Oldbury, Saint Peter otherwise Saint Peter the Great, and Saint John otherwise Saint John in Bedwardine, partly in the county of Worcester and partly in the city of Worcester and county of the same city; Saint Alban, Saint Oswald, Blockhouse otherwise Blockhouse Fields otherwise Saint Paul, Saint Michael otherwise Saint Michael in Bedwardine, Saint Helen, Saint Andrew, Saint Nicholas, The Butts, College Precincts, All Saints, Saint Clement, township of Saint John in Bedwardine otherwise Saint John Henwick, Saint Swithin, Saint Paul, in the city of Worcester and county of the same city; Wick Episcopi, Broadheath, Broadmore Green, Northwick, Barbourne, Whittington, Battenhall, Middle Battenhall, Lower Battenhall, Upper Battenhall, Outbounds of Saint John, Wick, Upper Wick, Lower Wick, Rushwick, Leigh, Bransford otherwise Brandsford, Leigh Sinton, Braces Leigh otherwise Leigh Braces, Upper Howsell, Lower Howsell, Sherridge, Sandlin otherwise Sanlin, Brockamin, Hill End, Link End, Lane End, Powick, Woodsfield, Clevelode, otherwise Clevelead, Malvern, Great Malvern, Chapelry of Saint Peter, Newland, Newland Saint Mary's, Malvern Link, Cotheridge, Housen, Otherton, Madresfield otherwise Maddresfield, Hallow, Grimley, Grimley-cum-Hallow, Saint James's Mathon, Saint Matthias's Leigh, in the county of Worcester, or some of them; Mathon, in the counties of Worcester and Hereford, or one or both of them; and Colwall, Evesbatch Cradley, Cowley, Cowley Gate, Cradley East, Cradley West, Vine's End, Coddington, Bosbury, Netherley, Catley, Upleadon and Catley, Upland otherwise Upleadon, Ledbury, Leadon and Haffield, Wall Hills, Mitchell, and Nether-ton, Wellington, Munsley, Stapeley, Parkhold, Pixley, Canon Froome, Bishops Froome, Castle Froome, Ashperton, Putley, Tarrington, Stretton Grandisome otherwise Stretton Grandisome, Eggleton otherwise Eggleton, Yarkhill, Washington, Monkhide, Withington, Westhide, Weston Beggard otherwise Weston Baggard, Stoke Edith, Dormington, Bartestree, Wool Hope,

Fownhope, Mordiford, Lugwardine, Hampton Bishop, Tupsley, Ocle Pyechard otherwise Ocle Pychard otherwise Ocle Pitchard, Much Cowarne, Morton Jeffries, Stoke Lacy, Ullingswick, Felton, Preston Wynn, Sutton Saint Nicholas, Sutton Saint Michael, Shelwick, Burcot, Moreton on Lug, Marden, Wisterstone, Vend and Venn Vault, Fromanton, Livers Ocle, Amberley, Pipe and Lyde, or some of them, in the county of Hereford, Hampton otherwise Hampton Bishop, Tupsley, Hulmer, Shelwick, Huntington, Hereford, and Saint John otherwise Saint John the Baptist, Saint Peter, Saint Owen, All Saints, Vineyard, Saint Martin, Lower Bullingham, and Saint Nicholas, or some of them, partly in the city of Hereford, or within the liberties thereof, and partly in the county of Hereford, or one of them.

And a branch railway, diverging from the line of the said intended main railway, and commencing at or near a cottage and garden, the property of Edward Spencer, and now in the occupation of William Powell, at or near Shelwick, in the parish of Holmer, in the county of Hereford, and terminating by a junction with the Shrewsbury and Hereford Railway, as authorized to be made by an Act passed in the last session of Parliament, at or near certain fields, the property of George Terry, Esquire, in the occupation of William Badham, near Shelwick, in the parish of Holmer aforesaid, which said branch railway and works will be made wholly in the said parish of Holmer, in the county of Hereford.

And also a branch railway, diverging from the line of the said intended main railway, commencing at or near the aqueduct over the River Lugg, in the extra-parochial part of Livers Ocle, or in the parish of Ullingswick, in the county of Hereford, or one of them, and terminating by a junction with the Shrewsbury and Hereford Railway, as authorized to be made by an Act passed in the last session of Parliament, at or near a certain field, the property of the president and governors of Guy's Hospital, and now in the occupation of Peter Burlton, and near to the boundary of the parishes of Pipe and Lyde, and Marden, in the said county of Hereford, which said branch railway and works will be made in or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, that is to say, Livers Ocle, Ullingswick, Marden, Sutton Saint Michael, Sutton Saint Nicholas, Holmer, and Pipe and Lyde, or some of them, in the county of Hereford.

Also, to make and maintain a railway or branch railway, with all necessary works connected therewith, diverging from the said first-mentioned intended line, in or near to a certain field, forming part of the Grange farm, belonging to Thomas Heywood, Esquire, in the occupation of John Acton, near to Southfield, in the parish of Bosbury, in the county of Hereford, and terminating at or near to the canal wharf, on the Ledbury and Ross turnpike-road, near to the turnpike-gate called the New Street Turnpike, in the parish of Ledbury, in the county of Hereford, which said last mentioned railway and works will be made in or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, that is to say, Coddington, Bosbury, Munsley, Stapeley, Ledbury, Ledbury Denizen, Borough of Ledbury, Ledbury Forren, Leddon otherwise Leadon and Haffield, Wellington, Parkhold, Wall Hills, Mitchell and Nether-ton, Eastnor, Upleadon, Catley, Upleadon and Catley, Colwall, Donnington, or some of them, in the county of Hereford; and also a connecting branch, to unite the last mentioned intended railway with the said first mentioned intended railway, commencing near Prior's Court, in the said parish of Ledbury, and terminating in the said parish of Bosbury, near Stapeley wharf, and

passing through the said parishes of Ledbury and Bosbury.

Also to make and maintain a railway or branch railway, with all proper works and conveniences connected therewith, and approaches thereto, diverging from the said first mentioned intended line, in or near to a certain field belonging or reputed to belong to William Longworth, now or late in the occupation of James Warner, and nearly adjacent to the dwelling-house now or late of the said William Longworth, in the parish of Leigh, in the county of Worcester, and terminating by a double junction with the Birmingham and Gloucester line of the Midland Railway, near the Ashchurch station, in the parish of Ashchurch, in the county of Gloucester, one of such junctions being in the township of Northway and Newton, in the parish of Ashchurch, and the other in the township of Fiddington and Nattton, in the same parish; which said last mentioned railway and works will be made in or pass from, through, or into the several parishes, townships, and extra-parochial, and other places following, or some of them, that is to say, Mathon, partly in the county of Worcester and partly in the county of Hereford; Leigh, Leigh Sinton, Upper Howsell, Lower Howsell, the Link, Great Malvern, Barnard's Green, Little Malvern, Malvern Wells, Chapelry of Newland, Madresfield otherwise Maddresfield, Saint Matthias's Leigh, Saint James's Mathon, Hanley Castle, Upper Hanley, Lower Hanley, Saint Peter in Hanley Castle, Welland, Castle Morton, Upton-on-Severn, Longdon, Queenhill, Uckingham, Holdfast, Ripple, Ryall, Uckingshaw otherwise Okinghall otherwise Uckingshall, in the county of Worcester, or some of them; Puckrup, Twynning otherwise Twining, Tewkesbury, The Mythe, Pamington, Aston-upon-Carrant otherwise Aston-on-Carron, Walton Cardiff, Fiddington and Nattton, Bishops Cleeve, Stoke Orchard, Treddington, and Ashchurch, in the county of Gloucester, or some of them.

And also a short branch railway to connect the said last mentioned intended railway with the said first mentioned intended railway, diverging from the said last mentioned intended railway, in the said parish of Leigh, in the county of Worcester, at a place called the Link, near a certain cottage, now or late in the occupation of Elizabeth Bayliss and Thomas Witney, or one of them, adjoining to the turnpike-road there leading from Worcester to Great Malvern, and terminating in the same parish of Leigh, near to a certain dwelling-house called the Pales, belonging or reputed to belong to John Dowding, and now or late in the occupation of Thomas Anney, and passing from, through, or into the parishes, townships, and places of Leigh, Leigh Sinton, Saint Matthias's Leigh, Saint James's Mathon, Upper Howsell, Lower Howsell, the Link, or some of them, all in the county of Worcester.

Also, to make and maintain a railway or branch railway, with all proper works and conveniences connected therewith and approaches thereto, to commence by a junction with the Birmingham and Gloucester Line of the Midland Railway, at or near the mile post thereon denoting the distance of forty-three miles and a quarter from Birmingham, in the hamlet or township of Southam and Brockhampton, in the parish of Bishop's Cleeve, in the county of Gloucester, and to terminate at or near to a close now or late occupied by Thomas Gilley Perry, near to and on the south side of Upper Alstone Mill, in the tything or hamlet of Alstone otherwise Arlestone, in the parish of Cheltenham, in the county of Gloucester, where it is also intended to form a junction with the existing Cheltenham and Swindon Line of the Great Western Railway, which said last mentioned intended railway and works will be made in, or pass from, through, or into the

several parishes, townships, and extra-parochial and other places following, that is to say, Bishop's Cleeve, Southam and Brockhampton, Woodmancote, Gotherington, Stoke Orchard, Brockington, Prestbury, Overton, Noverton, Swindon, Cheltenham, town of Cheltenham, Alstone otherwise Arlestone, Arle, Westall, Naunton, and Sandford, or some of them, in the county of Gloucester.

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

And it is further intended by such Act to take powers for enabling the Midland Railway Company to purchase or take on lease and hold, and to enable the Company of Proprietors of the Herefordshire and Gloucestershire Canal Navigation to sell or lease and transfer to the said Midland Railway Company the canal of the said company of proprietors, and all branch canals, cuts, railways, tramways, houses, lands, wharfs, warehouses, and other hereditaments, and the goods, property and effects, and other works and conveniences connected therewith, or any part thereof, together with the powers, rights, and privileges of the said company of proprietors, and the capital, stock, and shares, debts, liabilities, engagements, and undertakings, of the said company of proprietors, and for enabling the said Midland Railway Company to exercise and enjoy all such rights, powers, and privileges as may be so transferred to them, and also for converting and appropriating all or any part of the said canal, branches, cuts, railways, tramways, lands, hereditaments, and other works, for the purposes of the said proposed railway and works, in such manner as the said Midland Railway Company shall deem expedient, and for enabling such company to stop up and otherwise discontinue the use of all or any part of the said canal and other works, or the branches thereof, and to alter, vary, and extinguish the tolls, rates, and duties payable to the said company of proprietors, and to vary or extinguish all existing powers, rights, and privileges, in any manner connected with the said canal, or the lands, grounds, hereditaments, works, and conveniences thereto belonging, and to enable the said companies respectively to enter into any contracts, agreements, and arrangements, and to carry into effect all such contracts, agreements, and arrangements, as may be expedient or necessary in reference to the objects and purposes aforesaid, and for the compulsory purchase of lands and houses which may be required for the purposes of the said railways, branch railways, and works, or any of them, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid, and also to levy tolls, rates, or duties upon or in respect of the said railways, branch railways, and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges, and to enable the said Midland Railway Company to raise any necessary sum of money for all or any of the purposes aforesaid.

And notice is hereby further given, that maps and plans of the said railways, branch railways, and works, and also a duplicate of such plans, and a section and

duplicate thereof, 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 county of Worcester, at his office at Worcester; also with the clerk of the peace for the city of Worcester, and county of the same city, at his office at Worcester; also with the clerk of the peace for the county of Gloucester, at his office at Gloucester; and also with the clerk of the peace for the county of Hereford, at his office at Hereford; 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, branch railways, and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

Dated this sixth day of November, 1846.

Parker, Hayes, Barnwell, and Twisden,
London,

Berridge and Macauley, Leicester,

St. Carter, Birmingham,

T. F. Addison, Gloucester,

} Solicitors.

Great Northern Railway.—(Isle of Axholme Extension.)

NOTICE is hereby given, that application will be made to Parliament in the next session, for leave to bring in a Bill to enable the Great Northern Railway Company incorporated by the Great Northern Railway Act, 1846, to make and maintain a branch railway, with all proper works, stations, and conveniences connected therewith, commencing by a junction or junctions with the intended Great Northern Railway, at or near a field in the parish of Saundby, in the county of Nottingham, numbered 4 on the deposited plans of the said Great Northern Railway referred to in the said Act, passing through or into the several parishes, townships, and extra-parochial places of Saundby parish and township, Gainsborough parish and township, Morton, Walkerith, East Stockwith, Haxey parish and township, Haxey Gate, Misson, and Wroot, in the parts of Lindsey, in the county of Lincoln; Misson parish and township, West Stockwith, Beckingham parish and township, Walkeringham parish and township, Kirkland, Misterton parish and township, Gringley on the Hill, parish and township, and Cornley, in the county of Nottingham; Haxey Gate, Langholme, Craiselound otherwise Graiselound, Eastlound, Westwoodside, High Burnham, Low Burnham otherwise Nether Burnham, Owston parish and township, Heckdyke, Gunthorpe, West Kinnaird's Ferry, High Melwood, Low Melwood, Epworth parish and township, Carrside, The Ellers, Belton parish and township, Carrhouses, Westgate, Westend, Woodhouse, The Levells, Hurst, Hurst Priory, Dirtness, Crowle parish and township, Crowle Wharf, Tetley, Ealand, Godnow, Lover's Ground, and the Moors, in the said parts of Lindsey, and county of Lincoln; Crowle parish and township, the Moors, Thorne parish and township, Hatfield parish and township, Stainforth, Fishlake parish and township, Sykehouse, Barnby upon Dun parish and township, Thorpe in Balne, Owston parish and township,

Kirk Bramwith parish and township, Kirk Sandall parish and township, Sand Bramwith, Campsall, Sutton Moss, Burghwallis parish and township, Doncaster parish, Long Sandall, Langthwaite with Tilts, in the west riding of the county of York; and terminating by a junction or junctions with the intended Askern Branch of the Wakefield, Pontefract, and Goole Railway, in the township of Owston, in the said parish of Owston, in a field belonging to Philip Davies Cooke, occupied by Henry Fearby. Also to make and maintain a short branch, diverging from and out of the said last-mentioned railway, in the said township and parish of Owston, into and forming a junction with the intended Great Northern Railway, in the same parish and township.

Also to make and maintain a railway, with all necessary works and conveniences connected therewith, branching from and out of the said intended branch railway, at or near a field belonging to and in the occupation of the devisees or trustees of the late Charles Darley, in the said township of Thorne, in the said parish of Thorne, passing through or into the several parishes, townships, and extra-parochial places of Thorne parish and township, Hatfield parish and township, Stainforth, Fishlake parish and township, Sykehouse, Snaith parish and township, Cowick, East Cowick, West Cowick, Balne, Pollington, Great Heck, Heck, Gowdall, and Hensall, Campsall parish and township, and Fenwick, in the west riding of the county of York; and terminating in the said township of Heck in the said parish of Snaith, by a junction or junctions with the said Great Northern Railway, at or near a field belonging to Thomas Henry Sutton Sotheron, Esq., occupied by John Schothorp.

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 divert, alter, 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 to divert, alter, or stop up, for the purposes of such branch railways and works.

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

And 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 Act, 1846, and to enable the Great Northern Railway Company to raise a further capital by the creation of new shares, or otherwise.

And notice is hereby further given, that duplicate

plans and sections, describing the line and levels of the said intended branch railways and works, and the lands to be taken for the purposes thereof, together with Books of Reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and together with a published map with the lines of the intended branch railways delineated thereon, 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 said Parts of Lindsey, in Lincolnshire, at Spilsby; for the said county of Nottingham at Newark-upon-Trent; and for the said West Riding of the county of York at Wakefield; and that on or before the said thirtieth day of November, a copy of so much of the said plans, sections, and Books of Reference as relates to each of the parishes aforesaid, in or through which the said branch railways will pass or be situate, will be deposited with the respective parish clerks of such parishes at their respective places of abode.

Dated this ninth day of November, 1846.

Baxter, Rose, and Norton,

3, Park Street, Westminster.

Johnston, Farquhar, and Leech,

45, Parliament Street, Westminster.

Great Northern Railway.

Deviations between Grantham and York.

NOTICE is hereby given, That application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill, 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 repeal certain of the said powers and provisions, and to grant other further and more effectual powers in the stead thereof.

And it is intended in the said Bill to authorize the Great Northern Railway Company to abandon, or otherwise vary and alter so much of the Railway and Works authorized by the first-named Act, as lie between or near to a certain field in the Parish of Sutton on Trent, in the County of Nottingham, numbered 106, on the Plans of the Railway referred to in the Great Northern Railway Act, 1846, and a certain field in the Parish of Ordsall, in the same County, numbered 10 on the said Plans, and instead of such part of the said Railway so proposed to be abandoned, to make and maintain another Line of Railway, with all proper works, stations, approaches, and conveniences connected therewith, between the points aforesaid, and passing through or into the following parishes, townships, and extra-parochial places, or some of them, namely, Sutton on Trent parish and township, Grassthorne, Weston parish and township, Normanton parish and township, Marnham parish and township, Egmont parish and township, Tuxford parish and township, Fledborough parish and township, Darlton parish and township, East Markham parish and township, Askham, Headon cum Upton parish and township, Upton, Headon, Gamston parish and township, Eaton parish and township, Grove parish and town-

ship, and Ordsall parish and township, all in the County of Nottingham.

And it is further intended in the said Bill to authorize the said Great Northern Railway Company to abandon the formation of, or otherwise to vary and alter, so much of the said Line of Railway authorized by the said first named Act as lies in and between the field numbered 8 on the said Plans, in the parish of Sutton cum Lound, in the County of Nottingham, and a certain turnpike road, numbered 35 on the said Plans, in the township of Bentley with Arksey, in the parish of Arksey, in the West Riding of Yorkshire, and instead of such part of the said Line of Railway so proposed to be relinquished or altered as last aforesaid, to make and maintain a Railway, with proper works, stations, approaches, and conveniences connected therewith, between the points last aforesaid, and passing through or into the following parishes, townships, and extra-parochial places, or some of them, namely, East Retford parish and township, Little Gringley, Moorgate, Bollam, Claborough parish and township, West Retford parish and township, Ordsall parish and township, Babworth parish and township, Sutton-cum-Lound parish and township, Scrooby parish and township, Barnby with Beilby, Barnby Moor, Torworth, Ranskill, Styrrup-cum-Farworth, Blyth parish and township, and Harworth parish and township, in the county of Nottingham; Stancil with Wellingley and Wilsick, Tickhill parish and township, Rossington parish and township, Wadworth parish and township, Carr House Liberty, Warmsworth parish and township, Loversall, Balby with Hexthorpe parish and township, Long Sandal with Wheatley, Doncaster parish and township, Sprotborough parish and township, Arksey, and Bentley with Arksey, in the West Riding of the county of York.

And it is also intended by the said Bill to abandon, or otherwise vary or alter the formation of so much of the intended Railway authorized by the first recited Act, as lies between a field numbered 3 on the said deposited plans, in the Parish of Bishopthorpe, in the Ainsty of the City of York, and the South-Eastern extremity of the Racecourse, numbered 6a on the said Plans, in the Township of Middlethorpe, and the Parish of St. Mary Bishophill the Elder, in the same Ainsty; and instead of such abandoned portion of Railway, to construct another Line of Railway between the same points, and passing through the Parishes of the Holy Trinity, of Dringhouses and of Bishopthorpe, and the said Township of Middlethorpe.

And in the said Bill, power will also be applied for to deviate from the Line or Lines laid down on the Plans hereinafter mentioned, to the extent thereon defined, and to divert, stop up, or alter, whether temporarily or permanently, all such turnpike-roads, highways, railways, tramroads, streets, paths, passages, aqueducts, canals, navigations, streams, rivers, and watercourses, within the places aforesaid, as it may be necessary or expedient so to divert, stop up, or alter, for the purposes of the said Railways, Branch Railways, alteration works, stations, approaches, and conveniences.

And notice is hereby also given, that it is intended to apply for power in the said Bill, to increase, diminish and alter the tolls, rates, and duties, at present authorized to be demanded and taken by the said Great Northern Railway Company, for the use their Railways and Branch Railways, and to enable the said Company to levy and receive other tolls, rates, or duties, in or upon and in respect of their said Railways and Branches, and also for power to levy tolls, rates, or duties in respect of the said substituted Line or Lines of Railway, and of the Branch Railways hereinbefore described respectively, and to grant certain exemptions from such tolls, rates, or duties.

And it is intended in the said Bill to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and hereditaments described upon the Plans hereinafter mentioned, and for power to vary or extinguish all rights and privileges touching such lands, houses, and hereditaments, which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and also to enable the said Great Northern Railway Company to raise a further sum of money by the creation of new or additional shares, and by loan or otherwise, for the purposes aforesaid, and for the general purposes of the said undertaking.

And notice is hereby further given, that Plans and Sections, describing the Lines and Levels of the intended alterations, and of the intended new or substituted Lines of Railway, Branch Railways and works hereinbefore described, and of the lands, houses, and hereditaments which may be required for the purposes thereof, with Books of Reference to such Plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and hereditaments, and together also with a published Map, showing the general direction of such new or substituted Lines of Railway, and Branch Railways, will, on or before the 30th day of November instant, be deposited for public inspection, at the Offices of the several Clerks of the Peace for the following Counties and Divisions, as hereinafter mentioned: namely, at the Office of the Clerk of the Peace for Nottinghamshire at Newark-upon-Trent; for the West Riding of Yorkshire at Wakefield; for the Liberty of Wistow, Cawood, and Otley, in the said West Riding, at Otley; for the North Riding of Yorkshire at Northallerton, and for the County of the City of York, at York; and that a copy of so much of the said Plans, Sections, and Books of Reference, as relates to each of the Parishes, from in through or into, which the said intended works or any of them respectively, will be made to pass, will be deposited for public inspection, on or before the same 30th day of November, with the Parish Clerk of each such Parish, at the respective residence of each such Parish Clerk.

Dated this 9th day of November, 1846.

Baxter, Rose, and Norton,

3, Park Street, Westminster.

Johnston, Farquhar, and Leech,

46, Parliament Street, Westminster.

Manchester and Southampton Railway.

Line from Southampton to Cheltenham to join the Midlands Railway, with connecting Lines to join the proposed London, Oxford, and Cheltenham Railway, the Great Western Railway, and the Basingstoke and Salisbury and Bishopstoke and Salisbury Branches of the London and South Western Railway, with power to purchase the Andover Canal, with power to the Midland Railway Company and the London and South Western Railway Company to subscribe towards or to take or use the undertaking.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to make and maintain a main line of railway, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches and conveniences connected therewith, to commence in the parishes of St. Michael and St. John, or one of them, in the town and county of the town of Southampton, in a certain yard or piece of ground occupied by John Taylor and Mary Taylor, near to the entrance gates of the Royal Pier, and to terminate by a junction with the portion of the Midland Railway, heretofore called the Birmingham and Gloucester Railway, in the hamlet of Alstone otherwise Arlestone, in the parish of Cheltenham, in the county of Gloucester, fifty yards or thereabouts on the west side of a certain bridge carrying the Lansdowne Road over the said last-mentioned railway, which said railway and works will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say);

In the town and county of the town of Southampton; Saint Mary, Holy Rhood, otherwise Holy Rood, Saint Michael, Saint John, Saint Lawrence, All Saints infra, All Saints extra, the Shore and Mudlands of the town and county of the town of Southampton.

In the county of Southampton; Millbrook otherwise Milbrook, Freemantle, Hill and Sidford, the Shore and Mudlands within high-water mark, the Shore and Mudlands of the Southampton Water in Millbrook otherwise Milbrook and in Testwood and Eling otherwise Ealing, Sidford Langley, Redbridge, Shirley, Ealing otherwise Eling, North Ealing otherwise Eling, Tatchbury, South Ealing otherwise Eling, Wigley, Testwood, Wade and Ower, Moor Court Farm, Nursling otherwise Nutshalling, Grove Place, Lee otherwise Lea, Romsey extra, Scudamore otherwise Skidmore, Chilworth, North Stoneham, South Stoneham, Ashfield, Woodbury otherwise Woodley, East Grove, North Baddesley, Romsey extra, Mainstone, Ranvills, Sparshot, Wools, Cupernham otherwise Kippernham, Fishlake otherwise Fishlett, Cupernham otherwise Kippernham, Fishlake otherwise Fishlett, Timsbury Fishlake otherwise Fishlett, Romsey infra, Cherwell Street, Market Place, Middle Bridge Street, Broughton including Oakley Mead and Pittleworth, Frenchmore, East Wellow, Embley, West Wellow, Belbins, Ashley Meads, Upper Great bridge, Lower Great bridge, Timsbury, Sheffield English, Hursley, Mitchelmarsh otherwise Michelmersh otherwise

Michelmersh otherwise Michaelmarsh, Awbridge, Dunwood Farm, Brashfield, Stanbridge, Roke, Kembridge otherwise Kimbridge, Stoney Marsh, Mottisfont, Spearywell otherwise Spearwell otherwise Spirewell, Great Bentley, Little Bentley, Upper Eldon otherwise Eltan, Lower Eldon otherwise Eltan, Brook, Compton, Compton and Brook, Horsebridge, Stubhide, King Sombourn otherwise Sombourn Regis otherwise Kingsombourne otherwise Kingsomborne, Little Sombourn otherwise Sombourn Parva, otherwise Little Somborne, Up Sombourn, Ashley, Farley Chamberlayne, Slackstead, Bossington, Lock-erley, East Titherley, otherwise Tytherley, otherwise Tudorley, West Titherley, otherwise Tytherley otherwise Tudorley, Broughton, Houghton including Houghton Drayton and North Houghton, Stockbridge, Mill Street, White Street, Stockbridge, Longstock, King Somborne, Upper Somborne, Compton and Brook, Stubhide, Leckford, Leckford Abbess, Leckford Abbots, Leckford Riches, Barton Stacey, Newton Stacey, Bransbury, Chilbolton, Westover, Titcombe otherwise Kitcombe otherwise Testcombe Bridge, Cottonworth, Fullerton, Wherwell, West Aston, East Aston, Forton, Middleton, Long parish, Goodworth Clatford otherwise Lower Clatford, Up Clatford otherwise Upper Clatford, Little Ann, Abbots Ann, Eastanton, Finchley otherwise Finkley, Little London, Woodhouse, Smannell otherwise Swanhill, Kings Enham otherwise Enham Regis, Hatherden, Charlton, Priory, Winchester Street, Alderman-the-Great, Andover otherwise Andevor, Foxcot otherwise Foxcote otherwise Foxcotte, Knights Enham, Penton Mewsey otherwise Peniton Mewsey, Wey otherwise Weyhill, Penton Grafton, Nutbin or Nutbane, Clanville, Ragged Appleshaw or Appleshaw Dean, Monkston otherwise Monxton, otherwise Monks-town, Amport, East Cholderton, Sarson, Mullens Pond, Grately otherwise Grateley, Quarley, Thruxton otherwise Truxton otherwise Thruxton otherwise Throxtan otherwise Throcklestone otherwise Trucktown, Fyfield otherwise Fyfield otherwise Ffyfield, Redenham, Kimpton, Great Shodsdow otherwise Great Shoddesden, Little Shodsdow otherwise Little Shoddesden, Littleton Farm, Shipton otherwise Shipton Bellinger, South Tedworth otherwise South Tidworth, Appleshaw, Tangley.

In the county of Wilts; North Tedworth otherwise North Tidworth, Ludgershall otherwise Ludgarshall otherwise Luggershall otherwise Ludger's Hall otherwise Lurgeshall otherwise Lutgashall, Biddesden, Redenham, Crowbush, Chute, Chute Standen, Chute Cadley, Upper Chute, Chute Hatchett, Conholt, Conholt Park, Chute Forest, Collingbourn, Ducis otherwise Further Collingbourn, Everley otherwise Everleigh, East Everley, West Everley, Collingbourn Kingston, Collingbourn Sutton otherwise Sunton otherwise Southton, Collingbourn Brompton otherwise Collingbourn Brunton, Collingbourn Vallence, Collingbourn Aughton otherwise Collingbourn Ayton, Alton, Chute, Great Bedwin or Great Bedwyn, Tidcombe, Southgrove, Martin, West Grafton, East Grafton, Wolfhall, Crofton, Wilton, Shalbourne so far as the same lies within the said county of Wilts, Little Bedwin or Little Bedwyn, Burbage, Burbage

Esturmy, Burbage Savage, Burbage Dorrels, Eastcott, Westcott, Ram Alley, Easton, Milston, Pewsey otherwise Pusey, Milton otherwise Milton Lilburne otherwise Middleton Lislebourne, Milton Lilburne, Milton Abbots, Clinch otherwise Clench, Wootton Rivers, Brimslade, South Savernake, North Savernake, Cadley, Tottenham, Preshute, Elcot, St. Margaretts, Manton, Clatford, Clatford Park, North Newnton, Overton Heath, Fyfield, Saint Mary the Virgin Marlborough, Saint Peter and Saint Paul Marlborough, Mildenhall, Poulton, Ogbourn Saint Andrew, Ogbourn Maisey otherwise Ogbourn Massay, Ogbourn Saint George, Draycott Foliat, Chiseldon otherwise Chisleden otherwise Chisleden, Aldbourn, Broad Hinton, Hodson, Burderop, Badbury, Coate, Budbury Wick, Draycot Foliat, Wroughton, Overtown, Elcombe, Liddington, Medbourn, Liddington Wick, Wanborough otherwise Warnborough, Coate, Swindon, Westcott, Eastcott, Lower Eastcott, Walcott, Swindon Marsh, Rodbourn Cheney otherwise Rodbourn Cheyney, Even Swindon, Morden otherwise Moredon, Haydon, Haydon Wick, Liddiard Millicent otherwise Lydiard Millicent, Shaw, Purton, Purton Stoke, Braydon, the Pry or Priory, Blunsdon Saint Andrews otherwise Little Blunsdon, Broad Blunsdon, Cricklade Saint Sampson, Widhill, Braydon, Great Chelworth, Little Chelworth, Calcutt otherwise Calcot, Inner Boundary, Cricklade Saint Mary, Latton.

In the county of Gloucester; South Cerney, Cerney Wick, Driffield, Harnhill, Siddington Saint Mary, Siddington Saint Peter, Preston, Northcote otherwise Norcot, Cirencester, Chesterton, Spitalgate otherwise Spurringate, Barton, Oakley, Wiggold, Stratton, Baunton, Bagendon otherwise Badgington, North Cerney, Woodmancote otherwise Woodmancot, Calmsden, Rendcombe otherwise Rendcomb, Chedworth, Withington, Foxcote otherwise Foscoate, Broadwell End, Little Colesbourne, Owdeswell, Hilcot, Colesbourne otherwise Colesbourne, Rapsgate, Elkstone or Elkston, Cockleford, Miserden, Side, Brimsfield, Combend, Cowley, Stockwell, Birdlip Crunham, Upper Cowley, Upper Hilcott, Lower Hilcot, Cubberley otherwise Coberley, Upper Cubberley or Coberley otherwise Pinswell, Lower Cubberley or Coberley, Dowdeswell, Sandywell otherwise Sandiwell, Andoversford otherwise Andiford, Shurdington, Hatherley, Uphatherley, Brockworth, Badgworth, Little Shurdington, Bentham, Witcomb, Little Witcombe, Churchdown, Great Shurdington, Leckhampton, Whittington, Charlton Kings, Ham, Cudnall, Coxhorn, Bafford, Battle-down, Cheltenham, Arle, Alstone otherwise Arlestone, Westall, Naunton and Sandford, Prestbury, Overton otherwise Noverton, Swindon, Bishop's Cleeve, Southam, Brockhampton, Woodmancote, Gotherington, Stoke Orchard, Elmstone, Hardwick, Boddington, Staverton.

And also to make and maintain a tramroad, or tramroads, to commence from and out of the said intended main line of railway within the station at the hereinbefore described terminus thereof at Southampton, and to terminate at the three several places following (that is to say)—*first*, at the open land or beach at the boundary of the Southampton

Dock Company's land, near the Dock House;—*secondly*, by a junction with the London and South Western Railway at the Southampton station thereof; and, *thirdly*, by a junction with the tramway connecting the said London and South Western Railway with the Southampton Docks, at the point where the said last-mentioned tramway crosses the Dock Road; and which said tramway or tramways will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them; (that is to say) Saint Michael, Saint John, Saint Lawrence, Holy Rood (otherwise Holy Rhoad), All Saints, St. Mary, and Porter's Meadow, in the town and county of the town of Southampton;—

And also to make and maintain the following branch or connecting lines of railway from and out of the said main line of railway hereinbefore described, with all necessary works and conveniences connected therewith, that is to say,—one of such branch railways to commence on the west side of the said main line of railway in a field in the said parish of Romsey Extra, in the occupation of George Dyke, at a point three hundred yards or thereabouts south of the Bishopstoke and Salisbury Branch of the said London and South Western Railway there, and to terminate by a junction with the same branch at the newly-erected station-house thereof, in the same parish; another of such branches to commence on the east side of the said main line in a field in the said parish of Romsey Extra, occupied by John Randall and Charles Randall, at a point five hundred yards or thereabouts northward of the said Bishopstoke and Salisbury Branch, and to terminate by a junction with the said Bishopstoke and Salisbury Branch, where the same crosses the Winchester Road; which said two above-described branch railways and works will be made wholly in the said parish of Romsey Extra, in the county of Southampton; another of such branches to commence on the south-east side of the said main line, in a certain field in the parish of Andover, occupied by Michael John Festing, Henry Albert Loscombe, and Francis Russell Loscombe, at the distance of three hundred yards or thereabout from the Folly turnpike gate, and to terminate by a junction with the said Basingstoke and Salisbury Branch on the south side thereof, where the same crosses a field occupied by the said Michael John Festing, Henry Albert Loscombe, and Francis Russell Loscombe, in the same parish of Andover; another of such branches to commence on the north-east side of the said main line, in a certain field in the said parish of Andover, occupied by the said Michael John Festing, Henry Albert Loscombe, and Francis Russell Loscombe, at a distance of two hundred and fifty yards or thereabouts from the said Folly turnpike gate, and to terminate by a junction with the Basingstoke and Salisbury Branch of the said London and South Western Railway, on the north side thereof, where the same crosses a field occupied by the said Michael John Festing, Henry Albert Loscombe, and Francis Russell Loscombe, in the same parish of Andover: which said two branch railways and works to join the Basingstoke and Salisbury Branch Railway will be made wholly

in the parish of Andover, in the county of Southampton; another of such branches to commence on the west side of the said main line, in a certain field in the parish of Swindon, occupied by George Reynolds, adjoining the turnpike road to Cricklade, and to terminate by a junction with the Great Western Railway, at the Swindon station thereof, which said branch railway and works will be made in or will pass from, in, through, or into the several parishes, townships, extra-parochial or other places of Westcott, Eastcott, Lower Eastcott, Swindon, or some of them, in the county of Wilts; another of such branches to commence in a field in the said parish of Charlton Kings, now or late in the occupation of Thomas Finch, on the east side of the new turnpike road to Cirencester, and to terminate by a junction with the proposed London, Oxford, and Cheltenham Railway, in the said parish of Charlton Kings, at or near to a certain hamlet or place called Ham; which said proposed branch railway will be made wholly within the said parish of Charlton Kings, in the county of Gloucester.

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

And notice is hereby further given, that on or before the thirtieth day of November, 1846, 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 town and county of the town of Southampton, at his office in Southampton; with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in the said county; with the Clerk of the Peace for the county of Wilts, at his office at Wilton in the said county; and with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester in the same county; and that on or before the said thirtieth day of November, 1846, a copy of so much of the said plans and sections as relates to each parish in or through which the said railways and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

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

and to confer, vary or extinguish exemptions from the payment of tolls, rates and duties, and other rights and privileges.

And it is also proposed in and by the said Bill to empower the said Company to be thereby incorporated to 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 the Midland Railway Company, or either of them, and to delegate to the said London and South Western Company, and the Midland Company, or either of them, the execution of all or any of the powers of the said intended Bill; and to authorise the said London and South Western Railway Company, and the Midland Company, or either of them, out of their corporate or other funds, to take shares in and subscribe for or towards the making, maintaining, working, and using, the said intended railways and works, or any part thereof, or to purchase, take on lease, rent, work, use, or construct the said intended railways and works, or any part of the same, and to take tolls and duties upon or in respect thereof; or to guarantee to the Company, to be incorporated by the said intended Bill, 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 generally to enter into and carry into effect such further and other arrangements and agreements with the Company intended to be incorporated as aforesaid, as may be deemed expedient.

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, that is to say, "The London and South Western Railway Act, 1834," "The London and South Western Railway Deviation's 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, Hampton Court Branch Act, 1846," "The London and South Western, Farnham and Alton 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," and also to alter, amend, and enlarge the powers and provisions of the several Acts relating to the Midlands Railway (local and personal) following, that is to say, an Act passed in the ninth year of the reign of King George the Fourth, chapter 93; an Act passed in the fourth year of

the reign of King William the Fourth, chapter 2; an Act passed in the second and third years of the reign of Her present Majesty, chapter 66; an Act passed in the fifth year of the reign of Her present Majesty, chapter 46; an Act passed in the sixth year of the reign of King William the Fourth, chapter 14; an Act passed in the seventh year of the reign of King William the Fourth, chapter 26; an Act passed in the sixth and seventh years of the reign of Her present Majesty, chapter 53; an Act passed in the eighth and ninth years of the reign of Her present Majesty, chapter 183; an Act passed in the seventh year of the reign of Her present Majesty, chapter 18; also an Act passed in the eleventh year of the reign of King George the Fourth, chapter 58; an Act passed in the third year of the reign of King William the Fourth, chapter 69; an Act passed in the seventh year of the reign of King William the Fourth, and the first year of the reign of Her present Majesty, chapter 66; and also the provisions of the several local and personal Acts passed in the last session of Parliament, relating to the said Midland Railway, chapters 326, 340, 254, 203, 51, 243, 311, 255; "The Midland Railways (Clay Cross and Newark Railway) Act, 1846," "The Midland Railways (Nottingham and Mansfield) Act, 1846," "The Midland Railway (Erewash Valley Branches) Act, 1846," "The Midland Railway (Erewash Valley Extension) Act, 1846."

And it is also proposed in and by the said Bill to empower the Company to be thereby incorporated, and the Southampton and Dorchester Railway Company, to enter into, and carry into effect, any such arrangement or agreement in regard to the said last-mentioned Railway, or the works connected therewith, or the use thereof, as may be deemed necessary or expedient, and for that purpose to alter, amend, and enlarge the powers and provisions of the Southampton and Dorchester Railway Act, 1845.

And notice is hereby further given, that it is also intended by the said Bill, to enable the Company to be thereby incorporated to purchase and take, by compulsion or otherwise, and to stop up or divert the waters of, or otherwise discontinue as a canal, and to appropriate to the purposes of the said intended railways and works, so much of the Andover Canal, or the branch or branches thereof, as is or are situate within the several parishes or places of Andover, Upper Clatford, Goodworth Clatford, Westover, Wherwell, Fullerton, Chilbolton, Leckford, Stockbridge, King's Samborne, Houghton, Broughton, Bossington, Mitchelmersh, Timsbury, Rumsey, Nursling, Millbrook, Redbridge, in the county of Southampton, or some of them.

And it is further intended by the said Bill to enable the said intended Company to be thereby incorporated, and the Company of Proprietors of the Andover Canal Navigation, and all parties who may be interested in the said canal, or in the rates, tolls, and duties arising therefrom, to enter into and carry into effect such mutual arrangements as to them may seem expedient for the sale of the said canal, and the works, lands, tenements, and hereditaments connected therewith, or any portion

thereof respectively, and of all or any of the powers of the said Company of Proprietors in connexion therewith, to the Company so to be incorporated as aforesaid by the said Bill, and to enable the said Company to be thereby incorporated, to purchase the same; and to enable the said intended Railway Company to levy and collect tolls, rates, and dues, in and upon the said canal, and to exercise the other rights and privileges of the said Canal Company in relation thereto, and for such objects or otherwise, to repeal, alter, amend, extend, or enlarge all or any of the powers and provisions of the Acts following, relating to the said canal; that is to say, an Act passed in the twenty-ninth year of the reign of His Majesty King George the Third, intituled "An Act for making and maintaining a Navigable Canal from or near the Borough of Andover, in the county of Southampton, to or near Redbridge, in the parish of Millbrook, in the said county," and "The Andover Canal Sale Act, 1846."

Dated this seventh day of November, 1846.

James Wheeler, Manchester.

Deacon and Long, Southampton.

Swansea and Amman Junction Railway—(Lines from Ynisymond to Nantmelyn, and thence to Ynistomlyd, Gwaun Cae Gurwen Colliery, and Cwmamman).

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill for making and maintaining the following lines of railway, or some or one of them, that is to say, a railway to commence by a junction with the line of the Swansea Vale Railway, at a field occupied by John Thomas at Ynisymond Ucha, in the hamlet of Ynisymond, in the parish of Cadoxton, otherwise Cadoxton juxta Neath, in the county of Glamorgan, and to terminate in a field in the occupation of David Jones, being part of a farm called Nantmelyn, in the hamlet of Rhyndwyclydach Higher, in the parish of Llangafelach, otherwise Llangefelach, in the said county of Glamorgan, together with a railway diverging out of the said line, so as to connect the same with the Swansea Canal, such diverging line to commence from a point on the said main line in the said parish of Llangafelach, on the west side thereof, where the said line will cross the read leading from Swansea to Pontardawe, and to terminate on the west bank of the said canal, in the said parish of Llangafelach, at the distance of about one hundred and fifty yards west of the main line; also another line of railway, to commence by a junction with the first-mentioned line at the terminus thereof at Nantmelyn aforesaid, and to terminate in a field belonging to Ynistomlyd Farm, in the occupation of Morgan Morgan, situate in the parish of Bettws, in the county of Carmarthen; also another line, to commence by a junction with the first-mentioned line at the terminus thereof at Nantmelyn aforesaid, and to terminate at the Gwaun Cae Gurwen Colliery, on the Gwaun Cae Gurwen Common, in the parish of Llanguick, otherwise Llanciwg, in the said county of Glamorgan; also another line of

railway, to commence by a junction with the before-mentioned line from Nantmelyn to Ynis-tomlyd, at or near a field in the occupation of the Reverend John Davies, forming part of a farm called Pwllwyrack, situate in the said parish of Llanguick, otherwise Llanciwg, and terminating at or near a field in the occupation of Thomas Isaac, being part of a certain farm called Cwmaman, situate in the said parish of Llanguick, otherwise Llanciwg, in the said county of Glamorgan; and also all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, roads, approaches, and conveniences connected with the said railways respectively, which said railways and works will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Cadoxton, otherwise Cadoxton juxta Neath, Ynisymond, the lower division of the parish of Cilybebill, Llangafelach otherwise Llangafelach Rhyndwyclydach, Rhyndwyclydach Higher, Lower Rhyndwyclydach, Upper Llanguick otherwise Llanciwg, Blaengal, Caegurwen otherwise Caegerwen, Gwaun Cae Gurwen and Mawr, some or one of them, in the county of Glamorgan, and the higher division of the parish of Bettws and Llandilofawr, or one of them, in the county of Caermarthen, otherwise Carmarthen; and it is intended to apply for powers to make lateral deviations from the line of the proposed works to the extent or within the limits defined upon the plans hereinafter mentioned; and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, sewers, pipes, canals, navigations, bridges, railways, or tramroads within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railways and works.

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections of the said railways and works, together with books of reference, and also a published map with the several lines of railway delineated thereon, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in the said county, and with the Clerk of the Peace for the county of Carmarthen, at his office at Llandovery, in the said county; and, 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 parish in or through which the said several railways and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

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

purposes aforesaid, and also to levy tolls, rates, or duties upon or in respect of the said several railways and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

Dated this tenth day of November, 1846.

Llewellyn and Randall,
Taylor, Kemp, and Kingston, } Solicitors.

Swansea Valley Line and Branches.

(Proposed Railway from Abercrave Farm, to Swansea, with Branches, to the Old Rolling Mill, to Ystalyfera Works, to the Cwmtwrch Railway, and to the Yniscedwyn Iron Works, with power to the Company to be incorporated for the purpose of Constructing such Works, to purchase and alter the Swansea Vale Railway, and to sell or let to the South Wales and Great Western Railway Companies; 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 authorise the construction of the Railway and Branch Railways hereinafter particularly described, with all proper wharfs, basins, works, approaches, and conveniences connected therewith respectively, (that is to say) a railway, commencing at or near to Abercrave Farm House, in the parish of Ystradgunlais, in the county of Brecon, and terminating at or near to the commencement of the new or navigable cut in Fabians Bay, in the harbour of Swansea, in the hamlet of St. Thomas, in the parish of Swansea, in the said county of Glamorgan:

A branch railway, diverging from the line of the said intended railway, at or near the Zinc works, at or near to a place called Pwllmawr, in the parish of Lansamlet, in the said county of Glamorgan, and terminating at or near to the Old Rolling Mill, on the Lower Forest Farm, in the said parish of Lansamlet.

Another branch railway, diverging from the line of the first-mentioned intended railway, at or near to the bridge over the river Tawe, at Ynisyeinon Farm, in the parish of Killybebill, in the said county of Glamorgan, and terminating at or near to a certain place or works called Ystalyfera, in the parish of Llanguicke, in the said county of Glamorgan.

Another branch railway, diverging from the line of the first-mentioned intended railway, at or near to Ynisyci House, in the parish of Killybebill, in the county of Glamorgan, and terminating at or near to the Cwmtwrch Railway, at or near the Wharf, on the north side of the Swansea Canal, in the said parish of Ystradgunlais in the county of Brecon.

And another branch railway, diverging from the line of the first-mentioned intended railway, at or near to Ynisyci House, in the said parish of Killybebill, in the said county of Glamorgan, and terminating at or near to the Yniscedwyn Iron Works, in the said parish of Ystradgunlais, in the said county of Brecon.

And it is proposed by the said intended Act, for the purposes of carrying into effect the hereinbefore-mentioned intended railway and branches, to take powers to divert, widen, and improve, and also to alter the levels of the line of a certain private railway or tramway known as the Swansea Vale Railway, and to appropriate the same, or any part or parts thereof, as they may think fit, to the purposes of the said intended railway and branches; and which said intended railway and branches, including also the alterations of the said Swansea Vale Railway, and other works connected therewith, will pass from, in, through, or into, or be made, or be situate within the several parishes, townships, extra-parochial or other places following, or some of them; (that is to say) Ystradgunlais, Ystradgunlais Higher, Ystradgunlais Lower, Gurnos, Palleg, Penrhos, Garth, and Cribath, in the county of Brecon; and Killybeill, Killybeill Higher, Killybeill Lower, Cadoxton juxta Neath, Ynisymond, Lansamlet, Lansamlet Higher, Lansamlet Lower, Swansea, Saint Thomas in Swansea, Llanguicke, Alltygreeg, Blaenegal, Caegurwen, and Mawr, in the county of Glamorgan.

And it is also intended by such Act to incorporate a Company for the purpose of carrying into effect the objects aforesaid, and to empower such Company to divert, widen, and improve, and also to alter the levels of the line of a certain private railway, or tramway, known as the Swansea Vale Railway, and to appropriate the same or such part or parts thereof, as they may think fit, to the purposes of the said intended railway and branches.

And it is also intended by such Act to enable the Company to be thereby incorporated, to purchase or rent the said private railway or tramway, known as the Swansea Vale Railway, and to authorise the sale or lease thereof by the Company of proprietors, in whom the same is at present vested, and also to enable the Company to be incorporated by such Act, to levy tolls, rates, and duties in respect of the use of such private railway or tramway, and to grant certain exemptions therefrom, and to alter any existing tolls, rates, and duties which may now be taken upon such railway or tramway.

And it is also proposed by such intended Act to take powers to alter, divert, or stop up, temporarily or permanently, all such turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers, within or adjoining to the aforesaid parishes, townships, and extra-parochial or other places, or any of them, as it may be necessary to interfere with in the construction of the said intended railway, branch railways, alterations, and works.

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

And it is also proposed, by such intended Act, to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes of

the said intended railway, branch railways, alterations, and works, and for levying tolls, rates, and duties in respect of the use of the said intended railway, branch railways, altered railways, and works.

And it is further intended by such Act to empower the Company to be incorporated by such Act, to sell, let, or transfer to the South Wales and Great Western Railway Companies, or either of them, the said Swansea Vale Railway, if so purchased as aforesaid, and all and every the works, property, rights, powers, interests, and privileges which such first-mentioned Company may acquire, in connexion therewith, and also the said intended railway, branch railways, alterations, and works, in connexion therewith; and to enable the South Wales and Great Western Railway Companies, or either of them, to purchase, rent, use, exercise, and enjoy the same, as part of the respective undertakings of such Companies, and to enable such last-mentioned Companies, or either of them, to raise capital for the purpose of purchasing or renting the said Swansea Vale Railway, and also to raise and contribute capital for, or towards, the construction and maintenance of the said intended railway, branch railways, alterations, and works.

And it is further intended by such Act to alter, repeal, amend, and enlarge, so far as may be necessary, the powers and provisions of the following Acts relating to the said South Wales Railway, that is to say, "The South Wales Railway Act, 1845," and an Act, passed in the last session of Parliament, for amending and extending the same, and the following Acts relating to the Great Western Railway Company, and to the several railways now forming part of the undertaking of the Great Western Railway Company, that is to say, an Act of the third year of the reign of his late Majesty King William the Fourth, chapter 36; an Act of the fifth and sixth years of the same reign, chapter 107; an Act of the sixth year of the same reign, chapter 38; an Act passed in the same year of the same reign, chapter 77; an Act of the same year of the same reign, chapter 79; an Act of the first year of the reign of her present Majesty, chapter 91; an Act passed in the same year of the same reign, chapter 92; an Act of the same year of the same reign, chapter 24; an Act of the second year of the same reign, chapter 27; an Act of the third and fourth years of the same reign, chapter 105; an Act of the fifth year of the same reign, session 2, chapter 28; an Act of the sixth year of the same reign, chapter 10; an Act of the seventh year of the same reign, chapter 3; an Act of the eighth and ninth years of the same reign, chapter 40; an Act of the same years of the same reign, chapter 156; an Act of the same years of the same reign, chapter 188; an Act of the same years of the same reign, chapter 191; an Act of the ninth year of the same reign, chapter 14; and an Act of the ninth and tenth years of the same reign, chapter 369.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels, of the said private railway, intended railway, branch railways, alterations, 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 aforesaid, will be deposited, on or before the thirtieth day of November, 1846, 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 Brecon, at his office in Brecon; 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 private railway, intended railway, branch railways, alterations, and works, are proposed to be made, will be deposited, on or before the said thirtieth day of November, 1846, with the parish clerk of each such parish, at his residence.

November, 1846.

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

Leeds, Dewsbury, and Manchester Railway.

(Ossett Branch and Dewsbury and Morley Stations.)

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 to repeal some of the powers and provisions of "The Leeds, Dewsbury, and Manchester Railway Act, 1845," and "The Leeds, Dewsbury, and Manchester (Deviations and Branches) Act, 1846," and to authorise the Leeds, Dewsbury, and Manchester Railway Company to make and maintain the railway following, 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 authorised to be constructed by the said first-mentioned Act, at or near a place called Crackenedge, in the township and parish of Dewsbury, in the West Riding of the county of York, and terminating at or near Ossett Green, in the township of Ossett, in the said parish of Dewsbury, 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) Dewsbury Parish, Dewsbury Township, Soothill Nether, Soothill Upper, Earlsheaton, Chickenley, and Ossett, otherwise Ossett-cum-Gawthorp, or some of them, all being within the said West Riding of the county of York. And it is also intended by the said Act to authorise the said Leeds, Dewsbury, and Manchester Railway Company to provide additional station accommodation in the town of Dewsbury aforesaid, and to make additional or improved approaches to the intended station of the said Company at Dewsbury aforesaid, from the main street of the said town, between the south-east corner of the Crown and Cushion Inn and a point in the Dewsbury and Gomersal turnpike-road, five hundred yards distant in a northerly direction from the said corner, with all proper works and conveniences connected therewith, which said intended station, approaches, and works will be entirely situate within the township and parish of Dewsbury aforesaid.

And it is also intended by the said Act to authorise the said Leeds, Dewsbury, and Manchester Railway Company to provide additional station accommodation at or near Morley, in the parish of Batley, in the said West Riding, and to make additional or improved approaches to the intended station of the said Company, at Morley aforesaid, between the bottom of Troy Hill and a place called Crank Mill, both in Morley aforesaid, with all proper works and conveniences connected therewith, which said intended station, approaches, and works will be entirely situate within the township of Morley and parish of Batley 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 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 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, stations, 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 notice is hereby further given, that maps, plans, and sections of the said intended railway, stations, approaches, 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, stations, approaches, 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, }
E. L. Hesp, Huddersfield, } Solicitors.

Lanchester Inclosure Acts Amendment.

NOTICE is hereby given, that it is intended to apply to Parliament in the next session for a Bill or Bills to alter and amend some of the provisions of an Act of Parliament passed in the thirteenth year of the reign of his late Majesty King George the Third, intituled "An Act for dividing and inclosing certain Moors, Commons, or Tracts of Waste Land, within the parish and manor of Lanchester, in the county palatine of Durham," and of another Act of Parliament passed in the nineteenth year of the same reign, intituled "An Act for varying certain provisions contained in an Act made in the thirteenth year of the reign of his present Majesty, 'for dividing and inclosing certain Moors, Commons, or Tracts of Waste Land, within the parish and manor of Lanchester, in the county palatine of Durham.'"

And also, that it is intended that such Bill or Bills shall contain provisions for better enabling her Majesty's Justices of the Peace for the said county palatine of Durham, to carry into effect certain of the objects of the said Acts, as to making satisfaction to persons sustaining damage by the working of mines and quarries, and otherwise with reference to mines and quarries. And also, that it is intended to obtain by such Bill or Bills, powers 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.

Dated this ninth day of November, 1846.

Cooper Abbs, Attorney-at-Law,
Newcastle-upon-Tyne.

Tunbridge Wells, East Grinstead, and Brighton Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts to authorise the making, constructing, and maintaining, a railway or railways commencing in the parish of Tunbridge, in the county of Kent, by a junction or junctions with the South-Eastern Railway, in the said parish, and terminating at or upon a branch of the London and Brighton Railway, authorised by an Act passed in the last session of Parliament, and which is, or is intended, to be situate at East Grinstead, in the parish of East Grinstead, in the county of Sussex, which first-mentioned railway is intended to pass from, in, through, or into, or be situate within, the several parishes, townships, extra-parochial, and other places following or some of them, (that is to say) Tunbridge, Speldhurst, Penshurst, Ashurst, and Lingfield, in the said county of Kent and Withyham, Hartfield, and East Grinstead, in the county of Sussex.

And notice is hereby further given, that it is intended to apply for powers in the said intended Act or Acts, for the compulsory purchase of houses, lands, tenements, and hereditaments, for the purposes of such Act or Acts, and to alter, vary, and extinguish, all or any rights or privileges in any manner connected with, or incident to, such houses, lands, tenements, and hereditaments respectively, and to confer other rights and privileges, and also for powers to make lateral deviations from the line of the proposed railway, and other works, to the extent, or within the limits defined or shown in the plans hereinafter mentioned, and also to cross, divert, abandon, discontinue, alter, or stop up, all such turnpike-roads, parish, and other roads and highways, streams, canals, navigable

rivers, bridges, and railways, within the said parishes, townships, extra-parochial, and other places aforesaid, or such, or so many of them as it may be necessary or expedient to cross, divert, abandon, discontinue, alter, or stop up, for the purposes of the said proposed railway, and other works, approaches, and conveniences, within the parishes, townships, extra-parochial, and other places aforesaid, or some of them. And also to authorise junctions with any railway or railways, at the commencements or terminations, or in the line or course of the said intended railway, in the said several parishes, townships, extra-parochial, and other places, or some of them, or to amalgamate with any other Company, or to sell or lease their undertaking, or to purchase or take on lease the undertaking of any other Company. And also for power to levy tolls, rates, and duties, for and in respect of the said proposed railway and works respectively, and to grant such exemption from tolls, rates, and duties, and confer such rights and privileges, as to the said Company shall be considered necessary or expedient.

And notice is hereby also given, that on or before the thirtieth day of November instant, plans of the said proposed railway and works, and also duplicates of such plans, and also sections and duplicates thereof, together with books of reference thereto, containing the names of the owners, or reputed owners, lessees or reputed lessees, and occupiers of the lands in, or through which the said railway and works are to be made, maintained, varied, extended, or enlarged, will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office in Maidstone, and with the Clerk of the Peace for the county of Sussex, at his office in Lewes, and a copy of so much of the said plans, sections, and books of reference, as relates to each parish, will, on or before the said thirtieth day of November instant, be deposited with the parish clerk, of each parish, at his place of abode.

Dated this tenth day of November, 1846.

Elmatie and Preston, 47, Moorgate Street,
Beales and Utton, 45, Bedford Row.

Joint Solicitors to the Company.
Jones and Walmesley,
Parliamentary Agents.

Southwark Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to amend, alter, continue, enlarge, and extend the powers of an Act passed in the sixth year of the reign of her present Majesty, intituled "An Act for making a New Street from Blackman-street to the Southwark-bridge-road, and for Improving the district called the Mint, all in the parish of Saint George the Martyr, in the borough of Southwark, in the county of Surrey."

And in the said Act provision will be made for continuing the compulsory powers of purchasing, given by the said Act, over the property by such Act authorised to be taken, and to confer powers for the compulsory purchase of additional property near to the proposed line of the street, in the parishes of Saint George the Martyr and Saint Saviour, in the borough of Southwark.

And it is also intended to enable the Commissioners to transfer their powers, or any property which they have or may acquire, and to make more effectual provision for carrying into effect the said improvements.

Dated this tenth day of November, 1846.

Geo. and Chas. Corner, Solicitors for the Bill,
1, Dean-street, Southwark.

Guildford Extension and Portsmouth and Fareham,
And London and South-Western, Railways Acts
Amendment, and New Lines, Branches, Deviations, and Extensions.

(Lines from Godalming to Chichester, and to Cosham near Portsmouth, with Branches to Bognor, Chichester Harbour, and Emsworth, and to join the London, Brighton, and South Coast Railway near Chichester, with Deviation at Godalming, and Extensions at Portsmouth, to be called the Surrey, Sussex, and Hants Railway.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of the several Acts following, that is to say, "The London and South-Western Railway Act, 1834," "The London and South-Western Railway Deviation 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, 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," "The Guildford Extension and Portsmouth and Fareham Railway Act, 1845;"—in which said Bill it is intended to apply for powers to enable the Guildford Extension and Portsmouth and Fareham Railway Company, or the London and South-Western Railway Company, to make and maintain a railway, with all proper and convenient stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith, from the Guildford Extension and Portsmouth and Fareham Railway at Godalming to Chichester, and to join the Guildford Extension and Portsmouth and Fareham Railway at Cosham, in the county of Southampton, and also several branch railways, with all proper and convenient stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith, to Bognor, to Chichester Harbour, to Emsworth, and to join the London, Brighton, and South Coast Railway near Chichester, and also the other extensions, deviations, and works hereinafter described: the first or main line of which said proposed new railways will commence in or near a field, numbered 135, in the parish of Godalming, in the county of Surrey, on the deposited plan of the said Guildford Extension

and Portsmouth and Fareham Railway, now or lately belonging to the Very Reverend the Dean of Salisbury, and occupied by Mr. William Moon; and will proceed from thence in, from, through, or into the several parishes, townships, liberties, and extra-parochial places following, that is to say, Godalming, Catshall otherwise Catteshall, Farncombe otherwise Ferncombe, Godalming town-liberty, Shackelford, Hurtmore, Binscomb, Deepshold, Upper Eashing, Eashing, Tewesley otherwise Tuesley, Haslemere, Leybourne otherwise Laborn, Witley, Milford, Mousehill, Wheeler Saint Ley, Stroatley, Birtley, Hambledon, and Chiddingfold, or some of them in the said county of Surrey; and Northchapel, Lurgashall otherwise Lugershall, Farnhurst otherwise Fernhurst, River, Tillington, Bar Lavington, Lodsworth, Selham otherwise Sulham, Easebourne otherwise Easebourn, Midhurst, Woolavington otherwise Old Lavington, Steep, North Ambersham, South Ambersham, Graffham, Heyshoott, Cocking, Bepton, Singleton, Lynch otherwise Lynch Chilgrove, West Dean, and Binderton, or some of them, in the county of Sussex; and Steep, North Ambersham, and South Ambersham, or some or one of them in the county of Southampton, in a field in the said parish of Binderton, belonging to the Reverend Leveson Vernon Harcourt and the Honourable Caroline Mary his wife, occupied by Mr. Arthur Thomas Newman, abutting north-west on the public highway from Chichester to Chilgrove aforesaid; and the said proposed main line will proceed from the said last-mentioned point by two lines, one thereof passing in, from, through, or into the several parishes, townships, and extra-parochial places following, that is to say, Binderton, Lynch otherwise Lynch Chilgrove, East Lavant, Mid Lavant, West Lavant, New Fishbourne otherwise New Fishbourn, Saint Peter the Great otherwise Subdeanry, and Saint Bartholomew Chichester, or some or one of them, in the county of Sussex, and terminating in a field occupied by Messrs. George and Robert Henty, situate near and on the west side of the brewery occupied by them in the said parish of Saint Bartholomew, and abutting on the Portsmouth and Chichester turnpike-road, and the other of the said two lines passing in, from, through, or into the several parishes, townships, and extra-parochial places following, that is to say, Binderton, Lynch otherwise Lynch Chilgrove, West Dean, Stoughton, Walderton, Racton, Westbourne, Woodmancot, and Aldsworth, or some or one of them, in the county of Sussex, and Warblington, Emsworth, Havant, Bedhampton, Farlington, Wymering, Witley, Cosham, Porchester, and Portsca, or some or one of them, in the county of Southampton, and terminating at Cosham by a junction with the intended Guildford Extension and Portsmouth and Fareham Railway, near the toll-gate on the Portsmouth and Sheet turnpike-road, in the parishes of Wymering and Witley, or one of them, in the said county of Southampton; and which said proposed branch railway to Bognor will commence and diverge from the said above-described proposed main line of railway in a field occupied by Mr. William Charles Newland, in the said parish of Saint Peter the Great otherwise Subdeanry, at or

near the proposed terminus thereof, as above described, in the said parish of Saint Bartholomew Chichester, and passing in, from, through, or into the several parishes, townships, and extra-parochial places of Saint Bartholomew, Saint Peter the Great otherwise Subdeanry, New Fishbourn otherwise New Fishbourne, Appledram, Donnington, Hunston, North Mundham, Pagham, South Berstead otherwise South Bersted, or some or one of them, in the said county of Sussex, and terminating at or near the public road from Chichester to Bognor, in a field belonging to his Grace the Duke of Richmond, and occupied by Mr. Thomas Cosens, and which said proposed branch railway to Chichester Harbour will commence by a junction with the said proposed branch to Bognor near the point where the Lavant stream runs between the closes respectively called Long Mead and Great Mead, belonging to George Bartelott, Esquire, in the said parish of Appledram, and passing in, from, through, or into the parishes, townships, and extra-parochial places of Appledram, Birdham, and Itchenor otherwise West Itchenor, or some or one of them, in the said county of Sussex, will terminate at the northern end of Itchenor-street, on the shore of Chichester Harbour, in the said parish of West Itchenor; and which said proposed branch railway to join the London, Brighton, and South Coast Railway, will commence and diverge from the said proposed branch railway to Bognor, in a nursery-ground in the said parish of New Fishbourn, occupied by Mr. James Newman, near the boundary dividing the parishes of New Fishbourn and Saint Bartholomew aforesaid, and passing in, from, through, or into the said last-mentioned parishes, or one of them, will terminate in the said parish of New Fishbourn by a junction with the said London, Brighton, and South Coast Railway, in a field occupied by Mr. William Novel Hardham, on the north side of the said Portsmouth and Chichester turnpike-road, in the same parish, and near the toll-gate there.

Also a branch railway from and out of the said first-described intended main line of railway, to commence in a field occupied by William Dridge, in the parish and near the village of Westbourne, in the county of Sussex, which is crossed by the boundary between the counties of Sussex and Southampton, and terminating by a junction with the London, Brighton, and South Coast Railway, in a field in the parish of Warblington aforesaid, occupied by Eliza Hillyer, and numbered 27, in the same parish on the original plan of the Brighton and Chichester (Portsmouth Extension) Railway, deposited with the Clerk of the Peace for the said county of Southampton, and also by an independent terminus in the same parish, or in the said parish of Westbourne on the shore of Emsworth Harbour, adjoining a timber yard or wharf in the occupation of Mr. James Matthews, and which said last-mentioned branch railway will be made in or pass from, in, through, or into the said several parishes, townships, and extra-parochial places of Westbourne, Emsworth, and Warblington, or some or one of them.

Also a deviation or alteration in the line of the said Guildford Extension and Portsmouth and Fareham Railway, as authorized to be made by the

said Guildford Extension and Portsmouth and Fareham Railway Act, 1845, with power to abandon so much of the original line of the said Guildford Extension and Portsmouth and Fareham Railway as may be rendered unnecessary by reason of the making of such deviated or altered line, which said proposed deviation or alteration will commence on the north-east side of the turnpike-road leading from Guildford to Godalming aforesaid, in the parish of Saint Nicholas Guildford, in the county of Surrey, in land numbered 24 in the same parish on the original plan of the said Guildford Extension and Portsmouth and Fareham Railway, deposited at the office of the Clerk of the Peace for the county of Surrey, occupied by Mr. Isaac Ellis, and will terminate in a field in the said parish of Godalming, occupied by George Marshall, Esquire, adjoining and on the south side of the road to Compton, and numbered 1 in the said parish of Godalming on the said original plan so deposited aforesaid, which said deviation and alteration will be made in or pass from, in, through or into the several parishes of St. Nicholas, Guildford, Shalford, and Godalming aforesaid, or some or one of them, all in the county of Surrey.

And also extensions or new lines of railway from the said Guildford Extension and Portsmouth and Fareham Railway into or towards the town of Portsmouth and Her Majesty's Dockyard there, with power to abandon the part of the original line of railway between its terminus at Portsmouth and the point at which the said extensions will respectively commence; one of such extensions or new lines to commence at the point where the said Guildford Extension and Portsmouth and Fareham Railway, as shown on the said original deposited plan thereof, was intended to cross the public highway leading from Landport to the shore of Portsmouth Harbour, and numbered 169 in the parish of Portsea on the said original plan so deposited as aforesaid, and to terminate in the parish of Portsmouth, in the county of Southampton, on the northern side of the Lion Gate Road, near the junction of such road with the Union Road there, which said last-mentioned extension or new line will be made in the several parishes, townships, and extra-parochial places of Portsea and Portsmouth aforesaid, or one of them; and such other extension or new line to commence at the same point as the said last-described extension line, and to terminate at the north-eastern end of Her Majesty's Dockyard, in the said parish of Portsea, in the said county of Southampton, and to be made wholly in the said parish of Portsea, in the said county of Southampton, or the extra-parochial place called Portsmouth Harbour.

And notice is hereby given, that it is intended to apply for power to make lateral deviations from the line of the proposed works to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish-roads, streets, and other highways, streams, sewer-pipes, canals, navigations, bridges, railways, or tramroads, within the said parishes, townships, and extra-parochial or other

places aforesaid, or some of them, as it may be necessary to cross, 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 several lines of railway delineated thereon, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, in the same county, and with the Clerk of the Peace for the county of Sussex, at his office at Lewes, in the same county, and with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in the same county, 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 said plans and sections as relates to each parish in or through which the said railways and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

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

And it is also proposed in and by the said Bill, if the said railways and works shall be made by the said Guildford Extension and Portsmouth and Fareham Railway Company, to authorize the said Guildford Extension and Portsmouth and Fareham Railway Company, to 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 the said London and South-Western Railway Company the execution of all or any of the powers of the intended Bill or Bills, 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, or to purchase, take on lease, rent, work, or construct the said intended railways and works, or any part of the same, and to take tolls and duties upon or in respect thereof, or to guarantee to the said Guildford Extension and Portsmouth and Fareham Railway Company, such interest or profit upon their outlay as may be agreed upon.

And it is further proposed by the said Bill to authorize the union and amalgamation of the said Guildford Extension and Portsmouth and Fareham Railway Company with the said London and South-Western Railway Company, upon such terms and conditions as may be mutually agreed upon, and to authorize such company, when so united or amalgamated, to use and work the said proposed rail-

way and works, and to take tolls upon or in respect thereof; and to enable the said London and South-Western Railway Company to raise money by shares, mortgage, or otherwise, for the several purposes aforesaid.

Dated this seventh day of November, 1846.

Bircham, Dalrymple, and Drake,
15, Bedford Row, London.

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

Powers for the London, Brighton, and South Coast Railway Company, to purchase and hold part of the Direct London and Portsmouth Railway (Epsom to Dorking), and for the same Company, and the London and South-Western Railway Company, to purchase and hold jointly the remainder of the same Railway (Dorking to Portsmouth); and also part of the Brighton and Chichester (Portsmouth Extension) Railway (Havant to Portsmouth); also to authorize an agreement between the same Companies as to the use by the London, Brighton, and South Coast Railway Company, of part of the London and South-Western Railway (Wandsworth to London.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the London, Brighton, and South Coast Railway Company to purchase and hold, and to enable the Direct London and Portsmouth Railway Company to sell or dispose of and transfer to the said London, Brighton, and South Coast Railway Company, so much of the railway works and undertaking authorized to be made by the Direct London and Portsmouth Railway Act, 1845, as is or are situate or intended to be constructed between the commencement of the same railway at Epsom and at Dorking, both in the county of Surrey, and all the powers, authorities, rights, and privileges of the said London and Portsmouth Direct Railway Company, for making, maintaining, using, and working the said part of the said Direct London and Portsmouth Railway, and the levying or collection of tolls, rates, and duties thereupon or in respect thereof, and all other powers, authorities, rights, and privileges now vested in the said Direct London and Portsmouth Railway Company in any manner relating to the said portion of the said railway.

And also to authorize the said Direct London and Portsmouth Railway Company to sell or dispose of and transfer to the said London, Brighton, and South Coast Railway Company and the London and South-Western Railway Company jointly, and to enable the last-mentioned companies to purchase and hold jointly, as shall be prescribed by the said Act, the remainder of the said railway works and undertaking authorized to be made by the said Direct London and Portsmouth Railway Act, 1845, and all the powers, authorities, rights, and privileges of the said Direct London and Portsmouth

Railway Company, for making, maintaining, using, and working the said last-mentioned portion or remainder of the said railway works or undertaking, and the levying and collection of tolls, rates, and duties thereupon or in respect thereof, and all other powers, authorities, rights, and privileges now vested in the said Direct London and Portsmouth Railway Company in any manner relating to the said last-mentioned portion of the said railway.

And notice is hereby further given, that it is intended by the said Act to authorize the Brighton and Chichester Railway Company, and the said London, Brighton, and South Coast Railway Company, to sell or dispose of, and transfer to the said London, Brighton, and South Coast, and the said London and South-Western Railway Companies, and to enable the said two last-mentioned companies to purchase and hold jointly, as shall be prescribed by the said Act, so much of the railway works and undertaking called the Portsmouth Extension of the Brighton and Chichester Railway, as is or are situate, or intended to be constructed west or south of the junction, in the parish of Havant, in the county of Southampton, between the same and the said direct London and Portsmouth Railway, and all the powers, authorities, rights, and privileges of the said Brighton and Chichester Railway Company, or the said London, Brighton, and South Coast Railway Company, for making, maintaining, using, and working this last-described portion of railway works or undertaking, and the levying and collection of tolls, rates, and duties thereupon, or in respect thereof, and all other powers, rights, and privileges, vested in the said Brighton and Chichester, or London, Brighton, and South Coast Railway Companies, in any manner relating to such last-mentioned portion of railway and works.

And it is proposed by the said intended Act to make all necessary and proper provisions for the joint making, maintenance, management, use, and control by the said London, Brighton, and South Coast and London and South-Western Railway Companies of the portions of railway works and undertakings so proposed to be vested in the said two last-mentioned companies jointly as aforesaid, and for the amalgamation of the said Direct London and Portsmouth Railway Company as to the first-described portion of their said intended railway works and undertaking, and the affairs and capital thereof, with the said London, Brighton, and South Coast Railway Company, and as to the said secondly-described portion of their said intended railway works and undertaking, and the affairs and capital thereof, with the said London, Brighton, and South Coast and London and South-Western Railway Companies jointly, and for the dissolution of the said Direct London and Portsmouth Railway Company upon the completion of the said several proposed arrangements. And for the like amalgamation of the said Brighton and Chichester Railway Company as to the portion of their said Portsmouth Extension Railway so intended to be vested in the London, Brighton, and South Coast, and London and South-Western Railway Companies,

and the capital and affairs of such portion, with the said two last-mentioned companies.

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, severally to raise capital for the purposes aforesaid, and to subscribe towards the making and maintenance of the said respective parts of the said railways, works, and undertakings, wherein respectively the said last-mentioned companies may or shall be respectively interested, and jointly or otherwise to take tolls, rates, and duties upon or in respect of the same respective parts thereof.

And notice is hereby further given, that it is intended by this proposed Act to authorize the said London, Brighton, and South Coast Railway Company, and the said London and South-Western Railway Company, to enter into, or confirm and carry into effect, such proper arrangements as they may deem expedient for and relating to the use by the London, Brighton, and South Coast Railway Company, of so much of the London and South-Western Railway, and of the Lambeth and Nine Elms Extensions thereof, and the works connected therewith respectively, as is or shall be east or north of the junction between the same railway and the proposed Wandsworth branch of the said London, Brighton, and South Coast Railway, and for enabling the said London, Brighton, and South Coast Railway Company, after the making and confirmation of such arrangements, to levy tolls, rates, and duties upon, or in respect of such last-mentioned portions of railway and works.

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 5th and in the 6th and 7th years of the reign of his late Majesty King William the Fourth; in the 1st, the 2nd, the 3rd and 4th, the 6th and 7th, the 7th and 8th, and the 8th and 9th, the 9th, and 9th and 10th 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 7th and 8th 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 7th year of the reign of his late Majesty King William the Fourth, and the 1st year of the reign of her present Majesty; and the Acts passed in the sessions held respectively in the 6th and 7th, and in the 8th and 9th, in the 9th, and 9th and 10th 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 7th and 8th, in the 8th and 9th, and in the 9th, and 9th and 10th 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 7th and 8th, and in the 8th and 9th, and in the 9th, and 9th and 10th 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 8th and 9th years of the reign of her present Majesty, authorizing the construction of the said Portsmouth Extension 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;" "The London and South-Western Railway Company's Basingstoke and Salisbury Extension Act, 1846;" and "the Direct London and Portsmouth Railway Act, 1845."

And it is further proposed to vary or extinguish all rights and privileges, if any, which impede or interfere with the objects and purposes aforesaid.

Dated this seventh day of November, 1846.

Bircham, Dalrymple, and Drake,

Bedford Row, London.

Manchester, London and Birmingham Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to incorporate a company or companies, and to give to such company or companies power to construct a railway with all proper works, stations, and other conveniences connected therewith, commencing by a junction with the line of the Birmingham and Lichfield Railway, as at present authorized, to be made in the hamlet of Wall or Pipehill, or one or both of them, in the parish of Saint Michael's Lichfield, either in the county of Stafford, or in the city and county of the city of Lichfield or both of them, and terminating by a junction with the line of the proposed North Staffordshire Railway, as authorized to be made, in the parish of Kingley, in the said county of Stafford, and which said railway and works will pass, from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one

of them, that is to say, the hamlet of Wall, the hamlet of Pipe, Pipe Hill or Pipe-cum-Members, Ogley, Ogley Hall, Hammerwich, Burntwood or Berntwood, Saint Michael's Lichfield, Berntwood Edial and Woodhouses, Woodhouses, Edial otherwise Edjall, otherwise Edgall, Burntwood, Curborough and Elmhurst, Elmhurst, Curborough, Saint Chad or Stowe Lichfield, Saint Michael Lichfield, Lichfield, Brown Hills, Lichfield, Norton Canes otherwise Norton-under-Cannock, Hednesford otherwise Hedgford, Little Wyrley, Great Wyrley, Leacroft, Cannock Wood, Cannock, Farewell and Chorley otherwise Farewell-with-Chorley, Longdon, Armitage with Hansacre, Hansacre, Armitage, Hill Ridware, Mavesyn Ridware, Brereton, Rugeley, Wolseley, Bishton, Colwich, Colton, Morton, Bish-ton, Brereton, Hansacre, Armitage, Armitage with Hansacre, Cannock, Hill Ridware, Rugeley, Little Haywood, Mavesyn Ridware, Pipe Ridware, Wolseley, Weston-upon-Trent, Hamstall Ridware, Abbots Bromley, Great Haywood, Colwich, Colwich with Stowe, Blithfield with Newton, Newton Blithfield otherwise Blythefield, Bagots Bromley, Stowe, Gayton, Chartley, Chartley Lodge, Kingston, Loxley, Caverswall, Fauld otherwise Fawld, Hanbury, Tutbury, Grindlay, Fradswell, Milwich, Houndhill, Uttoxeter, Gratwich, Crake Marsh, Bramshall, Marchington, Nobutt, Lower Nobutt, Upper Nobutt, Middleton Green, Painsley Hill, Dodsleigh otherwise Dodsley, Lower Leigh, Upper Leigh, Church Leigh, Field Leigh, Leigh, Withington, Fole, Heybridge Madeley Holme, Hollington, Checkley, Checkley, Beamhurst, Lower Tean, Tenford, Upper Tean, Tean, Huntley, Painsley, Cresswell, Prestwood, Rocester, Totmanslow, Newton, Draycott-in-the-Moors, Draycott, Holbrook, Bradley, Ellastone, Denstone, Alveton otherwise Alton, Alveton otherwise Alton, Cotton, Farley, Widness, Oakamoor, Forsbrook, Cheadle, Cheadle Grange, Dilhorne, Croxden, Great Yate otherwise Great Gate, Whiston, Whiston Eaves, Morredge with Foxt, Foxt, Kingsley Holt, Morredge Belmont, Kingsley, Froghall, Ipstones, Whetley otherwise Whitley, Hazles, Consall otherwise Cunsall, Banktop, New Basford, Basford, Old Basford, Moss Lee, Rownall, Cheddleton, Ashenhurst, Ashcombe, Bagnall, Felthouse, Woodlands, One-cote, Heaton, Bradnop, Stanlow otherwise Stanley, Endon, Longsdon otherwise Longsden, Blackwood with Crowborough, and Kingsley, all in the county of Stafford, Lichfield, Saint Chad otherwise Stowe Lichfield, Saint Michael Lichfield, and Pipe Hill, in the city and county of the city of Lichfield, or some or one of them.

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

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

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

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

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

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

And notice is hereby further given, that duplicate plans and sections of the said intended railway or railways and works, and of the lands proposed to be taken for the purposes thereof, together with the books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and a published map to a scale of not less than half an inch to a mile with the line or lines, railway or railways delineated thereon, so as to show their general course and direction, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Stafford, at his offices at Stafford in the said county of Stafford, and also with the Clerk of the Peace for the city and county of the city of Lichfield, at his offices at Lichfield; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway or railways 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 this tenth day of November, 1846.

Fearon and Gosling,

17, Fludyer-street, Whitehall,
Solicitors for the Bill.

Metropolitan Sewage Manure Act Amendment.

Alteration in Line of 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 the Metropolitan Sewage Manure Act, 1846; and to authorize the company incorporated thereby to deviate from the line or course of the aqueducts, cuts, pipes, or works as authorized by the said Act, and to construct the following works, that is to say, an aqueduct or conduit to commence in the parish of Saint George Hanover-square, in the county of Middlesex, at or near the station of the company near the Skew Bridge, on the King's Scholars' Pond Sewer in the Vauxhall Bridge Road, and to terminate at or near the Broadway in Hammersmith, all in the county of Middlesex, together with all necessary stations, pipes, engines, works, and conveniences connected therewith, which said aqueduct or conduit and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places of Saint George Hanover-square, Saint Luke Chelsea, Upper Chelsea, Brompton, Saint Mary Abbots Kensington, Fulham, and Hammersmith, or some of them, all in the said county of Middlesex.

And it is proposed by the said intended Act to authorize the said company to abandon the construction of so much of the works authorized by the said Act as would have been situate between the said bridge called the Skew Bridge and the Broadway at Hammersmith aforesaid.

And also to enable the said company to take and carry away the sewage water flowing through the several sewers respectively running across the King's Road at Smith-street, Queen-street, Church-street, and Milman-row, all in Saint Luke's Chelsea.

And also to enable the said company to purchase lands and houses by compulsion or agreement, and also to break up and open, either compulsorily or otherwise, the soil or pavement of all such roads, streets, sewers, and public and private ways within the several places aforesaid as may be found necessary for the purposes aforesaid; and to vary or extinguish all existing rights and privileges connected with such lands, houses, sewers, and streets as aforesaid, or which would impede or interfere with the execution of the purposes aforesaid or any of them, and to grant other rights and privileges; and to sell the sewage water so taken and carried away, and to recover all sums from time to time due to the said company, and to enable the said company to raise a further sum of money.

And notice is hereby further given, that plans and sections of the proposed works, with books of refe-

rence thereto, will, on or before the thirtieth day of November in the present year, be deposited for public inspection with the Clerks of the Peace for the county of Middlesex and city and liberty of Westminster, at their offices in the Sessions House, Clerkenwell, in the said county of Middlesex; and that on or before the said thirtieth day of November in the present year a copy of so much of the said plans, sections, and books of reference as relates to the several parishes within which the said works are intended to be made will be deposited with the parish clerks of such parishes respectively at their respective places of abode.

Dated the 10th day of November, 1846.

Bailey, Shaw, and Smith,
5, Berners-street.

Derbyshire, Staffordshire, and Worcestershire Junction Railway,

Running from Walsall, in the county of Stafford, to Uttoxeter, in the same county, with a branch in the parish of Rushall, in the said county, to join the South Staffordshire Railway there, and with another branch in the parish of Uttoxeter aforesaid, there to join the North Staffordshire Railway Potteries Line.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction of a railway or railways, and branch railway or branch railways, or some of them, or some part or parts thereof, with all proper works, approaches, and conveniences connected therewith, and commencing and terminating as hereinafter described, or at some point or points intermediate between such commencements and terminations; that is to say, a railway or railways commencing at or near to a certain street called Stafford-street, and a certain new road leading out of Stafford-street to or into Hatherton-street, in the parish of Walsall, in the county of Stafford, thence proceeding to the parish of Colton, in the said county, where it is proposed to form a junction with a certain railway called the Trent Valley Railway, in a field numbered 50 on the parliamentary plan of the said last-mentioned railway deposited with the Clerk of the Peace for the said county of Stafford, thence running on, over, or along the said last-mentioned railway to a field in the said parish of Colton, numbered 35 on the aforesaid parliamentary plan, leaving the said Trent Valley Railway in the said last-mentioned field, and terminating near to a certain street called High-street, in the said parish of Uttoxeter, in the said county of Stafford.

A branch railway, commencing by a junction with the said main line of railway at a point in the parish of Rushall, in the said county, about six furlongs from the commencement of the said main line in a field adjoining to a certain place called Ryecroft Farm, and terminating by a junction with the said South Staffordshire Railway at or near a certain street or road called Ombridge Forge Lane, in the said parish of Rushall.

And also a branch railway or branch railways commencing by a junction with the said main line

of railway at a point in the township of Loxley, in the said parish of Uttoxeter, in the said county of Stafford, about twenty-three miles four furlongs and eight chains from the said commencement of the said main line, and terminating by a junction with the North Staffordshire Railway (Potteries Line) near the Stony Ford Brook in the said parish of Uttoxeter, in the said county of Stafford, and which said first-named railway or railways and the said branch railways, or some of them, and the works, approaches, and conveniences connected therewith respectively, will pass or be made from, through, in, or into the several parishes, townships, townlands, and extra-parochial and other places following, or some of them, that is to say, the Borough of Walsall, Foreign of Walsall, Walsall Manor, Rushall, Great Bloxwich, Bloxwich, Little Bloxwich, Pelsall, Wolverhampton, Goscot, Bentley, Bloxwich, Harden, Bescot, Essington, Fishley, Newtown, Great Wyrley, Little Wyrley, Bushbury, Cheslyn Hay, Sharesill, Hilton, Cannock, Cannock Chase, Cannock Common, Norton Canes otherwise Norton-under-Cannock-Norton, Hednesford, Lea, Leacroft, Littleworth, Wimblebury, Dugdale, Willenhall, Darlaston, Ryecroft, Huntingdon, Hatherton, Wolsey, Moreton, Hagley, Penkridge, Rugeley, township of Rugeley, Colton, township of Colton, Colwich, Brereton, Brereton Field, Gayton, Hamstall Ridware, Mavesyn Ridware, Hill Ridware, Pipe Ridware, King's Bromley, Blithfield with Newton, Blithfield, Tixall, Stockwell Heath, Ingestre, township of Blithfield, Armitage, Armitage with Hansacre, Shugborough, Great Haywood, The Warren, Little Haywood, Drinton, Newton Hurst, Bagots Bromley, Heatley, Hixon Farley, Newton, Parchfield, Little Snape, Dunstall, Blyth Bridge, Newborough, Admaston, Blythbury, Blyth Ford, Bromley Hurst, Abbots Bromley, Stowe, Amerton, Stowe with Chartley, Chartley, Grindley, Grindley Forge, township of Grindley, Gratwich, Bold otherwise Booth, Kingstone, Leigh, Lea Fields, Bramshall, Loxley, township of Uttoxeter, Uttoxeter Woodlands, Stramshall, and Uttoxeter, all in the county of Stafford.

And further notice is hereby given, that maps or plans and sections describing the line or lines and levels of the said intended works and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county of Stafford, at his office in Stafford, and that a copy of so much of the said plans, sections, and books of reference respectively, as relate to each of the parishes from, in, through, or into which the said intended works or any of them, or any part or parts thereof, will be made or pass, will be deposited for public inspection, on or before the said thirtieth day of November instant, with the parish clerk of each such parish, at the place of abode of such parish clerk.

And notice is hereby also given, that it is proposed by the said intended Act or Acts to incorpo-

rate a company or companies for the purpose of making, maintaining, working, and using, the said railway or railways, branch railway or branch railways, and for other purposes, and with power to levy tolls, rates, or duties, on and for the use of the same, and to alter any existing tolls, rates, or duties, and to confer, vary, or extinguish any exemptions from payment of tolls, rates, or duties, and otherwise, and for the compulsory purchase of lands and houses; and that it is also intended to vary, repeal, or extinguish all existing rights and privileges connected with the lands so proposed to be purchased, and which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway or railways, and branch railways and works, and to confer other rights and privileges.

And notice is hereby also given, that it is proposed by the said intended Act or Acts to obtain power to construct stations, communications, works, and other conveniences, in the several parishes, townships, townlands, and extra-parochial and other places before mentioned, or some of them, for the working and using the said railway and branch railways, and also to authorize junctions with any railway or railways at the commencement or termination, or in the line or course, of the said railway and branch railways, in the several parishes, townships, townlands, and extra-parochial and other places aforesaid; and in the said Bill or Bills, powers will be applied for to deviate, in the construction of the said intended railway or railways, and branch railway or branch railways, and works, from the line or lines thereof respectively, as delineated on the said plans so intended to be deposited as aforesaid, to such extent as will be defined upon such plans.

And further notice is hereby given, that it is proposed by the said intended Act or Acts, to give the company or companies thereby incorporated power to stop up, alter, divert, use, or pass over or along, to the extent shown on the said plans intended to be deposited as aforesaid, all such highways, turnpike and other roads, tramroads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and watercourses, as it may be necessary or expedient to interfere with, alter, use, or divert, for the purpose of making, maintaining, and using, or more conveniently making, maintaining, and using, the said railway or railways, and branch or branches, to be authorized by the said Act or Acts, or any of the works or conveniences connected therewith.

And it is further intended to apply for and obtain powers in the said Act or Acts to enable the company or companies to be incorporated either alone or jointly with any other company or party to undertake the execution of the first-mentioned proposed undertaking, and to let on lease or sell and transfer the said intended railway or railways, or branch railways and works or any of them, or any part thereof, and any other works, and any part or parts thereof, to any other company or parties, or to unite or amalgamate with any other

company or parties already formed or to be formed, and to enable such other company or parties, or such united or amalgamated company, or any other company, to purchase or rent the said intended railway or railways, branch railway or branch railways, or any parts thereof.

And more particularly it is intended by such Act or Acts to enable the company to be thereby incorporated, to sell or let and transfer the said intended railway or railways, branch railway and branch railways, and works, or any or either of them, or any part or parts thereof, and all or any powers of such company in connection therewith or in relation thereto, and whether before or after the completion of the said railway or railways, and branch railways, and works, or any or either of them, to the North Staffordshire Railway Company, the South Staffordshire Railway Company, or the London and North-Western Railway Company, or either of them, and to enable one of the said railway companies to purchase or rent the said intended railway or railways, and branch railways, and works, or any or either of them, or any part or parts thereof, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway or railways, branch railways, and works, and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between the said North Staffordshire Railway Company, the South Staffordshire Railway Company, and the London and North-Western Railway Company, or any or either of them, and the company which may be so incorporated as hereinbefore mentioned.

And it is further proposed by the said intended Act to authorize and empower the union and consolidation into one undertaking of the railway or railways, and branch railways, and works, to be thereby authorized, and the company to be thereby incorporated, with the said North Staffordshire Railway Company, the South Staffordshire Railway Company, and the London and North-Western Railway Company, or either of them, and for vesting in one company the railways and works, and the capital stock, shares, property, estate, and effects, and all the rights, powers, and privileges, now or hereafter to be vested in the two companies respectively, and for enabling such consolidated company to exercise and enjoy all such rights, powers, and privileges as aforesaid; and also to authorize the company to be incorporated by such Act or Acts, or such united or amalgamated company, or any other company or companies, party or parties, to enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railway or railways, and branch or branches and works.

Dated this 6th day of November, 1846.

William Arnold Bambridge,
Uttoxeter, and Park-street, Westminster.

**Newcastle and Berwick Railway.
Cramlington and Percy Main, and Killingworth
and other Branches.**

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 repeal some of the powers and provisions of the Acts relating to the Newcastle and Berwick Railway Company, passed respectively in the ninth and tenth years of the reign of Her present Majesty, and to enable the said Newcastle and Berwick Railway Company to make and maintain the several railways, branch railways, and works following, or some of them, together with all proper works and conveniences connected therewith, and approaches thereto respectively, that is to say:

First, A railway from and out of the present authorized main line of railway belonging to the said Newcastle and Berwick Railway Company, commencing by a junction therewith at or near to a point marked A on the plan, to be deposited as hereinafter-mentioned in the township of Cramlington and parish of Saint Nicholas, in the county of Northumberland, thence passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following or some of them, that is to say, Cramlington, Sighill, Seghill Seaton, Delaval, Earsdon, Backworth Monkseaton, Tynemouth, Whitley, Cullercoats, Murton, Chirton, Holywell, Preston, Shire-Moor, and North Shields, all in the said county of Northumberland; and Saint Nicholas in the borough and county of Newcastle-upon-Tyne, and terminating at or near to point marked B on the said plans, in the parish of Saint Nicholas, in the said borough and county of Newcastle-upon-Tyne aforesaid.

Second, A railway from and out of the said first-mentioned intended railway, commencing by a junction therewith at or near to a point marked C on the plans to be deposited as hereinafter-mentioned, in the township of Sighill otherwise Seghill, in the parish of Earsdon in the county of Northumberland, and thence passing from, in, through, and into the several parishes, townships, extra-parochial or other places, of Sighill, Seghill, Earsdon, Cramlington, and Saint Nicholas, all in the said county of Northumberland, or some of them, and terminating at or near to a point marked D on the said plans, in the township of Cramlington and parish of Saint Nicholas, in the county of Northumberland aforesaid.

Third, A railway from and out of the said secondly mentioned intended railway, commencing by a junction therewith at or near to a point marked E on the plans to be deposited as hereinafter-mentioned, in the township of Sighill otherwise Seghill, in the parish of Earsdon, in the county of Northumberland, and thence passing from, in, through, and into the several townships, parishes, and extra-parochial and other places of Sighill, Seghill, Earsdon, and Seaton-Delaval, or some of them, and terminating at or near to a point marked F on the said plans, in the township of Seaton-Delaval, in the parish of Earsdon aforesaid, all in the said county of Northumberland.

Fourth and Fifth, Two several lines of railway from and out of the said first-mentioned intended

line of railway respectively, commencing by junctions therewith at or near to two several points marked respectively G and H on the plans to be deposited as hereinafter-mentioned, in the township of Chirton, in the parish of Tynemouth, in the said county of Northumberland, both thence passing from, in, through, and into the several townships and parishes of Chirton and Tynemouth aforesaid, and Saint Nicholas in the borough and county of Newcastle-upon-Tyne or some of them, and respectively terminating at or near to two points marked respectively I and K on the said plans, in the parish of Saint Nicholas, in the borough and county of Newcastle-upon-Tyne aforesaid.

Sixth, A railway from and out of the said first-mentioned intended line of railway, commencing by a junction therewith at or near to a point marked L on the plans to be deposited as hereinafter mentioned, in the township of Chirton and parish of Tynemouth, in the county of Northumberland, and thence passing from, in, through, and into the several townships and parishes of Chirton, Tynemouth, Wallsend, Willington, and Howdon, all in the said county of Northumberland, and Saint Nicholas in the borough and county of Newcastle-upon-Tyne, or some of them, and terminating at or near to a point marked M on the said plans, in the parish of Saint Nicholas, in the town and borough of Newcastle-upon-Tyne aforesaid.

Seventh, A railway from and out of the present authorized main line of railway belonging to the Newcastle and Berwick Railway Company, commencing by a junction therewith at or near to a point marked N on the plans to be deposited as hereinafter mentioned, in the township of Killingworth, and parish of Long Benton, in the county of Northumberland, and thence passing from, in, through, and into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Killingworth, Long Benton, Wallsend, Willington, Chirton, and Tynemouth, all in the said county of Northumberland, and terminating by a junction with the said first-mentioned intended railway at or near to a point marked O on the said plans, in the township of Chirton, in the parish of Tynemouth aforesaid.

Eighth, A railway from and out of the present authorized line of the Newcastle and Berwick Railway, commencing by a junction therewith at or near to a point marked P on the plans to be deposited as hereinafter mentioned, in the township and parish of Long Benton, in the county of Northumberland, and thence passing from, in, through, and into the several parishes, townships, and extra-parochial, or other places following or some of them, that is to say, Long Benton, Little Benton, Wallsend, and Willington, all in the said county of Northumberland, and terminating by a junction with the said seventhly mentioned intended railway, at or near to point marked R on the said plans in the township of Willington and parish of Wallsend aforesaid.

And it is proposed in the said intended Act to authorize the said Newcastle and Berwick Railway Company, and any other public company or private partnership, or company or any individuals, to

enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railways and works, and also to carry into effect and confirm any agreement or arrangement made, or hereafter to be made, with regard to the construction of the said railways and works, or for or in respect of the traffic on the said intended railways respectively, or for or in respect of any existing rights or interests in any railways and tramways to be taken or interfered with under the said powers, or any tolls, rates, way-leaves, sum or sums of money due or payable in respect thereof.

And it is proposed to apply for powers in the said Act to stop up, divert, or alter, whether temporarily or permanently, all such turnpike-roads, parish roads, and other highways, streams, canals, navigation, railways, and tramways, within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to stop up, divert, or alter for the purposes of such proposed railways and other works respectively; and also to take powers for the purchase, by compulsion or otherwise, of lands and houses for the purposes of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the same railways and works, and to confer other rights and privileges, and also to levy tolls, rates, or duties for or in respect of the use of the said intended railways and works, and to confer such exemptions from the payment of such tolls, rates, or duties, as may be thought expedient.

And it is also proposed by the said intended Act to take powers to purchase, by compulsion or otherwise, the way-leave, rent or rents, or other rent or rents, reserved and charged in and by a certain Act of Parliament passed in the sixth year of the reign of His late Majesty King William the Fourth (whereby the Newcastle-upon-Tyne and North Shields Railway Company were incorporated,) and also in and by "The Newcastle and Berwick Railway Act, one thousand eight hundred and forty-five;" and which were thereby respectively made payable to the owner or owners of, and others interested in, the lands through and adjoining which the railways authorized to be made by the first of the said two last-mentioned Acts are constructed, and to enable such owner or owners, or others interested, to sell and dispose thereof, and also to repeal, alter, and vary, the several clauses, powers, provisions, and reservations contained in or conferred by the said last mentioned Acts in respect of the several matters and things last aforesaid.

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

And notice is hereby further given, that duplicate plans and sections of the said intended railways and other works, and of the lands proposed

to be taken for the purposes thereof, together with books of reference to such plans, will be deposited for public inspection with the respective clerks of the peace for the said county of Northumberland; at his office in Newcastle upon-Tyne, and for the borough and county of Newcastle-upon-Tyne, at his office in the same borough and county, on or before the thirtieth day of November in this present year, and that on or before the same day a copy of so much of the said plans and sections (with a book of reference thereto,) as relates to each parish in or through which the said intended railways and works are proposed to be made, will be deposited with the parish clerk of each such parish at his place of abode.

Dated this second day of November, 1846.

Richardson and Gutch,

and

Henry Newton,

York, Solicitors.

Great Northern Railway.

Purchase of Ambergate, Nottingham, and Boston, and Eastern Junction Railway, East Lincolnshire Railway,—and Boston, Stamford, and Birmingham Railway,—(Stamford and Wisbech Line.)

NOTICE is hereby given, that application will be made to Parliament in the next session, for leave to bring in a Bill to enable the Great Northern Railway Company to accept a lease of or to purchase the undertakings hereinafter mentioned, and all the lands, tenements, and hereditaments, capital, stock, and effects, which are part of or pertaining to the said undertakings, and all the rights, powers, and privileges of the several companies to whom such undertakings belong, that is to say, the Ambergate, Nottingham, and Boston and Eastern Junction Railway, the East Lincolnshire Railway, and the Boston, Stamford, and Birmingham Railway (Stamford and Wisbech Line,) so that the same undertakings, and the said rights, powers, and privileges, property, and effects, may be transferred to, vested in, and used, exercised, and enjoyed during the said lease, or after the said purchase, as fully and effectually by the Great Northern Railway Company as theretofore by the Ambergate, Nottingham, and Boston and Eastern Junction Railway Company, the East Lincolnshire Railway Company, and the Boston, Stamford, and Birmingham Railway Company respectively, and also that if the absolute sale and transfer of the said undertakings or either of them shall be effected, the company to whom the undertaking so sold shall have belonged shall be dissolved and cease to exist.

And it is intended in the said Bill to enable the three companies last aforesaid, or any or either of them, to grant such lease, or to execute such sale and transfer; and also to enable the Great Northern Railway Company to raise by loan or mortgage, or by the creation of new shares, additional capital for the purpose of such purchases.

And or the purposes aforesaid, it is intended to alter, amend, and enlarge, consolidate and repeal some of the powers and provisions of the following



Acts, namely, "The Great Northern Railway Act, 1846;" "The Stamford and Spalding Railway Act, 1846;" "The Ambergate, Nottingham and Boston and Eastern Junction Railway Act, 1846;" "The East Lincolnshire Railway Act, 1846;" and "The Boston, Stamford, and Birmingham Railway Act, 1846 (Stamford and Wisbech Line);" and to grant further other and more effectual provisions in the stead thereof.

Dated this tenth day of November, 1846.

Norfolk Railway.

Yarmouth Extension from the Station in the Parish of Runham to Great Yarmouth, with the power to lay down tram-ways from the Terminus of such Extension to the Quays of Great Yarmouth.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable the Norfolk Railway Company to construct the line of railway hereinafter mentioned, in extension of the Norfolk Railway, that is to say, a railway with all proper works and conveniences connected therewith, commencing by a junction with the Norfolk Railway, at the station situate in the parish of Runham, in the county of Norfolk, passing thence in, or through, the several parishes, townships, and extra-parochial or other places of Runham, the bed and shores of the river Bure, and Great Yarmouth, in the county of Norfolk, and terminating at or near to the site of a certain building, known by the name of Paget's Brewery, situate in the said parish of Great Yarmouth. And it is also intended by such Act to authorize and empower the said Norfolk Railway Company, to lay down a tramway or tramways from the last-mentioned terminus of the said intended railway, along the street, road, or highway, leading from the north quay to the south quay, and along the said quays in the borough and parish of Great Yarmouth, to a certain point upon such quays, opposite to Friar's Lane, otherwise South Street, in the said borough and parish.

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

And it is further intended by the said Act to enable the Norfolk Railway Company to raise money for the purpose of executing the said intended railway or railways, tramways, and works, and to levy tolls, rates, and duties, in respect of the use thereof; and to grant certain exemptions from the payment of such tolls, rates, or duties; and also to purchase, by compulsion or otherwise, lands and houses for the purposes aforesaid; and to vary or extinguish all existing rights and privileges connected with such lands or houses, or which would

in any manner interfere with the objects aforesaid; and to confer other rights and privileges.

And, for the purposes aforesaid, it is intended to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts following: that it to say, An Act passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for making a Railway from Norwich to Brandon, with a Branch to Thetford." Another Act, passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for the Consolidation of the Yarmouth and Norwich, and Norwich and Brandon Railway Companies, and for authorizing the Construction of certain Works, at Norwich, in connection with the Yarmouth and Norwich Railway." Another Act, passed in the said last-mentioned years of the reign of Her present Majesty, intituled "An Act for altering the line of the Norwich and Brandon Railway, and for making a Branch therefrom to East Dereham, in the County of Norfolk." Another Act, passed in the ninth and tenth years of the reign of Her present Majesty, intituled "An Act to empower the Norfolk Railway Company to make a Railway Communication between the Dereham Branch of the Norfolk Railway, and the Towns of Wells and Blakeney, in the County of Norfolk." And another Act, passed in the last-mentioned years of the reign of Her present Majesty intituled, "An Act for enabling the Norfolk Railway Company to purchase or lease the Lowestoft Railway, Harbour, and Navigation.

And it is also intended by such Act to alter and amend some of the powers and provisions of an Act passed in the seventh and eighth years of the reign of His late Majesty King George the Fourth, intituled "An Act for building a Bridge over the River Bure from Runham to Great Yarmouth, in the County of Norfolk, and to alter or vary the tolls and rates authorized to be taken under the said Act, and to grant or confer certain exemptions from the payment thereof, and other rights and privileges in reference to the use of the said Bridge."

And notice is hereby further given, that maps, plans, and sections, describing the direction lines and levels of the said intended railway or railways, tramway or tramways, and works respectively, and the lands to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands will be deposited on or before the thirtieth day of November, in the present year, with the clerk of the peace for the county of Norfolk, at his office in Aylsham, and that a copy of so much of the said plans, sections, and books of reference as relate to each of the parishes in or through which the intended railway or railways, tramway or tramways, and other works will pass, will be deposited on or before the thirtieth day of November in the present year, with the parish clerks of such parishes respectively at their respective residences.

Dated the fourth day of November, 1846.

Parker, Hayes, Barnwell, and Twisden,

Solicitors,

1, Lincoln's Inn Fields, London

**The Great Northern Railway.
Extension to Leeds and Wakefield.—Deviation of
Methley Branch of Wakefield, Pontefract, and
Goole Railway.**

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable the Great Northern Railway Company, incorporated by the Great Northern Railway Act, 1846, to make and maintain the railway and branch railways hereinafter specified, with all necessary and convenient stations, warehouses, wharfs, communications, approaches, conveniences, and works connected therewith, that is to say,—

First—A main line of railway, commencing by a junction with the parliamentary line of the Methley Branch of the Wakefield, Pontefract, and Goole Railway, at a field there belonging to John Sagar, and in the occupation of John Booth and James Booth, or one of them, at the distance of one furlong north-west from the point where the said Methley Branch Railway crosses Carr Lane, in the township of Glass Houghton, in the parish of Castleford, in the West Riding of the county of York, and thence passing from, in, through, or into the several parishes, townships, hamlets, extra-parochial and other places of Castleford, Featherstone, Whitwood, Glass Houghton, Normanton, Methley, Woodlesford, Oulton-cum-Woodlesford, Oulton, Rhodes' Green otherwise Royd's Green, Ouzlewell Green, Carlton, Lofthouse, Lofthouse-cum-Carlton, Haigh, Rothwell, Rothwell Haigh, Woodhouse Hill, Middleton, Hunslet, Holbeck, Beeston, Wortley, Upper Wortley, New Wortley, and Leeds, in the West Riding of the county of York, and terminating by a junction with the parliamentary line of the West Riding Union Railways, in the township of Wortley, in the parish of Leeds, in the said West Riding, at a point where the said last-mentioned parliamentary line of railway crosses Spence Lane.

Secondly—Also a railway diverging from and out of the said main line of railway in the township of Carlton, in the parish of Rothwell, in the West Riding of the county of York, in or near a field belonging to John Blayds, Esq., and in the occupation of Mr. Edward Wright, and at or near the highway leading from Carlton to Ouzlewell Green, and thence passing from, in, through, or into Rothwell, Carlton, Ouzlewell Green, Lee Moor, Lofthouse, Lofthouse-cum-Carlton, Stanley, Wrenthorpe, Stanley-cum-Wrenthorpe, Lake Lock, and Wakefield, in the said West Riding, and terminating by a junction with the line of the Manchester and Leeds Railway at or about three furlongs east or north-east of the Wakefield station, in the township of Stanley-cum-Wrenthorpe, and parish of Wakefield, in the said West Riding.

Thirdly—Also another railway diverging from the intended main line of railway in the township and parish of Methley, in the West Riding of the county of York, at or near a point where the said main line crosses Hungate Lane, and about thirty yards north from the point of junction of the said line with Methley Lane, and thence passing from, in, through, or into Methley, Newmarket, Bottomboat, Lake Lock, Stanley, Stanley-cum-Wren-

thorpe, and Wakefield, and terminating at the Victoria Colliery Railway, near the junction of the said Colliery Railway with a railway belonging to the undertakers of the Aire and Calder Navigation, in the township of Stanley-cum-Wrenthorpe, in the parish of Wakefield.

Fourthly—Also another short branch railway or curve of communication, diverging from the intended main line of railway in the township and parish of Methley, at a point one furlong and fifty yards distant south-west from the bridge of the York and North Midland Railway over the river Calder, and terminating in the said township and parish of Methley by a junction with the Midland Railway at a point about two furlongs south of the bridge carrying the said Midland Railway over the Leeds and Barnsdale turnpike-road.

And it is intended by the said Act to enable the Wakefield, Pontefract, and Goole Railway Company to abandon the formation of a certain portion of their branch to Methley, authorized to be made by the Wakefield, Pontefract, and Goole Railway Branches Act, 1846, that is to say,—so much of the said Methley Branch Railway as lies between a field or property in the township of Glass Houghton, in the parish of Castleford, numbered 38 in the township of Glass Houghton, on the deposited Parliamentary plans of the said Wakefield, Pontefract, and Goole Railway Branches, and the point of junction of the said Methley Branch with the said Midland or North Midland Railway in the said township and parish of Methley near Robinson's Bridge, as shown on the said deposited plans, which said abandoned portion of the said Methley Branch Railway will pass through the several parishes, townships, hamlets, and extra-parochial places of Glass Houghton, Castleford, Whitwood, Featherstone, and Methley, or some of them, all in the said West Riding.

And it is intended in the said Act to take powers to make lateral deviations from the lines of the said railway and branch railways, as laid down on the plans deposited as hereinafter mentioned, to the extent shown thereon; and to alter, divert or stop up, whether temporarily or permanently, all such turnpike-roads, parish roads, and other highways, canals, navigations, and railways, tramroads, rivers, drains, brooks streams, and watercourses within the places aforesaid, as may be required to be so altered, diverted, or stopped up, for the purposes of such railway and branch railways; and also powers authorizing junctions with any railway or railways at the commencement or termination, or on the line or course thereof in the several places aforesaid. And it is also intended by the said Act to apply for powers to purchase lands, houses, and buildings by compulsion for the purposes aforesaid, and to vary or extinguish any rights or privileges connected with such lands, houses, and buildings, which can in any manner interfere with the execution of the aforesaid works; and also powers to levy tolls, rates, and duties in respect of the use of the said proposed railway and branch railways and other works, and to grant and confer exemptions from such tolls, rates, and duties.

And for the purposes aforesaid, it is intended by

the said Act to enable the said Great Northern Railway Company to increase their capital by the creation of new shares or by mortgage, or loan, or otherwise.

And it is further intended by the said Act to enable the said Great Northern Railway Company to sell and transfer so much of the first-mentioned intended railway as lies between its intended junction with the present parliamentary line of the said Methley Branch of the Wakefield, Pontefract, and Goole Railway to the point where the said branch railway fourthly hereinbefore mentioned is intended to diverge from the said first-mentioned line in the township of Methley near the bridge of the York and North Midland Railway over the River Calder. And also the said branch railway or curve of communication hereinbefore fourthly described, and the works connected with the same respectively, or any part or parts thereof whether before or during, or after the formation thereof, and all the powers, rights, and privileges of the said company connected therewith, to the Wakefield, Pontefract, and Goole Railway Company, and to enable the said Wakefield, Pontefract, and Goole Railway Company to subscribe towards the making, maintaining, working, and using, or to construct and maintain, or to purchase, use, and work the said last-mentioned portion of railway and branch railway in substitution or deviation of the said abandoned portion of the Methley Branch Railway; and to exercise all powers and authorities to be conferred by the said intended Act on the said Great Northern Railway Company with respect to the said portion of line and branch railway; and also to authorize the said Great Northern Railway Company and the said Wakefield, Pontefract, and Goole Railway Company, to carry into effect mutual arrangements for the construction, maintenance, and use of the said intended portion of railway and branch railway respectively; and also with respect to the traffic passing or which may pass on the said intended railway and branch railway, and on the lines or works of the said Great Northern Railway Company and the said Wakefield, Pontefract, and Goole Railway Company, and concerning the use of their respective railways and works, and for the purposes aforesaid it is intended to take powers by the said Act to authorize the said Wakefield, Pontefract, and Goole Railway Company to increase their present capital by the creation of new or additional shares, or by mortgage or otherwise.

And it is further intended to take powers by the said Act to enable the said Wakefield, Pontefract, and Goole Railway Company to let on lease or to sell and transfer the said substituted portion of railway and branch railway lastly-hereinbefore described and works connected therewith, or any part or parts thereof, and all the powers, rights, and privileges of the said Wakefield, Pontefract, and Goole Railway Company connected therewith, to the Manchester and Leeds Railway Company, and to enable the said Manchester and Leeds Railway Company to exercise over and concerning such substituted railway and branch railway all the rights and powers which are now vested in the

last named company touching the abandoned portion of railway.

And it is further intended by the said Act to enable the said Great Northern Railway Company to sell and transfer the said branch railways hereinbefore secondly and thirdly described, and the works connected therewith, or any part or parts thereof, whether before, or during, or after the formation thereof, and all the powers, rights, and privileges of the said company connected therewith, to the Manchester and Leeds Railway Company, and to enable the said Manchester and Leeds Railway Company to subscribe towards the making, maintaining, working, and using, or to construct and maintain, or to purchase, use, and work the said two branch railways and works, or any part or parts thereof, and to exercise all powers and authorities to be conferred by the said intended Act on the said Great Northern Railway Company with respect to the said two branch railways; and also to authorize the said Great Northern Railway Company and the said Manchester and Leeds Railway Company to carry into effect mutual arrangements for the construction, maintenance, and use of the said intended railway and branch railways respectively, and also with respect to the traffic passing, or which may pass, on the said intended railway and branch railways, and on the lines or works of the said Great Northern Railway Company, and of the said Manchester and Leeds Railway Company, and concerning the use of their respective railways and works.

And for the purposes aforesaid, it is intended to take powers by the said Act to authorize the said Manchester and Leeds Railway Company to increase their present capital by the creation of new or additional shares, or by mortgage or otherwise.

And for the purposes aforesaid, it is also intended by the said Act to alter, amend, and enlarge the powers and provisions of the Great Northern Railway Act, 1846, and the Stamford and Spalding Railway Act, 1846. And also to alter, amend, and extend the powers and provisions of the several Acts relating to the said Wakefield, Pontefract and Goole Railway Company: that is to say, "The Wakefield, Pontefract and Goole Railway Act, 1845. The Wakefield, Pontefract and Goole Railway Branches Act, 1846; and the Wakefield, Pontefract and Goole Railway and Port of Goole Act, 1846." And also to alter, amend, and extend the powers and provisions of the several Acts relating to the Manchester and Leeds Railway Company: viz., an Act passed in the 7th year of the reign of King William the Fourth, intitled "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 10th year of the reign of Her

present Majesty, intitled respectively, "An Act to incorporate the Huddersfield and Sheffield Junction Railway Company with the Manchester and Leeds Railway," "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, and in the Manchester and Leeds Railway, the North Union Railway, and all the works, property, and effects appertaining thereto."

And notice is hereby further given, that duplicate plans and sections, describing the lines and levels of the said intended railway and branch railways respectively, 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 together also with a published map with the lines of the said intended railway and branch railways respectively delineated thereon so as to show their general course and direction will on or before the thirtieth day of November instant, be deposited for public inspection at the office of the clerk of the peace of the said West Riding of Yorkshire at his office at Wakefield; and also with the clerk of the peace for the borough of Leeds, at his office at Leeds, in the said West Riding; and that on or before the thirtieth day of November instant a copy of so much of the said plans and sections as relates to each of the parishes aforesaid in or through which the said railway and branch railways respectively 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 his place of abode.

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

<i>Baxter, Rose, and Norton,</i> 3, Park Street, Westminster,	} Solicitors to the Great Northern Railway Company.
and <i>Johnston, Farquhar, and Leech,</i> 46, Parliament Street, Westminster,	
<i>Leeman and Clark, York,</i> Solicitors to the Wakefield, Pontefract, and Goole Railway Company.	

Heywood Improvement.

For better Lighting, Draining, and otherwise Improving the Village of Heywood in the County Palatine of Lancaster, and for establishing a Market, Market-House, Town-Hall, and Slaughter-Houses within the same, and for purchasing or leasing the Heywood Gas and Water Works.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts for better lighting, paving, draining, cleansing, widening and otherwise regulating and improving the streets,

lanes, roads, pathways, courts, passages, and places within the village of Heywood, in the county palatine of Lancaster, or such parts thereof as are within the following boundaries or limits; that is to say, within a circle the centre of which is a certain house called or known as the Brunswick Hotel, situate in the said village of Heywood, and extending one mile in every direction from such centre.

And it is further proposed in and by the said Act or Acts, to appoint commissioners to carry the same into execution, and to enable such commissioners to erect and build a town-hall, with all necessary buildings connected therewith, comprising a police-court, sessions-room, constable's-house, police-station, and lock-up, and also to erect or build a market-house and market-place, and to establish a market within the limits aforesaid, and also to erect and provide proper slaughter-houses and places for slaughtering cattle within the said village, and to demand, levy, and collect tolls, rates, and duties in and for the same, with all necessary powers and provisions for the regulation and management thereof, and further powers will be sought in and by the said Act or Acts to purchase or take on lease lands and houses, either by compulsion or agreement within the limits aforesaid for all or any of the purposes aforesaid, and to vary or extinguish all existing rights and privileges connected with such lands and houses, and also to levy rates or assessments on the owners or occupiers of lands, houses, buildings and hereditaments within such limits as aforesaid, for raising the necessary funds for carrying out the above-mentioned improvements, and for defraying the expenses of applying for the said Act or Acts, and for carrying the same into execution.

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 village, and for watching the same, and establishing an effective police therein.

And it is further proposed in and by the said Act or Acts to enable the said commissioners to contract for the lighting of the said village of Heywood, within the limits aforesaid, or for the purchase or taking on lease for any term of years from the Heywood Gas Light and Coke Company, any gas-works or gasometers, trunks, main-pipes, plants, and apparatus now erected or laid down, or that may hereafter be erected or laid down, by the said company; and to enable the said company to lease, sell, or otherwise dispose of the same to the said commissioners, and also to enable the said commissioners to contract for the watering of the streets and other places in the said village of Heywood, within the said limits, or for the purchase or taking on lease for any term of years from the Heywood Waterworks Company any reservoirs, pipes, plants, and apparatus, now constructed, made, and laid down, or which may hereafter be constructed, made, and laid down by the said company, and to enable the said last-mentioned company to sell and dispose of the same to the said commissioners, and also to enable the said commissioners to enter into such other agreement or agreements, arrangement or arrange-

ments, with either of the said companies which may be deemed advisable for carrying out the objects aforesaid.

And it is further proposed in and by the said Act or Acts to repeal, alter, amend, enlarge, or extend the powers and provisions of an Act made and passed in the seventh year of the reign of His late Majesty King George the Fourth, intituled "An Act for lighting with Gas the Village of Heywood, within the Parish of Bury, in the County Palatine of Lancaster," and also another Act, made and passed in the ninth and tenth years of the reign of Her present Majesty, intituled "An Act for the better supplying with Water the Town or Village of Heywood and Places adjacent thereto, in the County Palatine of Lancaster."

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

Dated this tenth day of November, 1846.

Robert Leigh,

Solicitor for the Bill.

Great Northern Railway.

Deviations between Peterborough, Boston, and Doncaster.

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, extend, and enlarge the powers and provisions of the Great Northern Railway Act, 1846, and the Stamford and Spalding Railway Act, 1846, and to repeal certain of the said powers and provisions, and to grant other further and more effectual powers in the stead thereof.

And it is intended in the said Bill to authorize the said Great Northern Railway Company to abandon the formation of so much of the branch railway from Peterborough, through Boston to Bawtry, and the works connected therewith, authorized by the first-mentioned Act, as lies between the authorized commencement of such branch in the parish of Marholme otherwise Marham, in the liberty of Peterborough, in the county of Northampton, and a certain field in the parish of Spalding, in the parts of Holland in Lincolnshire, numbered 197 on the plans of the railway referred to in the said first-named Act, and instead of such part of the said railway so proposed to be altered, to make and maintain another line of railway with all proper works, stations, approaches and conveniences connected therewith, commencing in a certain field numbered 5 on the said plans, in the parish of Fletton, in Huntingdonshire, and terminating at the field No. 197 aforesaid, passing through or into the following parishes, townships, and extra-parochial places or some of them, namely, Parcet, Fletton, Standground, Woodstone, Overton, Longville with Botolph Bridge otherwise Longwaton with Botolph Bridge, Overton Waterville otherwise Cherry Orton, in the county of Hun-

tingdon; Saint John the Baptist Peterborough parish and township, Eastfield and Newark, Dogsthorpe, Longthorpe, Eye, Etton parish and township, Paston parish and township, Walton, Werrington, Gunthorpe, Newborough, Borough Fen, in the liberty of Peterborough, in the county of Northampton; Crowland, Porsand, Cowbit, Deeping Fen, Spalding, and Pinchbeck, in the parts of Holland, in Lincolnshire.

And also to make or maintain one or more short curved railways for the purpose of connecting the said substituted railway with the Boston, Stamford, and Birmingham Railway at or near the point of intersection in or near Borough Fen, and the parish of Eye, in the said parts of Holland.

And also to abandon or otherwise vary and alter the formation of so much of the railway and works so authorized as aforesaid, as lies between a certain field numbered on the said plans 2a, in Skirbeck Quarter, in the parish of Skirbeck, in the parts of Holland, in Lincolnshire, and a certain other field numbered on the said plans 136, in the parish of Boston, in the said parts of Holland; and in the stead thereof to construct between the said two points another line of railway, passing from, through, or into the following places, namely, Boston parish and borough, Skirbeck parish and township, Skirbeck, Skirbeck Quarter, Skirbeck Quarter Fen, and Wyberton, all in the said parts of Holland, in Lincolnshire.

And likewise to abandon or otherwise vary and alter the formation of the intended branch railway authorized by the said Great Northern Railway Act to be constructed between the Green Lane, in the said parish of Boston, and the shipping quay in Skirbeck Quarter aforesaid; and in the stead thereof to construct another branch railway, issuing out of the last described intended new or substituted Railway, which being constructed entirely in the parish of Boston, shall terminate at or near the shipping quay there.

And it is further intended in the said Bill to authorize the said Great Northern Railway Company to abandon or otherwise vary and alter the formation of so much of the said line of railway and works authorized by the same Act as lies between the field numbered 4 on the said plans in the parish of Saundby, and the authorized termination of the said branch, in the township of Bawtry, in the parish of Blyth, in the counties of York and Nottingham or one of them; and instead of such part of the said line of railway so proposed to be relinquished as last aforesaid, to make and maintain a railway, with proper works, stations, approaches, and conveniences connected therewith, commencing by a junction with the railway already authorized, at or near the said field numbered 4 in the said parish of Saundby, and terminating by a junction with the intended main line of the said railway at a field numbered on the said plans 35, in the township of Bentley with Arksey, in the parish of Arksey, in the West Riding of Yorkshire, and passing from, in, through, or into the following places, or some of them, namely:—Gainsborough parish and township, Morton parish and township, Walkerith, East Stockwith, Haxey parish and township, Wroost

parish and township, in the parts of Lindsey, in Lincolnshire; Misson parish and township, in Nottinghamshire or the said parts of Lindsey; Saundby parish and township, West Stockwith, Beckingham parish and township, Walkeringham parish and township, Kirkland, Misterton parish and township, Cornley, Gringley-on-the-Hill parish and township, and Everton parish and township, in the county of Nottingham; Blythe parish and township, Finningley parish and township, and Auckley, in Nottinghamshire or the West Riding of Yorkshire; Austerfield, Blaxton, Rossington parish and township, Cantley parish and township, Brancroft, Bessecarr, High Eilers, Low Eilers, Bulby-with-Hexthorpe parish and township, Warmsworth parish and township, Doncaster parish and township, Carr House liberty, Loversall parish and township, Long Sandall-with-Wheatley, Sprotborough parish and township, Arksey, and Bentley-with-Arksey, in the West Riding of Yorkshire

And it is further intended by the said Bill, to apply for power to relinquish so much of the said Stamford and Spalding Railway, as at present authorized to be constructed, as lies between the authorized termination thereof, at the point of junction with the said Great Northern Railway, in the parish of Crowland in Lincolnshire, and a certain road in the parish of Saint James Deeping, in the parts of Kesteven in Lincolnshire, numbered 28a on the plans of the Stamford and Spalding Railway, referred to by the said Stamford and Spalding Railway Act; and in lieu thereof, to make and maintain a railway with all proper works, stations, approaches, and conveniences connected therewith, commencing by a junction or junctions with the proposed new or substituted line of the said Great Northern Railway, at or near a certain field in the parish of Spalding, in the said parts of Holland, belonging to the Right Honourable Lord Carrington, and occupied by Mary Ann Pank, passing through or into the following parishes, townships, and extra-parochial places, or some of them, namely, Saint James Deeping and Market Deeping, in the said parts of Kesteven, and Crowland Cowbit, and Spalding, in the said parts of Holland, and Deeping Fen, in the said parts of Holland and Kesteven, and terminating by a junction with the intended Stamford and Spalding Railway, at or near the said road in the said parish of Saint James Deeping, numbered 28a on the said plans of the last-mentioned railway.

And in the said Bill power will also be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned to the extent thereon defined and to divert, stop up, or alter, whether temporarily or permanently, all such turnpike-roads, highways, railways, tramroads, streets, paths, passages, aqueducts, canals, navigations, streams, rivers, and watercourses, within the places aforesaid, as it may be necessary or expedient so to divert, stop up, or alter, for the purposes of the said railways, branch railways, works, stations, approaches, and conveniences.

And notice is hereby also given, that it is intended to apply for power in the said bill to increase, diminish, and alter the tolls, rates, and duties, at present authorized to be demanded and

taken by the said Great Northern Railway Company for the use of their railways and branch railways, and to enable the said company to levy and receive other tolls, rates, or duties, in or upon and in respect of their said railways and branches, and also for power to levy tolls, rates, or duties in respect of the said substituted line or lines of railway, and of the branch railways hereinbefore described respectively, and to grant certain exemptions from such tolls, rates, or duties.

And it is intended in the said Bill to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and hereditaments to be described upon the plans hereinafter mentioned, and for power to vary or extinguish all rights and privileges touching such lands, houses, and hereditaments, which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges, and also to enable the said Great Northern Railway Company to raise a further sum of money by the creation of new or additional shares, and by loan, or otherwise, for the purposes aforesaid, and for the general purposes of the said undertaking.

And notice is hereby further given, that plans and sections describing the line and levels of the intended alterations, and of the intended new or substituted railways, and of the branch railways and works hereinbefore described, and of the lands, houses, and hereditaments which may be required for the purposes thereof, with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and hereditaments, together with a published map shewing the general direction of the alterations, new or substituted lines of railway, branch railways, and works, will on or before the thirtieth day of November instant be deposited for public inspection at the offices of the several clerks of the peace for the following counties and divisions as hereinafter mentioned, namely, at the office of the clerk of the peace for Huntingdonshire, at St Ives; for Northamptonshire, at Northampton; for the liberty of Peterborough in Northamptonshire, at Peterborough; for the Kesteven division of Lincolnshire, at Sleaford; for the Holland division of Lincolnshire, at Spalding; and for the Lindsey division thereof, at Spilsby; for Nottinghamshire, at Newark-upon-Trent; and for the West Riding of Yorkshire, at Wakefield; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes from, in, through, or into which the said intended works, or any of them respectively, will be made to pass, will be deposited for public inspection on or before the same thirtieth day of November with the parish clerk of each such parish at the respective residence of each such parish clerk.

Dated this ninth day of November, 1846.

Baxter, Rose, and Norton,
3, Park Street, Westminster.
Johnston, Farquhar, and Leech,
46, Parliament Street.

Reading Improvement Market Water Works and Sewage Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts for paving, lighting, watching, cleansing, and improving the borough of Reading, and that part of the parish of Saint Giles, called the Hamlet of Whitley, which lies without the said borough, all in the county of Berks; and also for improving, repairing, maintaining, and regulating the existing market and market-place in the said borough; and also for removing and selling the materials and site of the same market and market-place; and also for erecting, improving, repairing, maintaining, and regulating a new market and market-place within the said borough; and also for enabling the several purposes aforesaid to be carried into effect by the mayor, aldermen, and burgesses of the said borough; and also for repealing, altering, or amending an Act passed in the seventh year of the reign of his late Majesty King George the Fourth, intituled "An Act for better Paving, Lighting, Cleansing, Watching, and otherwise improving the borough of Reading, in the county of Berks." And also for enabling the said mayor, aldermen, and burgesses to purchase or take on lease the undertaking of the Reading Water Works Company; and also for repealing, altering, or amending an Act passed in the seventh year of the reign of his said late Majesty, intituled "An Act for the better and more effectually supplying with Water the inhabitants of the several parishes of Saint Mary, Saint Lawrence, and Saint Giles, Reading, in the county of Berks;" and an Act passed in the session of Parliament, holden in the fifth and sixth years of the reign of his late Majesty King William the Fourth, intituled "An Act to enable the Reading Water Works Company to extend their works, and for explaining and enlarging the powers of the Act relating to such company;" and also for enabling the said mayor, aldermen, and burgesses to maintain the water works so purchased or taken on lease; and also for enabling the said mayor, aldermen, and burgesses to make and maintain other water works for the purpose of supplying with water the inhabitants of the said borough and hamlet respectively, with aqueducts, cuts, reservoirs, and other works and conveniences thereto; and also for enabling the said mayor, aldermen, and burgesses to divert into such intended aqueducts, cuts, and reservoirs, and any variation, enlargement, and extension thereof respectively, water from the following existing cuts, canals, reservoirs, and navigations, that is to say, The Holy Brook otherwise called The Hallowed Brook, being a cut or branch from the river Kennet, which river Kennet forms part of the Kennet and Avon Canal Navigation, and is under the control and management of the Company of proprietors of such navigation, and also Great Corner Water-course, Spring Ditch, High Bank Ditch, and Little Corner Water-course, in the parish of Saint Mary Reading, in the said county of Berks, and lying between Holy Brook otherwise Hallowed Brook, and the river Kennet afore-

said; and also for enabling the said mayor, aldermen, and burgesses to make and maintain aqueducts, cuts, reservoirs, and other sewage works and conveniences for collecting, storing, and distributing the soil, sewage, water, and refuse to be collected in the cleansing of the said borough and hamlet respectively; and also for enabling the said mayor, aldermen, and burgesses to manage, sell, and dispose of such soil, sewage, water, and refuse; and also for enlarging and altering, for the several purposes aforesaid, the powers of the said mayor, aldermen, and burgesses.

And notice is hereby also given, that it is intended to obtain by such Act or Acts as aforesaid powers for the compulsory purchase of lands and houses, 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 notice is hereby also given, that the works of the said undertaking of the said Reading Water Works Company are situate in the said parishes of Saint Mary, Saint Lawrence, and Saint Giles, Reading, all in the said county of Berks; and also that the said proposed water works are intended to be made and maintained in the several parishes, townships, townlands, and extra-parochial places of Saint Giles, Saint Mary, and Saint Lawrence, in the said borough of Reading and the said hamlet of Whitley, all in the said county of Berks; and also that the said proposed sewage works are intended to be made and maintained in the several parishes, townships, townlands, and extra-parochial places of the borough of Reading, Saint Giles Reading, Whitley, Saint Mary Reading, Southcote, Saint Lawrence Reading, Tilehurst, Theale, Purley, Sulham, Whitechurch, Pangbourne, Tidmarsh, Englefield, Sulhampstead Abbots, Sulhampstead, Bannister, Burghfield, Shinfield, Grazeley, Swallowfield, Arborfield otherwise Arbourfield, Barkham, Earley otherwise Early otherwise Erleigh, Maiden Earley otherwise Maiden Erleigh, Woodley and Sandford, Sonning Town, Sonning, Hurst, Newland-in-Hurst, Winnersh-in-Hurst, Twyford, Ruscombe, Wokingham, Binfield, Waltham Saint Lawrence otherwise Lawrence Waltham, Wargrave and Remenham, all in the said county of Berks; and in the several parishes, townships, townlands, and extra-parochial places of Shinfield, Swallowfield, Hurst, Broad Hinton, Twyford, Wokingham, all in the county of Wilts; and in the several parishes, townships, townlands, and extra-parochial places of Harpsden, Shiplake, Eye, and Dunsden, Sonning, Peppard, Mapledurham, Caversham, Checkendon, Whitechurch, Goring, Woodcot, all in the county of Oxford; and also that plans and sections respectively in duplicate of the said proposed water works, with books of reference thereto, and plans and sections respectively in duplicate of the said proposed sewage works, with books of reference thereto, will be respectively deposited for public inspection at the office of the Clerk of the Peace for the said county of Berks, at his office at Abingdon, in the same county, and at the office of the Clerk of the Peace for the said borough of Reading, at his office in the same borough, on or be-

fore the thirtieth day of November, 1846, and that plans and sections respectively in duplicate of the said proposed sewage works, with books of reference thereto, will be respectively deposited for public inspection at the office of the Clerk of the Peace for the county of Wilts, at his office in Wilton, in the same county, and at the office of the Clerk of the Peace for the county of Oxford, at his office at Oxford, in the same county, on or before the said thirtieth day of November, 1846; and also that on or before the said last-mentioned day copies of so much of the said plans and sections respectively as relates to each parish in or through which the works respectively are intended to be made and maintained, together with books of reference thereto respectively, will be deposited with the parish clerk of each such parish, at his respective place of abode.

Dated this ninth day of November, in the year of our Lord 1846.

J. J. Blandy, Solicitor, Reading.

Colchester, Stour Valley, Sudbury, and Halstead Railway.

Extension Railway to Melford, Lavenham, and Clare.

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 several railways hereinafter mentioned (in extension of the Colchester, Stour Valley, Sudbury, and Halstead Railway), that is to say, a railway commencing by a junction with the Colchester, Stour Valley, Sudbury, and Halstead Railway at or near the intended Sudbury terminus thereof, in a certain arable field now or late belonging to John Chrisp Gooday, and now or late in the occupation of Thomas Hibble, in the parish of Saint Gregory, in that part of the borough of Sudbury which is in the county of Suffolk, and passing from, in, through, or into the several parishes, townships, and extra-parochial places next hereinafter mentioned, or some of them, that is to say, Saint Peter, Saint Gregory, All Saints, Saint Bartholomew, Ballingdon otherwise Brundon, otherwise Ballingdon-cum-Brundon, all in the borough of Sudbury Chilton by Sudbury, Great Cornard, Little Cornard, Acton, Newton, Great Waldingfield, Little Waldingfield, and Melford otherwise Long Melford, in the county of Suffolk, Ballingdon otherwise Brundon, otherwise Ballingdon-cum-Brundon, in the borough of Sudbury, Bulmer, Borley, Middleton, Pentlow, Foxearth, Lyston otherwise Liston otherwise Leiston, in the county of Essex, and terminating in the said parish of Melford otherwise Long Melford, in a certain field called Chapel Field, adjoining the back lane belonging to and in the occupation of Mr. Charles Westrop, and thence by means of two several intended diverging lines of railway proceeding to the towns of Lavenham and Clare, in the said county of Suffolk, the one of which said diverging lines is intended to commence by a junction with the first mentioned intended railway at the said terminating point thereof in the said field called Chapel Field, in Melford otherwise Long

Melford aforesaid, and to pass from, in, through, or into the several parishes, townships, and extra-parochial places next hereinafter mentioned, or some of them, that is to say, Melford otherwise Long Melford, Acton, Newton, Great Waldingfield, Little Waldingfield, Milden, Monks Eleigh otherwise Monks Illeigh, Brent Eleigh otherwise Brent Illeigh, Preston otherwise Preston Saint Mary, Kettlebaston otherwise Kettlebarston, and Lavenham, in the said county of Suffolk, and terminating in the said parish of Lavenham in a certain enclosure of land belonging to and in the occupation of Robert Howard, Esq., on the Alpheaton side of and adjoining the highway leading from Lavenham to Bury Saint Edmund's; and the other of which said diverging lines is intended to commence by a junction with each of the before-mentioned intended railways, the intended junction with the said first hereinbefore-mentioned intended railway being in the said field called Chapel Field, in the said parish of Melford otherwise Long Melford, and the intended junction with the said secondly hereinbefore-mentioned intended railway being in the said parish of Melford otherwise Long Melford, in a certain field called the Great Moor Field, adjoining the Bull-lane belonging to Sir Hyde Parker, Baronet, and in the occupation of Mr. Thomas Branwhite, passing from, in, through, or into the several parishes, townships, and extra-parochial places next hereinafter mentioned, or some of them, (that is to say) Melford otherwise Long Melford, Stanstead, Alpheaton otherwise Alpheaton, Boxted, Shimpling otherwise Shimplingthorne, Glemsford, Cavendish, Poslingford, Hundon, Barnardiston, Risbridge Monks, Kidington otherwise Kedington otherwise Ketton otherwise Kitton, Stoke by Clare, Wixoe otherwise Whixoe, Chilton by Clare, and Clare, in the said county of Suffolk, Bulmer, Borley, Belchamp Walter, Belchamp Paul, Belchamp Otten, Belchamp North Wood, Belchamp North End, Gestingthorpe, Foxearth, Pentlow, Lyston otherwise Liston, otherwise Leiston, Ovington, Ashen, Ridgwell, Tilbury-juxta-Clare, Great Yeldham, Little Yeldham, Stambourne, Birdbrook, Steeple Bumpstead, Sturmer otherwise Sturmere, otherwise Stourmere, in the said county of Essex, and terminating in a certain enclosure of land near the castle called "the Bailey Field" otherwise "the Bailey Meadow," belonging to Mrs. Georgiana Mary Jenner and in the occupation of Sarah Ambrose, widow, in the hamlet of Chilton by Clare, in the said parish of Clare, in the said county of Suffolk; and it is intended to take powers 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 making and using the said proposed railways, and also to authorise junctions with any railway or railways at the commencement or termination or in the line or course of the said proposed railways as before described, in the several parishes, townships, and extra-parochial places as aforesaid, and in the said Bill power will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned to the extent thereon defined, and to alter, divert, or stop up, whether permanently or

temporarily, all such turnpike-roads, aqueducts, canals, navigations, and railways within the parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to alter, divert, or stop up for the purposes of such proposed railways.

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

And it is also intended by such Bill to enable the Colchester, Stour Valley, Sudbury, and Halstead Railway Company to carry into effect the said proposed railways and other works, and to sell or lease such proposed railways or either of them, or any part thereof respectively to the Ipswich and Bury Saint Edmund's Railway Company, and to enable such last-mentioned Company to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Bill in connexion with the said proposed railways and other works, or any of them; and also for power to enable such respective companies to enter into such arrangements as may be mutually agreed on in reference to the objects aforesaid, and for the purpose of effecting the objects aforesaid; It is intended to alter, amend, and enlarge the powers and provisions of the Act passed in the last session of Parliament, intituled "The Colchester, Stour Valley, Sudbury, and Halstead Railway Act, 1846;" and to enable the Colchester, Stour Valley, Sudbury, and Halstead Railway Company to raise such additional capital as may be necessary for effecting the purposes aforesaid, and it is further intended to alter, amend, and enlarge the provisions of the several Acts relating to the Ipswich and Bury Saint Edmund's Railway, passed respectively in the session of Parliament held in the eighth and ninth years of the reign of her present Majesty, intituled "The Ipswich and Bury Saint Edmund's Railway Act, 1845," and of another Act passed the last session of Parliament, intituled "An Act to amend the Ipswich and Bury Saint Edmund's Railway Act, 1845, and for making a Railway from the said Ipswich and Bury Saint Edmund's Railway to Norwich, with a branch therefrom."

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said proposed 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, together with a published map whereon the general course or direction of such railways will be delineated, will on or before the thirtieth day of November instant be deposited for public inspection with the Clerk of the Peace for the county of Essex at his office at Chelmsford, in the said county of Essex, and with the Clerk of the Peace for the said county of

Suffolk, at his office at Bury Saint Edmund's in the said county of Suffolk, and on or before the said thirtieth day of November a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes in or through which the said proposed railways will pass or be situated, will be deposited with the parish clerk of each of such parish.

Dated this ninth day of November 1846.

F. & H. Philbrick, I. S. Barnes,
Colchester.

Rixon and Son,
11, King William Street, London:

Taunton Improvement and Market Act.

NOTICE is hereby given, that application is intended to be made to Parliament in the next ensuing session, for an Act or Acts, to alter, amend, extend, and enlarge, or repeal the several Acts of Parliament following, (that is to say) an Act passed in the ninth year of the reign of his Majesty King George the Third, intituled "An Act for erecting a Market House, and holding a Market in the town of Taunton, in the county of Somerset, and for preventing the holding of any Market in the Streets of the said Town, and for Cleansing the Streets and preventing Nuisances and Obstructions therein, and for Lighting certain Streets in the said Town." An Act passed in the fifty-seventh year of the reign of his Majesty King George the Third, intituled "An Act for enlarging the Market-place, and regulating the Market in the town of Taunton, in the county of Somerset, and for better Lighting, Cleansing, and otherwise Improving the said Town, and for amending an Act of his present Majesty relative thereto." An Act passed in the third year of the reign of his late Majesty King William the Fourth, intituled "An Act for better regulating the market and cleansing the streets, and preventing nuisances in the town of Taunton, in the county of Somerset, and for amending two several Acts of his late Majesty King George the Third, relative thereto." An Act passed in the third year of the reign of her present Majesty, intituled "An Act for amending the powers and provisions of several Acts relating to the holding of markets in the town of Taunton, in the county of Somerset, and to the improvement of the said town." An Act passed in the third year of the reign of her present Majesty, intituled "An Act for more effectually Repairing several Roads leading from the town of Taunton, in the county of Somerset, and for making several deviations, and new Lines of Road connected therewith," "The Taunton Gas Act, 1845," and the "Taunton Gas Act, 1846," and to grant and provide other and more effectual powers and provisions in lieu thereof, and for better paving, flagging, cleansing, draining, sewerage, watching, lighting, widening, and otherwise improving the streets, lanes, roads, paths, ways, courts, passages, bridges, brooks, streams, drains, watercourses, and other places within the borough of Taunton, in the county of Somerset, and for the appointment of Commissioners to carry the said intended Act or Acts into effect, and for enabling such Commissioners to purchase, take, and use, either

by agreement or compulsion, lands, houses, tenements, and hereditaments, for the purposes of the said intended Act or Acts, and to make and compel the making of proper sewers and drains for the same purposes, and for placing the drainage of all houses and tenements within the said borough under the control of the said Commissioners and for vesting in the said Commissioners, the refuse and soil of the said borough, and also for vesting in the said Commissioners, the streets and highways within the limits of the said borough, and also for enabling the said Commissioners to purchase by compulsion or agreement, the market and market-place, established under the said four first recited Acts, or any of them, and all the tolls, rates, duties, rights, and privileges connected therewith, and all other, the estate and property of the trustees, appointed under the said four first Acts, or any of them, and for putting an end to the powers of such trustees, in the event of such purchase as last aforesaid being effected, and also in the event last aforesaid, for enabling the said Commissioners to extend, enlarge, and improve, regulate, and maintain, the said market and market-place.

And it is also intended to enable the Commissioners to be appointed by the said intended Act or Acts to purchase, by agreement, the lands, houses, buildings, works, and other property of the Taunton Gas Light and Coke Company, and all the rates, duties, rights, and privileges connected therewith, and to maintain and carry on the said gas works, and to supply gas to the inhabitants of the said borough of Taunton, and the districts included within the Taunton Gas Act, 1846. And by the said Act or Acts it is intended to vary or extinguish all rates, tolls, duties, rights, and privileges, and all exemptions therefrom, either connected with the lands, houses, tenements, and hereditaments to be purchased under the provisions of the said proposed Act or Acts, or not or now existing under or authorised by the several heretofore recited Acts or any of them, or otherwise, 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 also to confer all necessary and proper exemptions, as well from the said existing tolls, rates, and duties, as from the tolls, rates, and duties to be created under the said Act or Acts. And it is proposed by the said Act or Acts to take powers enabling the said Commissioners to make such bye-laws for the regulation of the said market and market-place as they shall think fit, and to erect weighing-machines, and also to collect and receive rents, rates, tolls, and duties for the use and occupation of the said market, and for stalls and standings therein. And it is also proposed by the said Act or Acts, or some or one of them, to take powers for establishing and regulating, and licensing hackney-coaches, or other carriages, and means of conveyances; and for making and enforcing bye-laws for their regulation, and also to enable the said Commissioners to contract with any person or persons, or with any water company now existing, or hereafter to be established, for a supply of water, for the purposes of the said town, and to do all acts necessary or proper for giving to the inhabitants of the said town

the benefit of such supply of water; and also to provide firemen and fire-engines, together with a supply of water to be obtained by agreement, requisite for the working of such engines. And by the said Act or Acts, or some or one of them, it is intended to take powers to enable the said Commissioners to establish and maintain a good and efficient night and day police force, and for the better regulation and removal of projections, and other obstructions, nuisances, and annoyances in the streets, roads, paths, ways, courts, passages, and other places within the borough aforesaid; and for the licensing and regulation of slaughter-houses in the said borough. And it is by the said intended Act or Acts proposed to place under the exclusive control and management of the said Commissioners, such portions of the said roads leading from the town of Taunton as are within the limits of the said borough; and also to enable the said Commissioners to purchase by agreement lands, tenements, and hereditaments, for the purpose of a public walk or walks, for the use of the inhabitants of the said town. And by the said Act or Acts, or some or one of them, it is intended to take powers to enable the said Commissioners to levy, collect, and receive rates, tolls, or duties upon the owners, lessees, or occupiers of lands, tenements, or hereditaments within the said borough, and upon all persons frequenting and using the said market and market-place, for the purpose of paving, cleansing, draining, watching, widening, and otherwise improving the said borough, and for the maintenance and improvement of the said market and market-place, and for all other the several purposes, matters, and things contemplated by the said Act or Acts. And it is further proposed by the said intended Act or Acts, to enable the said Commissioners to raise money for the several purposes aforesaid, on the credit of the several rates, or any of them, which may become payable under such intended Bill, or on the credit of any property which may hereafter belong to the said Commissioners.

Dated this ninth day of November, 1846.

Reeves and Sons, Solicitors, Taunton.

Leeds and Thirsk Railway Company,
For supplying Water to Leeds and the Neighbourhood, and Selling same to the Corporation of Leeds, and the Leeds Water Works Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to enable the Leeds and Thirsk Railway Company to execute the following works, or some of them, for the purpose of affording an additional supply of water for domestic and other purposes to the borough of Leeds, and the several parishes, townships, and places of Arthington, Brearey, Bramhope, Weardley, Eccup, Allwoodley, Addle, Addle-cum-Eccup Harewood, Otley, Carlton, Horsforth, Cookridge, and Headingley-cum-Burley, or some of them, and the inhabitants thereof respectively, (that is to say) a reservoir in the townships of Brearey and Arthington, in the parish of Addle, and in the township of Bramhope, in the parish of Otley, or one of

them. A reservoir in the township of Horsforth, in the parish of Guiseley, and the township of Cookridge, in the parish of Addle, or one of them. An aqueduct, or conduit, commencing in the said township of Bramhope, at or near the north end of the tunnel now constructing by the Leeds and Thirsk Railway Company, and terminating at or near Horsforth Woodside, in the township of Horsforth, in the parish of Guiseley; which said intended aqueduct, or conduit, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places of Arthington, Brearey, Bramhope, Weardley, Eccup, Allwoodley, Addle, Addle-cum-Eccup, Harewood, Otley, Carlton, Horsforth, Cookridge, Headingley-cum-Burley, Kirkstall, Leeds, and Guiseley, or some of them. An aqueduct, or conduit, commencing at or near Hawkesworth Wood, at or near the point where the said railway intersects the Horsforth and Headingley highway, in the township of Headingley-cum-Burley, and parish of Leeds, and terminating at or near a reservoir belonging to the Leeds Water Works Company, called Weetwood Reservoir, in the said township of Headingley cum-Burley; which said last-mentioned intended aqueduct, or conduit, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places of Leeds, and Headingley-cum-Burley, or one of them; an aqueduct, or conduit, commencing at or near the north end of the said tunnel, in the township of Bramhope, and parish of Otley aforesaid, and terminating at or near the reservoir of the Leeds Water Works Company, in the townships of Addle-cum-Eccup, Allwoodley, and Weardley, in the parishes of Harewood and Addle, or one of them, which said last-mentioned aqueduct, or conduit, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places of Otley, Harewood, Bramhope, Brearey, Arthington, Addle, Addle-cum-Eccup, Allwoodley, and Weardley, or some, or one of them, all in the West Riding of the county of York.

And it is proposed by the said intended Act to enable the said Leeds and Thirsk Railway Company to collect and impound the water to be from time to time found on or near the line and works of the said Leeds and Thirsk Railway, now in the course of construction, and to convey the same down, upon, along, or near to the side of the said railway in the townships of Arthington, Brearey, Bramhope, Cookridge, Horsforth, Headingley-cum-Burley, Armley, Wortley, Holbeck, and Leeds, in the parishes of Leeds, Guiseley, Addle, and Otley aforesaid.

And it is also proposed to enable the said Company to collect and impound, and apply to the purposes aforesaid, the waters now flowing through certain streams, brooks, or rivulets, called respectively, Carlton Beck, Bramhope Beck, Brearey Beck, Kirskill Beck, Arthington Beck, Cookridge Beck, and Horsforth Beck, which waters now flow directly, or derivatively, into the rivers Aire and Wharfe, or one of them.

And it is also proposed to take powers to alter

or divert, whether temporarily or permanently, all such roads, aqueducts, canals, brooks, streams, and rivers within the aforesaid parishes, townships, and extra-parochial, or other places, or any of them, as it may be necessary to alter or divert by reason of the construction of the said intended works, or any of them.

And it is also intended by the said Act, to enable the said Company to purchase and take by compulsion or agreement lands, houses, streams, brooks, and waters for the purposes aforesaid, and to vary or extinguish all existing rights and privileges connected with such lands, houses, streams, brooks, and waters, or which would in any manner impede or interfere with the execution of the purposes aforesaid, or any of them.

And also to enable the said Company to use for their own purposes, or for compensating landowners and others, or to sell, and dispose of such water or any part thereof to the Leeds Water Works Company, and the Town Council of the borough of Leeds, or to either of them, who may be willing to purchase the same for the purpose of distributing it through the borough of Leeds and the several parishes, townships, and places aforesaid, or any or either of them, and to authorise the said parties respectively, or either of them, to purchase the same, or otherwise to enable the said Leeds and Thirsk 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 borough, parishes, townships, and places respectively, and to supply the said water for public and domestic purposes within the same.

And to levy rates or rents for such supply of water, and to grant exemptions from the payment of such rates or rents. And for the purposes aforesaid, it is also intended to alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of the several Acts following, or some of them, that is to say, "The Leeds and Thirsk Railway Act, 1845; the Leeds and Harlepool Railway Act, 1846; the Leeds and Thirsk Railway (Knaresborough extension) Act, 1846; the Leeds and Thirsk (St. Helen's branch deviation) Railway Act, 1846." An Act passed in the session of Parliament held in the seventh year of the reign of King William the Fourth, and the first year of the reign of her present Majesty, entitled "An Act for the better supplying with water the town and neighbourhood of Leeds, in the West Riding of the county of York." And an Act passed in the session of Parliament held in the fifth and sixth years of the reign of her present Majesty, entitled "An Act for better lighting, cleansing, sewerage, and improving the borough of Leeds in the county of York."

And it is also proposed by the said Act so to be applied for, to empower the said Leeds and Thirsk Railway Company to raise a further sum of money for all, or any of the purposes aforesaid.

And also to empower the Leeds Water Works Company to raise a further sum of money for the purchase of the water so authorised to be sold to them as aforesaid; and also to empower the Leeds

Water Works Company, or the Town Council of the borough of Leeds, to raise money for such last-mentioned purpose, and if necessary to vary or increase the rates which they are at present authorised to levy and collect, or to impose new and additional rates.

And notice is hereby further given, that on or before the Thirtieth day of November, 1846, plans and sections of the said intended works, and of the lands, houses, streams, brooks, and waters proposed to be taken for the purposes thereof, together with a book of reference thereto, containing the names of the reputed owners, lessees, and occupiers of the said lands, houses, streams, brooks, and waters, will be deposited with the Clerk of the Peace of the said West Riding of the county of York, at his office, at Wakefield, in the said West Riding, and that on or before the said thirtieth day of November, 1846, a copy of so much of the said plans, sections, and book 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 of such parishes at his place of abode.

Dated this second day of November, 1846.

Payne, Eddison, and Ford,
Solicitors, Leeds.

Aylsham and North Walsham Railway.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to make and maintain a railway, with all proper and convenient works, approaches, stations, erections, and conveniences, commencing at or near to a certain field called or known as "the Barn Close," adjoining the turnpike-road from Norwich to Aylsham, in the parish of Aylsham, in the county of Norfolk, and terminating at or near to a certain house, garden, and homestead, abutting upon or near to the junction of two roads respectively, leading from Aylsham aforesaid, and from Skeyton, in the said county of Norfolk, to North Walsham, in the county aforesaid, which said house, garden, and homestead are situate in the said parish of North Walsham, and are in the occupation of George Cooper, and belong to James Wright and William Wright, or one of them, which said intended railway and works will pass from, 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) Aylsham, Burgh, Tuttington, Skeyton, Banningham, Colby otherwise Coleby, Suffield, Felmingham, and North Walsham, or some of them, all in the said county of Norfolk. And it is also intended by such Act to take powers to stop up, alter, or divert, either temporarily or permanently, all turnpike and other roads, highways, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, and extra-parochial and other places, or any of them, which it may be necessary 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 to alter,

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 either to enable the Ipswich and Bury Saint Edmund's Railway Company to carry into effect the said intended undertaking, or otherwise to incorporate a Company for the purpose of carrying the same into effect, and to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes of the said undertaking, and for levying tolls, rates, and duties in respect of the use thereof, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties, and other rights and privileges.

And it is further intended by such Act, in the event of a Company being thereby incorporated, to enable such Company to sell, or let and transfer the said intended railway and works, or any part thereof, and all or any powers of such Company in connexion therewith, or in relation thereto, to the said Ipswich and Bury Saint Edmund's Railway Company, and to enable the last named Company to purchase or rent the said intended railway and works, or any part thereof, and to exercise such powers, or any of them; and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway and works, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between the said Ipswich and Bury Saint Edmund's Railway Company and the Company which may be incorporated by such intended Act.

And it is also intended by such Act to amend, alter, and enlarge, and also if necessary to repeal some of the powers and provisions of an Act relating to the said Ipswich and Bury Saint Edmund's Railway Company passed in the session of Parliament held in the eighth and ninth years of the reign of her present Majesty, called "The Ipswich and Bury Saint Edmund's Railway Act, 1845;" and of another Act relating to the said Company passed in the session of Parliament held in the ninth and tenth years of the reign of her said Majesty, intituled "An Act to amend the Ipswich and Bury Saint Edmund's Railway Act, 1845, and for making a Railway from the said Ipswich and Bury Saint Edmunds Railway to Norwich with a Branch therefrom."

And notice is hereby further given that plans and sections describing the line and levels of the said intended railway and works, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses proposed to be taken for the purposes thereof, together also with a published map showing the general direction of the intended 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 Norfolk, at his office in Norwich, in the county of the city of

Norwich; 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 same thirtieth day of November, with the parish clerks of those parishes respectively at their respective residences.

Dated this thirty-first day of October, 1846.

Few and Co., Covent Garden, } Solicitors.
W. O. and W. Hunt, Whitehall, }

South 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 to incorporate a Company with powers to make, construct, and maintain lines of sewers, drains, and culverts, and other works, on the south side of the river Thames, for intercepting and collecting the sewage from all sewers and drainage emptying into the river Thames, and for conveying the same sewage into reservoirs, receptacles, and depositories, to be constructed for that purpose.

And it is intended that the line of the said sewers, drains, and culverts, shall commence at the Earles Sluice Sewer, Victualling-office-row, at Plough-lane, in the parish of Saint Mary, Rotherhithe, in the county of Surrey, and shall be made in, under, and through the lands, streets, roads, passages, ways, and other places, in the several parishes, townships, and extra-parochial and other places following, or some of them, (that is to say) Saint Mary Rotherhithe, in the county of Surrey, Saint Paul Deptford, Saint Nicholas Deptford, Saint Alphage Greenwich, in the county of Kent, Saint John Horselydown, Saint Mary Magdalen Bermondsey, Saint Olave Southwark, Saint Thomas in Southwark, Saint Saviour Southwark, Saint George the Martyr Southwark, Christchurch in Surrey, Saint Mary Lambeth, and Saint Mary Battersea, in the county of Surrey, or some of them, and shall terminate in certain marsh-lands bordering on the river Thames, in the said parish of Saint Alphage Greenwich, and lying between the said river Thames and the end of a lane known as the North Horn-lane; and powers will also be applied for, in the said Bill, to erect, construct, and maintain, on the lands to be taken for the purposes of reservoirs, and on other lands adjacent thereto, all such houses, buildings, machinery, engines, apparatus, and works, as may be necessary for the purposes of the undertaking, and to lay out, make, and maintain depots, yards, wharfs, quays, embankments, landing-places, and other works and conveniences to be used in connexion with the said works: And powers will also be applied for to enable the Company to be incorporated by the said Bill to enter upon the several roads, streets, ways, passages, and places through and under which the said intended works are to be made and carried, and to break up and open the same for the purpose of laying down the sewers, drains, and culverts, and to stop up the same during the pro-

gress of the works; also powers for the purchase of lands and houses, by compulsion and otherwise, and to vary and extinguish all rights and privileges connected with said lands and houses; 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 Surrey, at his office in North-street, Lambeth, in the said county, and with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county; and that on or before the thirtieth day of November instant a copy of so much of the said plans and sections as relates to each parish in or through which any of the said works are intended to be made or carried, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

Dated the tenth day of November, 1846.

Henry E. Brown, 31, Sackville-street.

Wood and Blake, Falcon-street, Aldersgate.

Ryde Esplanade and Pier Street Improvement.

NOTICE is hereby given, that application will be made to Parliament, in the ensuing session, for leave to bring in a Bill to make, lay out, and construct an esplanade, public walk, or way, to lead from or near the pier at Ryde, in the parish of Newchurch, in the Isle of Wight, and county of Hants, to or near the sea wall or battery, to the west of the Royal Victoria Yacht Club-house, at Ryde aforesaid, and which said esplanade, public walk or way, will commence at or near the toll-house of the said pier at Ryde aforesaid, and extending from thence westward six hundred and fifty feet, or thereabouts, will terminate at or near the sea wall or battery aforesaid, encroaching on the sea shore one hundred and fifty feet, or thereabouts, from the present sea wall, with all proper approaches and conveniences necessary thereto, or for the use thereof, which said esplanade, public walk and way, will be situate within the said parish of Newchurch, in the Isle of Wight, in the county of Hants.

And notice is hereby further given, that it is intended by the said Bill to apply for powers to incorporate a Company, or to grant to the said Company power to sue and be sued, in the name or names of the said Company, or one or more of the directors or officers thereof, or to enable Commissioners to be appointed by the said Bill to carry the same into execution, and to confer other rights and privileges on the said Company or Commissioners, and to take lands, houses, tenements, and hereditaments, by compulsion or otherwise, for the purposes of the said esplanade, public walk and way, and to such extent as may be considered ne-

cessary for the carrying the same into full and complete effect; and also to vary or extinguish all rights and privileges in any manner connected with the said lands, houses, tenements, and hereditaments, proposed to be taken for the purposes aforesaid. And it is further intended by such Bill to enable such Company to construct or make such esplanade, public walk or way, and to set out sites for buildings to form a terrace, street, or row of houses, and to grant building-leases of such sites, and to sell or mortgage the ground rents to be reserved on such leases, and all such other powers as may be necessary for carrying into effect the objects and purposes aforesaid.

And notice is hereby further given, that duplicate plans of such esplanade, public walk or way, and of the lands and property proposed to be taken for the purpose thereof, together with books of reference thereto, will be deposited for public inspection with the Clerk of the Peace for the county of Hants, at his office at Winchester, in the said county, on or before the thirtieth day of November, 1846, and that on or before the said thirtieth day of November, 1846, a copy of the said plans, together with a book of reference thereto, will be deposited with the parish clerk of the said parish of Newchurch, at his place of abode.

Dated this tenth day of November, 1846.

T. F. Cole, Solicitor, Ryde, Isle of Wight.

London and North Western Railway.

St. Albans, Luton, and Dunstable Branch.

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 North Western Railway Company to make and maintain a railway, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the London and North Western Railway, in the parish of Watford, in the county of Hertford, near the south-east side of the Watford station thereon, and passing thence from, in, through, or into the several parishes, townships, and extra parochial or other places following, or some of them, (that is to say) Watford, Leavesden, Cashio, Theobald's Street, Radlett, Saint Alban, Saint Peter, Saint Michael, Saint Stephen, the Liberty of Saint Albans, Tittenhanger, Sleep and Smallford, Windridge, Ward and Park Ward, Redbourn, Flamstead, Kensworth, Market Street otherwise Markyate Street, Harpenden and Caddington, in the county of Hertford; and East and West Hyde, Leegrave otherwise Lightgrave, Limbury-cum-Biscot, Luton, Stopsley, Caddington, Dunstable, and Houghton Regis, in the county of Bedford; and terminating by a junction with the line of the Dunstable and London and Birmingham Railway as at present authorized to be made on the north side of the town of Dunstable, and in or near a certain field in the said parish of Houghton Regis, numbered 34 on the plans of the said Dunstable and London and Birmingham Railway, deposited with the Clerk of the Peace for the county of Bedford. 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 the said Act to enable the London and North Western Railway Company to raise money for the purpose of executing the said intended railway and works, and to levy tolls, rates, and duties, in respect of the use thereof, and to grant certain exemptions from the payment of such tolls, rates, and duties, and also to purchase, by compulsion or agreement, lands and houses necessary for the purposes aforesaid, and to vary or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof; and to confer other rights and privileges. And it is intended by 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, 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, 8th and 9th Victoria, cap. 156, and local and personal Acts, 9th and 10th Victoria, cap. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396."

And notice is hereby further given, that maps, plans, and sections describing the direction line and levels of the said intended railway and works, 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 on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the Liberty of Saint Alban, at his office in Saint Albans; with the Clerk of the Peace for the county of Hertford, at his office in Saint Albans; and with the Clerk of the Peace for the county of Bedford, at his office in Bedford; 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 also 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 fourth day of November, 1846.

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

**London and North Western Railway.
Newport Pagnell, Olney, and Wellingborough
Branch.**

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 North Western Railway Company to make and maintain a railway, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the London and North Western Railway, in the hamlet or chapelry of Fenny Stratford, in the parish of Bletchley, in the county of Buckingham, near the point where the Bedford and London and Birmingham Railway diverges from the said London and North Western Railway, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say) Bletchley, Fenny Stratford, Sympson, Walton, Woughton on the Green, Loughton, Great Woolston, Little Woolston, Wilken, Bradwell, Great Linford, Caldecot, Little Linford, Stanton otherwise Stantonbury, Newport Pagnell, Lathbury, Sherrington, Tyringham with Filgrave, Filgrave, Emberton, Weston Underwood, Olney, Clifton Reynes, Lavendon, Warrington, or some of them, in the county of Buckingham; and Yardley Hastings, Easton Maudit, Bozeat, Grendon, Strixton, Woolaston, Doddington otherwise Great Doddington, Irchester, Knuston, and Wellingborough, or some of them, in the county of Northampton; and terminating by a junction with the line of the Northampton and Peterborough branch of the said London and North Western Railway, in the parishes of Irchester and Wellingborough, or one or both of them, near the west side of the Wellingborough station of such branch railway, and in or near to a certain field situate partly in the parish of Irchester, and partly in the parish of Wellingborough, which said field is numbered 3 in the parish of Irchester, on the plans of the said Northampton and Peterborough Branch Railway deposited with the Clerk of the Peace for the county of Northampton. 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 the said Act, to enable the London and North Western Railway Company to raise money for the purpose of executing the said intended railway and works, and to levy tolls, rates, and duties, in respect of the use thereof, and to grant certain exemptions from the payment of such tolls, rates, and duties, and also to purchase, by compulsion or agreement, lands and houses necessary for the purposes aforesaid; and 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 con-

No. 20665.

H

struction, maintenance, or use thereof, and to confer other rights and privileges. And it is 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 9th and 10th 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 8th and 9th Victoria, cap. 156, and local and personal Acts 9th and 10th Victoria, cap. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

And notice is hereby further given, that maps, plans, and sections, describing the direction line and levels of the said intended railway and works, and 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, on or before the 30th day of November, in the present year, with the Clerk of the Peace for the county of Buckingham, at his office in Aylesbury, and with the Clerk of the Peace for the county of Northampton, at his office in Northampton; and that a copy of so much of the said plans, sections, and 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 also 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 fourth day of November, 1846.

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

**Midland Railway.
Masbrough and Normanton Stations En-
largement.**

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable the Midland Railway Company to enlarge, improve, and extend their station, called the Masbrough station and also their station called the Normanton station; and for the efficient working thereof, to make all necessary and proper works, approaches, and conveniences connected therewith; which said works for the extension and improvement of the Masbrough station will be situate within the several parishes, townships, and extra-parochial or other places of Rotherham, Kimberworth, and Masbrough, or some of them, in the West Riding of the county of York; and which said works for the extension and improvement of the Normanton station will be situate within the several parishes, townships, and extra-parochial or other places of Normanton and Altofts, or one of them, in the said West Riding of the said county of York; And it is

also intended by such Act, to authorize the said Midland Railway Company to construct a railway or siding, from and out of, and commencing by a junction with, the line of their railway, called the Midland Railway, near the point where it crosses the Ickles Cut of the river Don Navigation, in the township of Brinsworth, in the parish of Rotherham aforesaid; passing thence, from, in, through, or into, the parishes, townships, or places, or some of them, of Brinsworth, Masbrough, Kimberworth, and Rotherham, to, and terminating by a junction with, the Sheffield and Rotherham Branch of the said Midland Railway, near the Holmes station thereon, in the township of Kimberworth and parish of Rotherham aforesaid: And also to authorize the said Company to widen their said railway, at or near the Normanton station, and for the purpose to make and construct additional line or lines of railway, from a point or place on their said railway, in the township of Normanton, near and on the northerly side of the boundary line between the parishes of Warmfield and Normanton, to or near to the point or place where the York and North Midland Railway unites with the Midland Railway, in the township of Altofts, in the said parish of Normanton; which said additional line or lines of railway and other works, will pass from, in, through, or be situate within the several parishes, townships, extra-parochial or other places of Warmfield, Altofts, and Normanton, or some of them, all in the said West Riding of the county of York.

And notice is hereby further given, that it is proposed by the said intended Act to empower the said Company to purchase by compulsion or agreement such lands and houses as may be necessary for the purposes aforesaid, and to levy tolls in respect of the use thereof, and to grant certain exemptions from the payment of such tolls: 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 enable the Midland Railway Company to raise money for the completion of the said works: And it is further intended by such Act to vary or extinguish all existing rights and privileges in any manner connected with the lands proposed to be purchased or taken for the purposes aforesaid, or which would in any manner impede or interfere with the construction, maintenance, or use of the said new works, and to confer other rights and privileges: And it is intended by the said Act to extend, amend, and enlarge some of the powers and provisions of an Act passed in the seventh year of the reign of her present Majesty, intituled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways," and also the several other Acts relating to the Midland Railway Company, (that is to say) local and personal Acts 8th and 9th Victoria, chapters 49, 56,

90; and local and personal Acts 9th and 10th Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326, and 340.

And notice is hereby further given, that maps, plans, and sections of the said intended works, 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, 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 that a copy of so much of the said plans, sections, and books of reference as relate to each of the parishes in which the said works are intended to be made, will be deposited, on or before the 30th day of November in the present year, with the parish clerks of such parishes respectively, at their respective residences.

Dated this 6th day of November, 1846.

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

Berridge and Macaulay, Leicester,
Samuel Carter, Birmingham.

The Mold Railway.

(From Mold, to join the Chester and Holyhead Railway, with powers of sale or lease to the Chester and Holyhead Railway Company.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session of Parliament, for an Act to authorise the construction of the several railways hereinafter described, together with all proper works, wharfs, stations, staiths, and conveniences connected therewith respectively; that is to say, a railway commencing by a junction with the Chester and Holyhead Railway at or near a certain road, in the township of Saltney, in the parish of Hawarden, in the county of Flint, leading from The Higher King's Ferry to the turnpike road from Chester to Broughton, numbered 30 on the plans referred to in the Act authorising the construction of the Chester and Holyhead Railway; passing thence from, in, through, or into the several parishes, townships, extra-parochial, and other places of Doddlestone and Lower Kinnerton, or one of them, in the county of Chester; Saltney, Broughton, Bretton, Lower Kinnerton, Higher Kinnerton, Hawarden, Hope, Hope Owen, Bannel, Mold, Hartsheath, Bistree, Leeswood, Broncoed, Gwsaney, Llwynegrin, and Mold, or some of them, in the county of Flint; and terminating in the said township of Mold, in the parish of Mold, in the county of Flint, in a field on the west side of the Mold Cotton Factory, and belonging to Mr. Thomas Trueman, and occupied by the Mold Cotton Company.

A branch railway from and out of the said intended line of railway, commencing by a junction therewith, in a field belonging to and occupied by Sir Stephen Richard Glynn, passing wholly through the township of Saltney, and parish of Hawarden, in the county of Flint, and terminating in the said township of Saltney, at Upper King's Ferry, near the landing-place.

A branch railway from and out of the said first-mentioned intended railway, commencing by a junction therewith, in or near a field belonging to the trustees of the late Charles Pate, and occupied by John Jones, and adjoining to a field belonging to the trustees of Ruthin School, in the occupation of Robert Ellis, passing wholly through the township of Bistree, and

parish of Mold, in the county of Flint, and terminating at or near Nantmawr colliery, in the said township of Bistree, and parish of Mold, in the said county of Flint.

A branch railway from and out of the said first-mentioned intended railway, commencing by a junction therewith, at or near a field, in the township of Bistree, in the parish of Mold, in the county of Flint, belonging to the trustees of the late Charles Peate, and occupied by John Jones, and adjoining to a field belonging to the trustees of Ruthin school, in the occupation of Robert Ellis; passing thence from, in, through, or into the several parishes, townships, extra-parochial, and other places of Hartsheath, Leeswood, Bistree, Rhanberfedd, Tryddyn, Uwchymynydd-issa, Mold, and Hope, or some of them, all in the county of Flint; and terminating in or near a field, in the township of Uwchymynydd-issa, in the parish of Hope, in the county of Flint, adjoining to the turnpike-road leading from Tryddyn to Wrexham, and belonging to and in the occupation of Edward Jones.

And it is intended to apply for powers 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, and tramroads, within the 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 intended works.

And notice is hereby further given, that it is intended by the said Act, to incorporate a company for the purpose of carrying into effect the proposed works, or some part thereof, or otherwise to enable the Chester and Holyhead Railway Company to carry the same into effect, and to raise money for the purpose, and to take powers to purchase, by compulsion and agreement, lands and houses for 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 for the purposes aforesaid; and also to levy tolls, rates, and duties upon, or in respect of, the said railways and works, to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is further intended by the said Act, to enable the Company so to be incorporated, to sell, or let, and transfer, the said intended railways and works, or any part thereof, and all or any of the powers of such Company, in connexion therewith, or in relation thereto, to the Chester and Holyhead Railway Company, and to enable such last-mentioned Company to purchase or rent the said intended railways and works, or any part thereof, and to exercise such powers, or any of them, and also to raise and contribute funds for and towards the construction, maintenance, and use of the said intended railways and works, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed upon between the said Chester and Holyhead Railway Company, and the Company which may be so incorporated as hereinbefore mentioned. And for carrying into effect all or any of the above objects, it is intended to apply for powers in and by the said intended Act, to alter, amend, extend, and enlarge the 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 present Majesty, intituled "An Act for completing the Line of the Chester and Holyhead Railway, and for Amending the Act relating to the said Railway."

And notice is hereby further given, that maps, plans, and sections, describing the direction, lines, and levels of the said intended Railways respectively, and the works connected therewith, and the lands to be taken for the purposes thereof respectively, together with books of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands, will be deposited on or before the thirtieth day of November, 1846, with the Clerk of the Peace for the county of Flint, at his office at Mold, 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 books of reference as relates to the several parishes, in or through which the said intended railways and works respectively 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 Ninth day of November, 1846.

Timothy Tyrrell, Guildhall, London,
Roberts and Son, Mold,
Solicitors for the Bill.

The Great North of India Railway Company, incorporated pursuant to the 7 & 8 Vic. c. 110, for Making, Constructing, and Maintaining a Railway or Railways within the British Territories in India, to connect the cities of Delhi, Agra, and Allahabad, and for Extending the same to Mirzapore and Benares, with Branches to Meerut and other places. (To Alter, Vary, and Extend the Powers of the said Company, and for the better constituting and regulating the same.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to alter, vary, and extend the powers of the Great North of India Railway Company, incorporated pursuant to the statutes 7 & 8 Vic. c. 110, and for more fully and completely incorporating the same, and giving better effect to, and carrying into execution the provisions, agreements, and stipulations in the deed of incorporation of the said Company contained, and for regulating the mode of transfer of shares of the said Company in India, and otherwise protecting the rights of shareholders in the said Company resident in India, and to enable the said Company to obtain and acquire all grants, Acts, statutes, rights, powers, authorities, and privileges from the supreme or local Government of India, necessary, proper, and requisite for making and maintaining the railway or railways within the British territories in India, and for connecting the cities of Delhi, Agra, and Allahabad, and for extending the same to Mirzapore and Benares, with branches to Meerut and other places, or any parts or portions thereof, with all necessary works, and also to give and vest in the Honourable the East India Company, or the supreme or local Government of India, or the Board of Commissioners for the Affairs of India, all authorities and powers requisite and necessary for duly granting or making concessions of lands in the territories aforesaid, for the purposes aforesaid, and for fully authorising, constructing, maintaining, protecting, and regulating and governing railways and works appertaining thereto in India aforesaid, so far as by the laws of this kingdom, and the colonies and dependencies thereof, and particularly of the said territories in British India, may be necessary and proper for all and every such last-mentioned purposes. And also for authorising the taking and purchasing by this Company, or by the Honourable the East India Company, or other authority, for the aforesaid purposes of this company, all lands, buildings,

and other property in the territories aforesaid, for the purposes aforesaid, and in such manner, and by such means as will enable the said Great North of India Railway Company, either by themselves, or any director, or officer or officers thereof, and in their own right, or by grant or deputation from the said Honourable the East India Company, or other the authorities aforesaid, or by other lawful means, to receive, take, exercise, and enjoy all such powers and rights aforesaid, as may be necessary for the purpose of holding lands for the purposes aforesaid, for making and maintaining the said railway or railways, or extensions, or any portion or portions thereof. Also to empower the said Great North of India Railway Company to enter into all necessary treaties and engagements with the Honourable the East India Company and the supreme and any local Government of India, and to perform all and every Acts and Act proper and requisite for effectuating the objects aforesaid, or any of them, and to confer such privileges and powers on the said Great North of India Railway Company, as may be deemed proper and expedient for fully carrying out the object and intention of the same, together with all necessary powers for purchasing and holding lands in Great Britain, as also in India, for facilitating and otherwise effectually promoting the said undertaking, and also for levying tolls, rates, and duties for or in respect of the use of the said railway or railways, or extensions, and with all such further and other powers as the circumstances may require and the legislature deem proper.

Dated the ninth day of November, 1846.

Hodgson, Concanen, and Noyes,
Solicitors for the Bill,
Lincoln's-Inn Fields, London.

Great Western of Bengal Railway Company, for the making and maintaining a Railway from Calcutta to Rajamahall in the province of Bengal, with such Extensions and Branches as may be determined.—Incorporation.

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 commonly called, or known by the name of, the Great Western of Bengal Railway Company, established for the purpose of making, constructing, working, and maintaining a railway from Calcutta to Rajamahall, in the province of Bengal, in the East Indies, with all necessary and convenient extensions, branches, and works, and to enable the said Company to obtain and acquire all powers, rights, and privileges from the supreme or local Government of India, necessary or convenient for the objects of the said undertaking, and also to confer on the Honourable the East India Company, or the supreme, or any local Government of India, all powers necessary or convenient for the purpose of authorising, constructing, maintaining, protecting, and regulating railways and railway works in India, and taking and purchasing lands for such purpose, and for the exercise of such powers in favour of, and to devolve and depute the said powers on the said Great Western of Bengal Railway Company, and any officer or officers thereof, and to enable the said Great Western of Bengal Railway Company to make and enter into contracts with the Honourable the East India Company, and the supreme and any local Government

of India, and to do all acts necessary and convenient for the objects aforesaid, and also to enable the said Great Western of Bengal Railway Company to sue, and be sued in the name of one or more Directors, or some public or other officer of the said Company, and to confer such other powers, rights, and privileges on the said Company as may be deemed necessary, or convenient for the purposes of the said undertaking, including powers to take and hold lands in the East Indies and in Great Britain; and also powers and facilities for making, enforcing, and recovering calls, creating and transferring scrip and other shares, mortgages, debentures, and other like instruments and securities, for increasing the capital of the Company, and for raising and borrowing money by mortgage or otherwise, together with such further and other powers as may be deemed advisable.

Dated this seventh day of November, 1846.

Robert Wolsely, Secretary.

East Lancashire Railway.

Clitheroe, Mitton, and Padiham Branches.

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 authorise the East Lancashire Railway Company to make and maintain the following branch railways with all proper works, stations, approaches, communications, and other conveniences connected therewith, namely, a railway commencing by a junction with the intended East Lancashire Railway, now in course of construction, at or near the point where that railway crosses the river Hyndburn, near to the town or village of Accrington, in the township of Old Accrington, in the parish of Whalley, passing thence from, in, through, or into the several parishes, townships, hamlets, and extra-parochial or other places of Whalley (parish), Old Accrington, Church, Clayton-le-Moors, Blackburn, Great Harwood, Read, Whalley (township), Wiswell, Pendleton, Standen otherwise Higher Standen, Lower Standen, and Standen Hey, and Clitheroe, or some of them, and terminating at or near the extra-parochial place of Clitheroe Castle, in the borough of Clitheroe, in the township of Clitheroe, in the parish of Whalley by a distinct terminus there, or by a junction with a certain intended railway authorised by "The Blackburn, Clitheroe, and North Western Junction Railway Act, 1846," all which places are in the county palatine of Lancaster.

Another railway diverging from the intended branch railway, first hereinbefore described, at or near a certain wood or plantation belonging to, and in the occupation of Richard Fort, esquire, in the said township of Read, and passing thence, from, in, through or into the several parishes, townships, hamlets, and extra-parochial or other places of Whalley, Read, Simonstone, Padiham, and Habergham Eaves otherwise Burnley-cum-Habergham Eaves or some of them, and terminating by a junction with the said East Lancashire Railway, at or near the South Entrance of the Gannow Tunnel of the Leeds and Liverpool Canal, and near the town of Burnley in the said

township of Habergham Eaves otherwise Burnley-cum-Habergham Eaves, in the parish of Whalley, all in the said county palatine of Lancaster.

Another railway also diverging from the intended branch railway, first hereinbefore described at or near a certain toll-bar, called Lobley Gate, near the village of Whalley, in the said township of Whalley, and passing thence, from, in, through, or into the several parishes, townships, hamlets, and extra-parochial or other places of Whalley (parish), Whalley (township), Mitton otherwise Little Mitton, Henthorn and Coldcoats, all in the county palatine of Lancaster, and terminating in the said township of Mitton otherwise Little Mitton, Henthorn and Coldcoats by a junction with the intended Fleetwood, Preston, and West Riding Junction Railway, at or near Mitton Wood, in or near a certain field numbered eight in the last-named township on the plans of the main line of the said Fleetwood, Preston, and West Riding Junction Railway, deposited with the Clerk of the Peace for the county palatine of Lancaster, in November, 1845.

And in the said Bill power will be applied for to deviate from the line or lines of the railways, laid down on the plans hereinafter mentioned, to the extent thereon defined, and to divert, stop up, or alter, whether temporarily or permanently all such turnpike-roads, highways, railways, tram-roads, streets, paths, passages, aqueducts, canals, navigations, streams, rivers, and watercourses, within the parishes, townships, hamlets, and extra-parochial or other places aforesaid, as it may be necessary or expedient so to divert, stop up, or alter, for the purposes of the said railways, works, stations, approaches, communications, and conveniences.

And notice is hereby also given, that it is intended to apply for power in the said Bill to levy tolls, rates, or duties in respect of the intended railways hereinbefore described, and to grant certain exemptions from such tolls, rates, or duties.

And it is intended in the said Bill to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and hereditaments to be described upon the plans hereinafter mentioned, and for power to vary or extinguish all rights and privileges touching such lands, houses, and hereditaments which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And it is intended in the said Bill to authorise the East Lancashire Railway Company to raise a further sum of money by the creation of new or additional shares, and by loan or otherwise, for the purpose of executing the said intended railways, works, stations, approaches, communications, and conveniences, and for the general purposes of the said undertaking.

And notice is hereby given, that it is intended in the said Bill to apply for power to alter and vary the tolls, rates, and duties at present authorised to be demanded and taken by the East Lancashire Railway Company, the Blackburn, Clitheroe, and North-Western Junction Railway Company, and the Fleetwood, Preston, and West-Riding Junction Railway Company, for the use of their

respective railways, and branch railways, or any of them, or any part thereof, and to substitute and impose other tolls, rates, duties, or payments in lieu of those to be altered and varied as aforesaid, and also to authorise the East Lancashire Railway Company, the Blackburn, Clitheroe, and North-Western Junction Railway Company, and the Fleetwood, Preston, and West-Riding Junction Railway Company, or any or either of them, to enter into such arrangements and agreements as they respectively may deem expedient for the purposes aforesaid, or for the convenient using by each of the said Companies of the railways, branch railways, sidings, works, stations, and conveniences belonging to the others, and other of them, and to carry into effect any agreement or arrangement which may have been already entered into by the said Companies or any of them.

And notice is hereby given, that for the purposes aforesaid, or some of them, it is intended to alter, amend, extend, and enlarge or repeal some of the provisions of the several Acts of Parliament following, relating to the East Lancashire Railway, namely, "The East Lancashire Railway Act, 1844," being "An Act for making a Railway from the Manchester and Bolton Railway, in the parish of Eccles, to the parish of Whalley, all in the county palatine of Lancaster, to be called the Manchester, Bury, and Rossendale Railway;" "The East Lancashire Railway Act, 1845;" "The East Lancashire Railway Act, 1845, No. 2;" "The East Lancashire Deviation and Branch Railways Act, 1846;" "The East Lancashire Railway Amalgamation Act, 1846;" "The Blackburn and Preston Railway Act, 1844;" "The Blackburn and Preston Railway Act, 1845;" "The Blackburn and Preston Railway Act, 1846;" and "The Liverpool, Ormskirk, and Preston Railway Act, 1846;" and also to alter, vary, amend or repeal some of the provisions of "The Blackburn, Clitheroe, and North-Western Junction Railway Act, 1846;" and "The Fleetwood, Preston, and West-Riding Junction Railway Act, 1846."

And notice is hereby further given, that plans and sections, describing the lines and levels of the intended branch railways and works hereinafter described, and of the lands, houses, and hereditaments which may be required to be taken for the purposes thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and hereditaments, and a published map, showing the general direction of such branch railways and works, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county palatine of Lancaster, at his office in Preston, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes from, in, through, or into which the said branch railways and works will be made to pass, will be deposited, for public inspection, on or before the same thirtieth day of November, with the parish clerk of each such parish, at his place of abode.

Dated the ninth day of November, 1846.

T. J. and G. Grundy, Solicitors.

Shropshire Union Railways—(Shrewsbury to Worcester.)

(Proposed Railway from Shrewsbury to Worcester, with four branches, namely, to the Shrewsbury and Birmingham Railway at Coalbrookdale, to the Shrewsbury and Birmingham Railway in the parish of Madeley, near the Aqueduct-house, to Kidderminster, and to the Oxford, Worcester, and Wolverhampton Railway at Worcester. Amendment of Acts, and power to purchase or lease the Shropshire Canal Navigation.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to amend, enlarge, and consolidate or repeal the provisions, or some of them, of "The Shropshire Union Railways and Canal, Newtown to Crewe, with Branches Act, 1846;" "The Shropshire Union Railways and Canal, Chester, and Wolverhampton line Act, 1846;" and "The Shropshire Union Railways and Canal, Shrewsbury and Stafford Railway, Act, 1846;" and to declare the Shropshire Union Railways and Canal Company referred to in such Acts respectively to be one and the same Company. And it is also intended by such proposed Act to authorise the said Shropshire Union Railways and Canal Company to construct and maintain the following railways, or some of them, with all proper works, approaches, and conveniences connected therewith, namely:—A railway commencing by a junction with the line of the Shrewsbury and Birmingham Railway, as at present authorised to be made near the Race Course, in the parish of Holy Cross and Saint Giles, in the borough of Shrewsbury, in the county of Salop, and terminating at Sansome Fields, near Lowesmore Basin, in the parish of Claines, in the city of Worcester, and county of the same city, which said intended railway and works will pass from, in, through, or into, or will be situate within the several parishes, townships, extra-parochial, or other places following, or some of them, that is to say,—The Stone Ward Without, Holy Cross and Saint Giles, Abbey Foregate, Coleham, Trinity Coleham, Shrewsbury, Saint Alkmund, Saint Mary, Saint Julian, Brace Meole, otherwise Meole Brace, Sutton Mill, Sutton Longner, Uckington, Berwick Mavison, Cronkhill, Chilton, Emstrey, Atcham otherwise Attingham, Atcham otherwise Attingham, Betton and Alkmere, Betton Strange, Little Betton, Saint Chad, Betton Abbots, Abbots Betton, Great Betton, Betton, Cross Houses, Cantlop, Eaton Mascott, Brompton, Berrington, Berrington, Donnington, Rushton, Norton, Wroxeter, Eyton and Dryton, Wroxeter, Eaton Constantine, Golding, Harnage, Lower Cound, Upper Cound, Cound, Cressage, Belswardine, Garmston, Leighton, Leighton, Shineton, Wyke and Bradley, Much Wenlock, Much Wenlock, Burnt Houses, Buildwas Abbey and Lands, Buildwas, Benthall, Coalbrookdale, Coalbrook, Ironbridge, Saint Luke Ironbridge, Coalport, Madeley, Madeley, Jackfield, Marsh, The Tukies, Severn Hall, Stanley, Coalmoor otherwise Colemere, Burton, Rowton, Swinney, Broseley, Broseley, Linley, Linley, Caughley, Little Caughley, Barrow, Barrow, Norton, Stockton, Stockton, Willey, Willey,

Astley Abbots, Astley Abbots, Astley, Nordley Regis, Aston Eyres, Tasley, the borough of Bridgnorth, Bridgnorth, Saint Mary Magdalen Bridgnorth, Saint Leonard Bridgnorth, Oldbury, Oldbury, Eardington, Quatford, Romsley, Mose, Worfield, Sutton Maddock, Dudmaston, Quatt Malvern, Quatt Jervis, Quatt, Sutton, Hampton otherwise Hampton's Load, Chelmarsh, Chelmarsh, Alveley, Stanley, Netherton, Highley otherwise Higley, Earnwood, Kinlet, Kinlet and Dowles, Claverley, and Billingsley, in the county of Salop: Upper or Over Areley otherwise Upper or Over Arley in the county of Stafford: Eymore, Netherton, Henwick, Hatton, Grimley, Astley, Areley Kings otherwise Lower Areley, Ribbisford, Little Witley, Great Witley, Holt, Bewdley, borough of Bewdley, Wribbenhall, Blackstone, Hoarstone, Netherton, Sandbourne, Kingsford, Wolverley, the foreign of Kidderminster, the parish of Kidderminster, Burlish Lickhill, Moorhill, Mount Pleasant, Stourport, Lower Mitton otherwise Lower Milton, Upper Mitton otherwise Upper Milton, Mitton otherwise Milton, Pansington, Clarendon, Tilton, Charrick otherwise Cherrick, Lincombe, Redstone, Astley, Hampstall, Hartlebury, Shrawley, Dunhampton, Parsonage, Powers, Boreley otherwise Borley, Lineholt, Hadley, Acton, Acton with Downhampton, Chatley, Brookhampton with Comhampton, Uphampton, Bennetts, Sychampton, Tapenhall, Northampton, Parsonage with Pavers, Half-way house, Winnall, Ombersley, Hadley with Hay Elms, Mayeux with Chatley, Tytchney Holt, Holt Fleet, Northampton, Raz, Oldfield, Mount Pleasant, Comhampton, Saint George, Barbourne, Whistones otherwise Whitstones, Hawford, Bevere Green otherwise Beverley Green, Northwick, Bevere otherwise Beverley, Astwood, Tollerline, Lower Tepenhall, Upper Tappenhall, Tapenhall otherwise Tappenhall, Smite, Claines, Whittington otherwise Wittington, the Blockhouse, otherwise Blockhouse Fields, otherwise Saint Paul, Saint Peter otherwise Saint Peter the Great, Battenhall, Upper Battenhall, Lower Battenhall, Middle Battenhall, Grimley, Grimley-cum-Hallow, Hallow, Saint John in Bedwardine, otherwise Saint John, Saint Clement, Henwick and Saint Martin, in the county of Worcester, the Blockhouse otherwise the Blockhouse Fields otherwise Saint Paul, Middle Battenhall, Lower Battenhall, Upper Battenhall, Battenhall, Saint Peter otherwise Saint Peter the Great, All Saints, Saint Andrew, Saint John in Bedwardine otherwise Saint John, Saint John in Bedwardine otherwise St. John, Saint Clement Henwick, Saint Nicholas, the Butts, Pitchcroft otherwise Pitchcroft Ham, Saint Martin, Saint Oswald, Saint George, Barbourne, Whistones otherwise Whitstones, and Claines, in the city of Worcester, and county of the same city.

Also a railway diverging out of the said first-mentioned intended railway, at or near Benthall Edge, in the parish of Benthall, in the said county of Salop, and terminating by a junction with the line of the said Shrewsbury and Birmingham railway, as at present authorised to be made, at or near to Coalbrookdale, in the parishes of Madeley and Dawley, or one of them, and which said last-mentioned intended railway and other works con-

nected therewith, will pass from, in, through, into, or be situate in the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Benthall, Ironbridge, Saint Luke's Ironbridge, Burton, Marsh, Jackfield, Madeley, Madeley, Coalport, Coalbrook, Coalbrookdale, Dawley, Dawley Magna, Dawley Parva, and Malin's Lee, in the county of Salop.

Also a railway diverging out of the said first-mentioned intended railway, in the parish of Broseley, at or near The Werps, and terminating by a junction with the line of the said Shrewsbury and Birmingham Railway, in the parishes of Madeley and Stirchley, or one of them, in the said county of Salop, at or near the turnpike-road from Dawley to Madeley, and near to the Aqueduct House, and which said last-mentioned intended railway and other works connected therewith, will pass from, in, through, into, or be situate in the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Broseley, Broseley, Ironbridge, Saint Luke's Ironbridge, Jackfield, The Werps, Swinney, Madeley, Madeley, Madeley Court, Madeley Wood, Coalport, Norton, Rowton, Burton, Marsh, Kemberton, Kemberton, Stirchley, Stirchley, Dawley, Dawley Magna, Dawley Parva, and Malin's Lee, in the county of Salop.

Also a railway diverging out of the said first-mentioned intended railway, at or near to Lower Mitton, in the foreign and borough of Kidderminster, in the county of Worcester, and terminating at or near the turnpike-road from Kidderminster to Droitwich in the foreign of Kidderminster, in the said county of Worcester, and which said last-mentioned intended railway, and other works connected therewith, will pass from, in, through, into, or be situate in the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Stourport, Lower Mitton otherwise Lower Milton, Upper Mitton otherwise Upper Milton, Hartlebury, Sutton, Oldington, borough of Kidderminster, foreign of Kidderminster, and parish of Kidderminster, in the county of Worcester.

Also a railway diverging out of the said first-mentioned intended railway, in the parish of Claines aforesaid, and terminating at the line of the Oxford Worcester and Wolverhampton Railway, as at present authorised to be made, in the parish of Claines aforesaid, in the county of the city of Worcester and county of Worcester, or one of them, near the road from Worcester to Portfields Farm and Warndon, and which said last-mentioned intended railway and other works connected therewith, will pass, from, in, through, or into, or will be situate wholly in the parish of Claines aforesaid.

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

it is also intended, by such Act, to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect 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 or privileges.

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

And it is further proposed, by the said intended Act, to enable the said Shropshire Union Railways and Canal Company to purchase, or take on lease, "The Shropshire Canal Navigation," or some part or parts thereof, together with all or any of the lands, buildings, property, rights, and powers, of the Company of Proprietors of the Shropshire Canal Navigation, and of any persons or corporations (if any) interested therein, and to enable the said last-mentioned Company, and such persons or corporations, to sell or let and to transfer the same accordingly, and to dissolve the said last-mentioned Company.

And for the several purposes aforesaid, it is intended by the said proposed Act, to alter, amend, enlarge, or repeal, as far as may be necessary, some of the powers and provisions of the following Acts of Parliament, namely: The Acts relating to the Ellesmere and Chester Canal Navigation, passed respectively in the eighth year of the reign of his late Majesty King George the Fourth; in the eleventh year of the reign of his said late Majesty King George the Fourth; in the first year of the reign her present Majesty; in the fifth year of the reign of her said present Majesty; and in the eighth year of the reign of her said present Majesty; and in the session held in the ninth and tenth years of the reign of her said present Majesty; the Act relating to the said Shropshire Canal Navigation, passed in the twenty-eighth year of the reign of his late Majesty King

George the Third; the Act relating to the Shrewsbury Canal Navigation, passed in the thirty-third year of the reign of his said late Majesty King George the Third; and the several Acts relating to the Montgomeryshire Canal, or Eastern Branch of the said Montgomeryshire Canal, passed respectively in the thirty-fourth and fifty-fifth years of the reign of his late Majesty King George the Third; and in the second year of the reign of his late Majesty King George the Fourth; and the several Acts relating to the Western Branch of the Montgomeryshire Canal, passed respectively in the fifty-fifth year of the reign of his late Majesty King George the Third, and in the fourth year of the reign of his late Majesty King William the Fourth.

Dated this fourth day of November, 1846.

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

Pott's and Brown, Chester.

Slater and Heelis, Manchester.

James Wheeler, Manchester.

Henry Heane, Newport.

Loxdale and Peele, Shrewsbury.

Darlington Waterworks (for supplying with Water
Darlington and other places adjoining thereto,
in the County of Durham.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to incorporate a Company with power to supply with water the several parishes, townships, and extra-parochial or other places of Darlington, Darlington Bondgate, otherwise Bondgate in Darlington, Darlington Borough, Priestgate, and Prebend Row, Blackwell, Cockerton, Great Burdon, Little Burdon, Haughton, Haughton-le-Skerne, Coniscliffe, High Coniscliffe, and Low Coniscliffe, or some of them, or some part or parts thereof respectively within the said county of Durham, and for such last-mentioned purpose to construct one or more reservoir or reservoirs and aqueduct or aqueducts at or near the following places, (that is to say) the present passenger-station of the Stockton and Darlington Railway Company in the township and parish of Darlington aforesaid; the place in the township and parish of Darlington aforesaid where the York and Newcastle Railway crosses the Stockton and Darlington Railway; the village of Blackwell aforesaid; the village of Great Burdon in the said township of Great Burdon; Haughton Mill in the said township of Haughton (both the said last-mentioned townships being in the said parish of Haughton-le-Skerne); the village of High Coniscliffe in the said township and parish of High Coniscliffe; Tees Cottage, and a certain farm-house called Hill-Close House, both in the said township and parish of Darlington, or at or near some one or more of those several places, and to take power to divert

water from the river Tees, the river Skerne, the Mill-dam or Mill-race running out of the said river Skerne in the said several townships of Great Burdon, Haughton, and Darlington aforesaid, in the said several parishes of Haughton-le-Skerne and Darlington respectively aforesaid, and also from a certain stream called Cockerbeck in the several townships of Cockerton and Darlington, both in the parish of Darlington aforesaid, or to collect and obtain water from certain lands, springs, streams, and brooks situate within the said several parishes, townships, and extra-parochial or other places aforesaid or some of them, the waters of which brooks and streams, or some of them, now directly or derivatively flow into the said rivers, Mill-Dam or Mill-Race, and stream, respectively, and also to lay down all such conduits, pipes, and other works and conveniences as may be necessary for conveying water through private lands, and in and along the several thoroughfares within the aforesaid parishes, townships, and extra-parochial or other places so to be supplied with water as aforesaid.

And it is intended by such Act or Acts to take power for the purchase by compulsion or otherwise of such lands and houses, springs, streams, and brooks as may be necessary for all or any of the purposes aforesaid, and to vary or extinguish all rights and privileges connected with the lands and houses, springs, streams, and brooks so to be purchased or taken which would in any manner impede or interfere with any or either of the purposes aforesaid, and to confer other rights and privileges.

And it is also intended by such Act or Acts to take power to levy and recover rates or rents for the supply of such water from all persons consuming the same, and to grant exemptions from the payment thereof.

And notice is hereby further given, that plans and sections, describing the line or situation and levels of the said intended reservoir or reservoirs, aqueduct or aqueducts, and other works connected therewith, and of the brooks and streams to be directly diverted into the same, 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, in the present year, with the Clerk of the Peace for the county of Durham at his office in the city of Durham, 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 reservoirs, aqueducts, and other works connected therewith will pass or be situate, 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 ninth day of November, 1846.

John S. Peacock, Solicitor, Darlington.

Midland Railway.

(Cheltenham, Warwick, and Leamington Line.)

Proposed Extension from the Birmingham, and Gloucester Line of the Midland Railway, at Ashchurch, to Warwick and Leamington, and Junction with the Oxford, Worcester, and Wolverhampton Railway, with Branch to Cheltenham.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the Midland Railway Company to construct and maintain a railway, with proper works and conveniences connected therewith, and approaches thereto, commencing by a junction with the existing Birmingham and Gloucester Line of the Midland Railway, in the parish of Ashchurch, in the county of Gloucester, near to the Ashchurch Station, and terminating in the parish of Leamington Priors, in the county of Warwick, at or near a certain place there called Eastnor Terrace, where it is intended to join the London and North-Western Railway, and passing from, in, through, or into the several parishes, townships, extra-parochial or other places, of Ashchurch, Nattun, Fiddington, Newton, Northway, Pamington, Ashton-upon-Carrant, Kemerton, Great Washbourn, Beckford, Grafton, Ashton-under-Hill, Didcot, Dumbleton, Aston Somerville, Hinton-in-the-Green, Cow Honeyborne, Wington, Ullington, Broad Marston, Long Marston otherwise Marston Sicca, Bedlam otherwise Bickmarsh Lodge, Little Dorsington, Bickmarsh, Pebworth, Welford, Dorsington, Lower Millcote, Upper Millcote, Millcote, Weston-upon-Avon, Rhyon Clifford, Clifford Chambers, Clifford, or some of them, in the county of Gloucester; Kingsham, Teddington, Bredon, Overbury, Conderton, Little Washbourn, Sedgeberrow, Little Hampton, Great Hampton, Hampton, Saint Peter Bengeworth, Bengeworth, Aldington Leys, Aldington, Wickhamford, Badsey, Offenham, Bretforton Lower End, Bretforton Upper End, Bretforton, Church Honeybourne, Church Honeybourne with Poden, Poden, South Littleton, Middle Littleton, North Littleton, Littleton, or some of them, in the county of Worcester; Bedlam otherwise Bickmarsh Lodge, Bickmarsh, Welford, Little Dorsington, Weston-upon-Avon, Lower Millcote, Upper Millcote, Millcote, Rhyon Clifford, Atherstone-upon-Stour, Stratford-upon-Avon, Old Stratford, Bridge Town, Tiddington, Alveston, Hampton Lucy otherwise Bishop's Hampton, Charlecote, Fullbrook, Barford, Sherbourne, Longbridge, Warwick, West Street Ward Warwick, High Street Ward Warwick, Castle Street Ward Warwick, Jury Street Ward Warwick, Market Place Ward Warwick, Saltisford Ward Warwick, Saint Mary Warwick, Saint Nicholas Warwick, Bridge End Ward Warwick, Smith Street Ward Warwick, Saint Nicholas Meadow, Emscote otherwise Edmondscott, Myton, Milverton, Leamington Priors, Saint Mary Leamington Priors, or some of them, in the county of Warwick.

Also to enable the said Midland Railway Company to make and maintain a railway or branch railway, with all proper works and conveniences connected therewith, and approaches thereto, to

commence by a junction with the Birmingham and Gloucester Line of the Midland Railway, at or near the mile post thereon, denoting the distance of forty-three miles and a quarter from Birmingham, in the hamlet or township of Southam and Brockhampton, in the parish of Bishop's Cleeve, in the county of Gloucester, and to terminate at or near to a close now or late occupied by Thomas Gilley Perry, near to and on the south side of Upper Alstone Mill, in the tithing or hamlet of Alstone otherwise Arlestone, in the parish of Cheltenham, in the county of Gloucester, where it is also intended to form a junction with the existing Cheltenham and Swindon Line of the Great Western Railway, which said last-mentioned intended railway and works will be made in or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, that is to say, Bishop's Cleeve, Southam, and Brockhampton, Woodmancote, Gotherington, Stoke Orchard, Brockington, Prestbury, Overton, Noverton, Swindon, Cheltenham, Town of Cheltenham, Alstone otherwise Arlestone, Arle, Westall, Naunton and Sandford, or some of them, in the county of Gloucester.

And it is also intended to take powers to effect a junction with the line of the Oxford, Worcester, and Wolverhampton Railway, by a connecting branch, diverging from the said intended line, in the parish of Bretforton, in the county of Worcester, and terminating by a junction with the line of the Oxford, Worcester, and Wolverhampton Railway, in the same parish of Bretforton, near to the point where it crosses the highway from South Littleton to Bretforton, and situate wholly in the said parish of Bretforton.

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

And it is proposed in and by the said intended Act to take power to purchase, by compulsion or agreement, all houses and lands required for the completion of the said intended railway, branch railway, and works, and also to cross, divert, alter, or stop up, either temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, canals, navigable rivers, navigations, railways, and tramroads, within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary or expedient to cross, divert, alter, or stop up, for the purposes of the said railway, branch railway, and works, and to deviate in the construction of the said railway and branch railway from the line thereof, as shown on the plans hereinafter mentioned, to the extent which shall be defined on the same, and to take powers to levy tolls, rates,

and duties, in respect of the use of the said railway, and to vary or extinguish all existing rights and privileges connected with the lands proposed to be taken for the purposes of the said railway and branch railway, or which would in any manner impede or interfere with the objects aforesaid, and to empower the said Midland Company to raise any necessary sum or sums of money for the purposes aforesaid, and by the said Act to confer other rights and privileges.

And it is proposed in and by the said intended Act to alter, amend, and enlarge some of the powers and provisions contained in an Act passed in the session held in the 7th year of the reign of her present Majesty Queen Victoria, intituled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways;" and also the several Acts relating to the Midland Railway, that is to say, Local and Personal Acts, 8th and 9th Victoria, chapters 49, 56, and 90; Local and Personal Acts, 9th and 10th Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326, and 340.

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections, describing the line, direction, and levels of the said intended railway, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands will be deposited for public inspection with the following Clerks of the Peace respectively, that is to say, with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester; with the Clerk of the Peace for the county of Worcester, at his office in Worcester; and with the Clerk of the Peace for the county of Warwick, at his office in Stratford-on-Avon. And that on or before the said 30th day of November instant, copies of so much of the said plans, sections, and book of reference as relate to the several parishes in or through which the said intended railway is proposed to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.

Dated this sixth day of November, 1846.

Parker, Hayes, Barnwell, & Twisden,
1, Lincoln's Inn Fields, London,
Berridge & Macaulay, Leicester,
Samuel Carter, Birmingham,
T. F. Addison, Gloucester,

Solicitors.

Midland Railway.

Extension of the Nottingham and Lincoln Branch Railway, at Lincoln, with Connecting Branch to the Lincoln Station.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable the Midland Railway Company to make and maintain an extension or branch railway, with all proper works and conveniences connected therewith, commencing by a junction with the Nottingham and Lincoln Line

of the Midland Railway, in the parish of Saint Botolph, in the city of Lincoln, and county of the same city, near the point where the said parish of Saint Botolph joins the parish of Saint Mark, in Lincoln, and passing from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Saint Mark, Saint Martin, Saint Benedict, Saint Mary-le-Wigford, Saint Peter at Gowts, Saint Botolph, and Holmes Common otherwise The Holmes, all situate in the said city of Lincoln, and county of the same city, and Boultham, in the county of Lincoln, and terminating at or near a certain place called the Public Wharf, in the parish of Saint Martin, in the city of Lincoln, and county of the same city, near the Gas Works there.

And also a branch railway, diverging from the said intended extension, near the Holmes Bridge, over the river Witham, in the said parish of Saint Mark Lincoln, and terminating by a junction with the said Nottingham and Lincoln Line of the Midland Railway, at or near to the Lincoln Station, the whole of such last-mentioned intended railway being situate in the said parish of Saint Mark, in the city of Lincoln, and county of the same city.

And it is 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 and other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works or any of them.

And it is also intended by such Act to authorize the Midland Railway Company to raise money for the completion of the said railways and works, and to take powers for the purchase of lands, by compulsion or agreement, for the purposes of the said intended railway and works, and for levying tolls, rates, and duties, in respect of the use of the said railways and works, and to grant certain exemptions from such tolls, rates, and duties, and to alter existing 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 intended by the said Act to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of an Act passed in the eighth and ninth years of the reign of her present Majesty Queen Victoria, intituled "An Act to empower the Midland Railway Company to extend the said Railway from Nottingham to Newark and Lincoln;" and also the Acts hereinafter mentioned relating to the said Midland Railway Company, or some of them, that is to say, an Act passed in the seventh year of the reign of her said present Majesty Queen Victoria, intituled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways;" and

also the several Acts relating to the said Midland Railway, that is to say, Local and Personal Acts, 8th and 9th Victoria, chapters 49, 56, and 90; Local and Personal Acts, 9th and 10th Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326, and 340.

And notice is hereby given, that on or before the thirtieth day of November instant, maps, plans, and sections, describing the line or situation and levels of the said intended branch railways and works, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited for public inspection with the following Clerks of the Peace, namely, with the Clerk of the Peace for the parts of Kesteven, in the county of Lincoln, at his office in Sleaford; and with the Clerk of the Peace for the city of Lincoln and county of the same city, at his office in Lincoln; and that a copy of so much of the said plans, sections, and book 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 respectively, will be deposited on or before the thirtieth day of November instant with the parish clerks of such parishes respectively, at their respective residences.

Dated the 6th day of November, 1846.

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

London and North-Western Railway.

Branch from the London and North-Western Railway near Atherstone, to the Midland Railway at Whitacre.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to empower the London and North-Western Railway Company to construct and maintain a branch railway, with proper works and conveniences connected therewith, and approaches thereto, commencing by a junction with the Trent Valley line of the London and North-Western Railway, in the township of Whittington, and parish of Grendon, in the county of Warwick, at or near to a field belonging to William Stratford Dugdale, esquire, and now or late in the occupation of John Alkin, and terminating by a junction with the Birmingham and Derby Line of the Midland Railway, at or near the Whitacre Station of the said railway, in the parish of Nether Whitacre, in the said county of Warwick, and passing from, or being made, in, through, or into the several parishes, townships, extra-parochial and other places of Grendon, Whittington, Baddesley, Baddesley Ensor, Baxterley, Kingsbury, Hurley, Flanders Hall, Bodymore Green, Halloughton, Whitacre, and Nether Whitacre, or some of them, in the county of Warwick.

And it is intended to take powers in such Act to construct stations, communications, works, and

other conveniences, in the several parishes, townships, and extra-parochial and other places before-mentioned, or some of them, for the working and using the said railway, and also to authorize junctions with any railway or railways, or intended railway or railways, at the commencement or termination, or in the line or course of the said railway as before described, in the several parishes, townships, and extra-parochial and other places aforesaid, or some of them.

And it is proposed in and by the said intended Act to empower the said London and North-Western Railway Company, to purchase by compulsion or agreement all houses and lands required for the completion of the same intended railway and works, and also to cross, divert, alter, or stop up, either temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, canals, navigable rivers, navigations, railways, and tramroads, within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary or expedient to cross, divert, alter, or stop up for the purposes of the said railway and works, and to deviate in the construction of the said railway from the line thereof as shown on the plans hereinafter mentioned, to the extent which shall be defined on the same, and to take powers to levy tolls, rates, and duties in respect of the use of the said railway, and to vary or extinguish all existing rights and privileges connected with the land proposed to be taken for the purposes of the said railway, or which would in any manner impede or interfere with the objects aforesaid; and also to empower the said company to raise any sum or sums of money for the purposes aforesaid, and by the said Act to confer other rights and privileges.

And it is proposed by the said intended Act, to alter, amend, and enlarge some of the powers and provisions contained in an Act passed in the session held in the 9th and 10th years of the reign of her present Majesty, intituled "An Act to consolidate the London and Birmingham, Grand Junction and Manchester and Birmingham Railway Companies," and 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 Acts, 8th and 9th Victoria, chapter 156, and Local and Personal Acts, 9th and 10th Victoria, chapters 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections, describing the line, direction, and levels of the said intended railway, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of the said lands, will be deposited for public inspection with the Clerk of the Peace for the county of Warwick, at his office in Stratford-on-Avon, in the said county of Warwick.

And that on or before the said thirtieth day of November instant, copies of so much of the said plans, sections, and books of reference, as relates to the several parishes in or through which the said intended railway and works are proposed to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.

Dated this sixth day of November, 1846.

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

Coventry, Nuneaton, Birmingham, and Leicester Railway.

Amendment of Act, with power for the London and North-Western Railway Company, and the Midland Railway Company, or either of them, to purchase and construct the Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the Coventry, Nuneaton, Birmingham, and Leicester Railway Company, to sell and transfer the railway and works authorized to be made by an Act passed in the last session of Parliament, intituled "An Act for making a Railway from the Trent Valley Railway, near Nuneaton, to the Midland Railway, in the parish of Wigston Magna, in the county of Leicester, to be called the Coventry, Nuneaton, Birmingham and Leicester Railway, together with all powers, rights, privileges, lands, buildings, property, and effects of the Coventry, Nuneaton, Birmingham and Leicester Railway Company, incorporated by the said recited Act, to the London and North-Western Railway Company, and the Midland Railway Company, or either of them, and to amalgamate with such last-mentioned companies, or either of them, and to enable the said London and North-Western Railway Company, and the Midland Railway Company, or either of them, to effect such purchase, and to hold, use, exercise, purchase, and amalgamate with the said Coventry, Nuneaton, Birmingham and Leicester Railway, and the undertaking by the said Act authorized, and other the premises before mentioned, and to construct the said railway, and use and exercise the powers, privileges, and authorities by the said Act conferred on the said Coventry, Nuneaton, Birmingham and Leicester Railway Company, and to enable the said London and North-Western Railway Company, and Midland Railway Company, or either of them, to raise further capital for effecting the purposes aforesaid."

And it is further proposed to take powers to alter, amend, enlarge, or repeal, so far as may be necessary, the powers and provisions of the said Act, hereinbefore referred to, incorporating the said company, and to enable the said London and North-Western Railway Company, and the Midland Railway Company, or either of them, to levy and raise tolls, rates, and duties, in respect of the said railway so authorized in the said last session of Parliament as aforesaid, in lieu of the tolls, rates, and duties, at present authorized to be levied thereon, and to vary or extinguish all rights or privileges

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

And it is proposed in and by the said intended Act to alter, amend, and enlarge some of the powers and provisions contained 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 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 Acts, 8th and 9th Victoria, chapter 156; and Local and Personal Acts, 9th and 10th Victoria, chapters 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

And it is also proposed in and by the said intended Act to alter, amend, and enlarge some of the powers and provisions contained in an Act passed in the 7th year of the reign of Her present Majesty, Queen Victoria, intituled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways;" and also the several Acts relating to the Midland Railway, that is to say, Local and Personal Acts, 8th and 9th Victoria, chapters 49, 56, and 90; Local and Personal Acts, 9th and 10th Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326, and 340.

Dated this sixth day of November, 1846.

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

Birkenhead, Lancashire, and Cheshire Junction Railway.

And Chester and Birkenhead Railway Purchase or Amalgamation.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts of Parliament, to alter, amend, explain, enlarge, and render more effectual, or to repeal some of the powers and provisions of The Birkenhead, Lancashire, and Cheshire Junction Railway Act, 1846, and of the several Acts relating to the Chester and Birkenhead Railway, passed respectively in the seventh year of his late Majesty King William the Fourth and the first of the reign of her present Majesty, and in the third and fourth, and the eighth and ninth years of the reign of her present Majesty.

And further notice is hereby given, that it is intended by the said Act or Acts, or some or one of them, to enable the Chester and Birkenhead Railway Company to demise and lease for a term of years, or in perpetuity, or otherwise, to sell, dispose of, and absolutely make over to the said Birkenhead, Lancashire, and Cheshire Junction Railway Company, the Chester and Birkenhead Railway and Works, or any of them, or any part thereof, and all

or any of the property and effects of the said company, and all or any of the powers, rights, and privileges belonging to the said Chester and Birkenhead Railway Company in connection therewith, or in relation thereunto, and to enable the said Birkenhead, Lancashire, and Cheshire Junction Railway Company to accept and take such lease, and to purchase, accept, and enjoy the same railway and works, and other property and effects, or any part thereof, and to exercise such powers, rights, and privileges, or any or every of them, and to amalgamate and consolidate the said Chester and Birkenhead Railway with and into the said Birkenhead, Lancashire, and Cheshire Junction Railway, and to disincorporate and dissolve the said Chester and Birkenhead Railway Company, and to alter and vary the rates, tolls, and duties at present demandable, or recoverable, for the use of the said railways respectively, and to enable the said Birkenhead, Lancashire, and Cheshire Junction Railway Company, or the said consolidated company, to levy and receive the same or other rates, tolls, and duties, in or upon, and in respect of, the said Chester and Birkenhead Railway and their works, and to confirm and legalize all contracts and agreements adopted or approved of, or acted upon by or between the said Birkenhead, Lancashire, and Cheshire Junction Railway Company, and the Chester and Birkenhead Railway Company, or the directors of either of the said companies, and any other contracts or agreements which may be made and executed, or be adopted or approved of, or acted upon, by or between the said Birkenhead, Lancashire, and Cheshire Junction Railway Company and the Chester and Birkenhead Railway Company, or the directors of either of the said companies; and to extend and make applicable to the said consolidated company, and all the property, works, matters, and things belonging thereto, or connected therewith, all or any of the powers and provisions of the said Birkenhead, Lancashire, and Cheshire Junction Railway Act, 1846.

And it is also intended by the said Act or Acts to enable the London and North-Western Railway Company to raise funds, and out of their corporate or other funds to become interested in the said lease or purchase, and to contribute to the purchase of the said Chester and Birkenhead Railway and undertaking, or to contribute or hold shares in the company or undertaking to be formed by the amalgamation of the Chester and Birkenhead, and Birkenhead, Lancashire, and Cheshire Junction Railway Companies; and to enter into such contracts, arrangements, and agreements with the said Birkenhead, Lancashire, and Cheshire Junction Railway Company, and Chester and Birkenhead Railway Company, or either of them, in reference to such purchase or amalgamation, as they shall deem expedient and as may be mutually agreed upon between the said London and North-Western Railway Company, and Birkenhead, Lancashire, and Cheshire Junction Railway Company, and Chester and Birkenhead Railway Company, respectively; and for such purposes to alter, amend, extend, and enlarge some of the powers and provisions of the several Acts following relating to

the London and North-Western Railway, or some of them, that is to say, Local and Personal Act 8th and 9th Victoria, chapter 156; Local and Personal Acts, 9th and 10th Victoria, chapters 67, 80, 82, 152, 182, 184, 193, 204, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

Dated this seventh day of November, 1846.

Lloyd & Wain,
Joseph Mallaby, } Solicitors for the Bill.

Duffryn Llynvi and Porth Cawl Railway Company and Llynvi Valley Railway Company Amalgamation.

NOTICE is hereby given, that pursuant to an agreement entered into during the last session of Parliament, viz., on the 24th day of July, 1846, by or on behalf of the Duffryn Llynvi and Porth Cawl Railway Company, and by or on behalf of the Llynvi Valley Railway Company respectively, application is attended to be made to Parliament in the ensuing session, for leave to bring in a Bill to authorize and empower the union, consolidation, amalgamation, and merger into one undertaking of the railways, tramroads, port, piers, and other works of the Duffryn Llynvi and Porth Cawl Railway Company and the railway and works of the Llynvi Valley Railway Company, and all extensions, branch railways, and other works belonging to and connected with the said companies respectively, or hereafter to be made or acquired by the said united companies, and for vesting in one company the respective capitals, stock, shares, property, and effects of the said Duffryn Llynvi and Porth Cawl Railway Company and the Llynvi Valley Railway Company, and the railways, tramroads, extensions, railways and branch railways, port, piers, jetties, lands, wharfs, warehouses, and other property and works of the said companies respectively, and of all the powers and privileges now vested in the said two companies respectively, or which may be vested in or granted to the said united company by any future Act or Acts, and to authorize the incorporation of a new company for the purposes aforesaid, and generally to enable the said companies respectively to enter into or carry into effect the hereinbefore mentioned agreement, or any agreements hereafter to be made with reference to the above objects.

And notice is hereby also given, that for the purposes aforesaid it is intended to alter, amend, enlarge, or repeal the powers and provisions of the several Acts of Parliament following, that is to say, an Act passed in the 6th year of the reign of his Majesty King George the Fourth, intituled "An Act for making and maintaining a Railway or Tramroad from or from near to a certain place, called Duffryn Llynvi, in the parish of Llangonoyd, in the county of Glamorgan, to or near to a certain bay called Pwll Cawl otherwise Porth Cawl, in the parish of Newton Nottage, in the same county, and for extending and improving the same bay by the erection of a pier and other suitable works for that purposes;" also an Act passed in the 10th year of the reign of his said Majesty King George the Fourth, intituled "An Act to alter, amend, and enlarge the powers of an Act passed in the 6th

year of the reign of his present Majesty, for making and maintaining the Duffryn Llynvi and Porth Cawl Railway, and other works connected therewith;" also another Act passed in the 3rd year of her present Majesty Queen Victoria, intituled "An Act to enable the Duffryn Llynvi and Porth Cawl Railway Company to raise a further sum of money, and to amend the Acts relating to the said railway and to the Bay of Porth Cawl, in the county of Glamorgan;" and also another Act passed in the 10th year of the reign of her said Majesty, intituled "An Act for making a railway from Llangynwyd to Margam, by a company to be called The Llynvi Valley Railway Company," and for making other and more effectual provisions in lieu thereof.

And it is also intended in the said Bill to apply for powers to enable the company so to be amalgamated and consolidated, or the new company to be incorporated, to levy tolls, rates, and duties, upon and in respect of all and every the railways, ports, piers, wharfs, warehouses, and works to be so vested in them, and to alter, vary, and regulate the tolls, rates, or duties now authorized to be demanded and taken upon or in respect of the same railways, tramroads, and works respectively, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties, and other rights and privileges, and to extend and make applicable to the consolidated company, or the new company, as the case may be, and to the railways, tramroads, and other works, property, matters, and things belonging thereto, or connected therewith, all or some of the powers and provisions of the several Acts of Parliament relating to the said companies respectively.

And it is also intended by the said Bill to apply for powers to enable the said consolidated or new company, to raise further money by creation of new shares, or by loans or on mortgage, to carry into effect the objects aforesaid, and for the general purposes of the said company.

Dated this 10th day of November, 1846.

*Rowland Hacon & Rowland,
William Lewis,*

Solicitors.

Curacy of Bishops Hull Exchange Confirmation.
NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to remove any doubts as to and to confirm and render valid a certain exchange, whereby three several closes of land situate in the parish of Staplegrove, in the county of Somerset, commonly called or known as Langlands, part of Long Six Acres, and Raghill with their appurtenances, were conveyed and assured to the use of the Reverend Henry William Rawlins, as curate for the time being of the curacy of Bishops Hull, in the county of Somerset, and in the diocese of Bath and Wells, and his successors curates of the same curacy for ever, in exchange for three other closes of land situate in the parish of Wilton, in the said county of Somerset, commonly called Upper Field or Haines's Five Acres, Middle Field otherwise Little Field or Haines's

Five Acres, and Lower Field or Haines's Six Acres, with their appurtenances, which were then vested in the said Reverend Henry William Rawlins as such curate as aforesaid, for the augmentation of the said curacy of Bishops Hull, and which on such exchange were conveyed, and assured with the consent of the said Henry William Rawlins, as such curate as aforesaid, and also as patron of the said curacy, and of the Bishop of Bath and Wells, and the governors of the bounty of Queen Anne, to the use and for the benefit of the said Henry William Rawlins, his appointees, heirs, and assigns.

Also (so far as it may be necessary) to confirm and render effectual for carrying such exchange into effect, certain deeds, that is to say, an indenture of release and the lease or leases for a year upon which the same was grounded, which indenture of release bears date the sixth day of September, 1830, and is made or expressed to be made between the said Henry William Rawlins therein described as of Bishops Hull aforesaid, and curate of the curacy of Bishops Hull aforesaid of the first part, the governors of the bounty of Queen Anne for the augmentation of the maintenance of the poor clergy of the second part, the said Henry William Rawlins therein described as patron of the curacy of Bishops Hull aforesaid of the third part, William Courtenay, esquire of the fourth part, John Liddon, surgeon of the fifth part, and the honourable and right reverend father in God George Henry by divine permission Lord Bishop of Bath and Wells of the sixth part, and effectually to vest the several hereditaments and premises comprised in the said indentures in the respective parties, their successors, heirs, and assigns, and in such manner as the same are expressed to be conveyed, limited, and assured by the said indentures.

Also to ratify and confirm all and singular acts, deeds, conveyances, assurances, dealings, and transactions relating to the said hereditaments and premises cotemporaneous with or subsequent to the date and execution of the said indentures, to the same extent, and in such manner as if the said exchange had been fully and effectually carried into complete effect by the said indentures of lease and release, herein before mentioned.

And power will also be applied for in the said Act (if necessary) to enable all parties to enter into any agreements and arrangements, and to execute all such deeds and other instruments as may be requisite or expedient to carry into effect the objects aforesaid.

Dated the tenth day of November, 1846.

*William Stephens, 30, Bedford Row,
London.*

Free Grammar School of Queen Mary at
Walsall.

NOTICE is hereby given, that application is intended to be made to Parliament in the next ensuing session, for an Act to enable the Governors of the possessions, revenues, monies, and goods of the Free Grammar School of Queen Mary, at Walsall, in the county of Stafford, to sell

and dispose of any part or parts of the lands and hereditaments belonging or hereafter to belong to them, and also to enable the said Governors to exchange any part or parts of the lands and hereditaments so belonging or hereafter to belong to them, for any other lands and hereditaments, either upon even terms or by means of an equalizing payment; and also to enable the said Governors to purchase lands and hereditaments with the monies from time to time paid to them; and also to enable the said Governors to borrow money upon the security of their said estates, or any part thereof; and also to enable the said Governors to alter or enlarge the chapel erected by them in the parish of Walsall, under the powers of an Act of Parliament passed in the 37th year of the reign of King George III, intituled "An Act for enabling the Governors of the Free Grammar School of Queen Mary, at Walsall, in the county of Stafford, to sell certain mines under part of their lands, and to sell or exchange certain parts of their lands lying dispersed for improving and extending the benefits of the foundation of the said school, for enlarging the trusts and powers of the said Governors, and for enabling them to build a chapel, and for other purposes," in case such alteration or enlargement should hereafter become necessary; and also to enable the said Governors to sell and dispose of, and transfer the said chapel to any commissioners, trustees, or other person or persons who may be authorized to hold the same on the formation of any parochial or ecclesiastical district or otherwise, in case such disposition or transfer should hereafter be considered to be for the benefit of the said Governors; and also to enable the said Governors to erect new schools and school-houses, and for all or any of the above purposes and to enlarge the powers given to them by the said Act.

Walsall, November 9, 1846.

Charles F. Darwall,
Solicitor.

Liskeard and Launceston Branch Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a railway with all proper works and conveniences connected therewith, to commence from and out of the Cornwall Railway, at or near a place called Doublebois, in the parish of Liskeard, in the county of Cornwall, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Liskeard, Saint Pinnock, Saint Neot, Saint Cleer, Northill, Linkinghorne, Altarnum, Trewen, Lewannick otherwise Lawannick, the River Inney, and the bed and shores thereof, Lezant, Southpetherwyn, Saint Stephens by Launceston, Saint Thomas the Apostle, Saint Thomas-street, otherwise the Hamlet of Saint Thomas and Saint Mary Magdalene, in the said county of Cornwall, and to terminate at or near the junction of the Exeter New Road, and the road or street called the Race Hill, near the south gate in the said parish of Saint Mary Magdalene, in the borough of Dunheved

otherwise Launceston, in the said county of Cornwall.

And notice is hereby further given, that it is intended to take powers of levying rates and tolls upon such railway, and also for the powers usually conferred for the compulsory purchase of lands and houses, to be described upon the plans after mentioned, and to incorporate a company for executing such works.

And notice is hereby further given, that maps and duplicate plans and sections of the said railway, with books of reference thereto, will be deposited with the Clerk of the Peace for the county of Cornwall at his office at Saint Austell, on or before the thirtieth day of November instant, and copies of so much of the said plans, sections, and books of reference, as relates to the several parishes aforesaid, will be deposited on or before the said thirtieth day of November, with the parish clerk of each such parish at his residence.

Dated this ninth day of November, 1846.

Gurney and Lethbridge Cowland,
Solicitors for the Bill.

Midland Railway.

Proposed Branch from Mangotsfield to Bath, and alteration of existing Gauge.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to empower the Midland Railway Company to make and maintain a railway, with proper works and conveniences connected therewith, and approaches thereto, commencing by a junction with the Bristol and Gloucester line of the said Midland Railway, in the parish of Mangotsfield, in the county of Gloucester, near to the Mangotsfield station on the present line of the said railway, and terminating at or near certain gardens, in the parish of Bathwick, in the county of Somerset, known by the name of the Villa Fields, and near the bridge over the River Avon there, called Bathwick Bridge, at the highway in the same parish, leading from Rochford Place to the said bridge, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places of Mangotsfield, Siston, Pucklechurch, Wick and Abson, otherwise Abston or Abbotston, Doynton and Cold Aston otherwise Cold Ashton, or some of them, in the county of Gloucester; Weston, Langridge, Swainswick, Tadwick otherwise Tatwick, Wolley otherwise Woolley, Charlecombe, Walcot, Saint Saviours, Batheaston, Bathampton, Bath, and Bathwick, or some of them, in the county of Somerset, and Walcot and Saint Saviours, within the city of Bath.

And also to make and construct a connecting line or branch railway, diverging from the said intended railway, in the said parish of Siston, near to a certain farm-house there, belonging to Thomas Pexton Peterson, and now, or late, in the occupation of Stephen Pillinger, and terminating by another junction with the Bristol and Gloucester line of the said Midland Railway, in the said parish of

Mangotsfield, about six furlongs to the south of the existing Mangotsfield station, and passing through the said parishes of Mangotsfield and Siston, or one of them.

And it is intended to take powers in such Act to construct stations, communications, works, and other conveniences in the several parishes, townships, and extra-parochial and other places before-mentioned, or some of them for the working and using the said railway.

And it is proposed in and by the said intended Act, to take powers to purchase by compulsion or agreement, all houses and lands required for the completion of the same intended railway and works, and also to cross, divert, alter or stop up either temporarily or permanently, all such turnpike-roads, parish roads, and other highways, streams, canals, navigable rivers, navigations, railways and tram-roads, within the said parishes, townships, and extra-parochial, and other places aforesaid, or some of them, as it may be necessary or expedient to cross, divert, alter or stop up for the purposes of the said railway and works, and to deviate, in the construction of the said railway, from the line thereof, as shown on the plans hereinafter mentioned to the extent which shall be defined on the same, and to take powers to levy tolls, rates, and duties in respect of the use of the said railway, and to vary or extinguish all existing rights and privileges connected with the lands proposed to be taken for the purposes of the said railway, or which would in any manner impede or interfere with the objects aforesaid, and to empower the said Midland Railway Company to raise any sum or sums of money for the purposes aforesaid, and by the said Act to confer other rights and privileges.

And it is proposed in and by the said intended Act to alter, amend, and enlarge some of the powers and provisions of an Act passed in the 7th year of the reign of Her present Majesty Queen Victoria, intituled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways;" and also the several Acts relating to the Midland Railway, that is to say, local and personal Acts, 8th and 9th Victoria, chapters 49, 56, and 90; local and personal Acts 9th and 10th Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326, and 340, and to enable the said Midland Railway Company to alter the guage of their railway, between the terminus thereof at Bristol and the point where it unites with the Cheltenham and Swindon line of the Great Western Railway, in the parish of Standish, in the county of Gloucester.

And notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans, and sections, describing the line, direction, and levels of the said intended railway, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited for public inspection with the following clerks of the peace respectively, that is to say, with the clerk of the peace for the county of Gloucester, at

his office in Gloucester, and with the clerk of the peace for the county of Somerset, at his office at Taunton.

And that on or before the said thirtieth day of November instant, copies of so much of the said plans, sections, and book of reference, as relate to the several parishes in or through which the said intended railway is proposed to pass or be made, will be deposited with the parish clerks of such parishes at their respective residences.

Dated this sixth day of November, 1846.

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

Berridge and Macaulay,
Leicester.

Samuel Carter,
Birmingham.
Solicitors.

Westminster Abbey to James Street Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to form and construct a street, commencing at or near Westminster Abbey, passing from thence through or near to Tothill Street, the Broadway, Queen Square Place, near Saint James's Park, and terminating at or near James Street, Westminster, the whole of which said street will be situate in the parish of Saint Margaret, in the city of Westminster, in the county of Middlesex.

And notice is hereby also given, that in the said Act it is intended to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and other property through which the said street will be carried, and also of such other lands, houses, and property on each side of the said street, as may be necessary for forming commodious erections on each side of, at the terminations of, and near and adjoining to such street; and by such Act it is intended to appoint commissioners, or to incorporate a company for effecting the purposes aforesaid.

Dated this 10th day of November, 1846.

Kingston upon Thames Small Tenements.

NOTICE is hereby given, that application will be made to Parliament in the ensuing session for leave to bring in a Bill for rating to the relief of the poor and to the other parochial rates, the landlords, lessors, or proprietors of all cottages or small houses with the appurtenances, now assessed, or which may or otherwise might hereafter be assessed to such rates, at or under the net annual value of eight pounds, within the parish of Kingston upon Thames, in the county of Surrey, or under such other amount as may be required by Parliament; and in such Bill provision will be made for paying the expenses which may be incurred in making such application to Parliament and in carrying into execution the provisions of the said intended Bill, out of the poor or other parochial rates of the said parish.

Dated this ninth day of November 1846.

William Walter,
Kingston upon Thames, Surrey,
Solicitor for the Bill.

Great Northern Railway.

Deviations between London and Grantham.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of "The Great Northern Railway Act, 1846," and "The Stamford and Spalding Railway Act, 1846;" and to repeal certain of the said powers and provisions, and to grant other further and more effectual powers in the stead thereof.

And it is intended in the said Bill to authorize the Great Northern Railway Company to alter the level of so much of the railway and works authorized by the first-mentioned Act as lies between, or near to, a certain field in the parish of Hornsey, in the county of Middlesex, numbered 40 on the plans of the Great Northern Railway referred to in the said Great Northern Railway Act, and a certain field in the parish of South Mimms, in the said county of Middlesex, numbered 78 on the said plans, which alterations will be made in or through the following places, or some of them: namely, Hornsey, Tottenham, Edmonton, and Fryern Barnet, Whetstone, Finchley, Hadley otherwise Monken Hadley, Enfield, and South Mimms, or some of them, in the county of Middlesex; East Barnet, Chipping Barnet, High Barnet, and North Mimms, or some of them, in the county of Hertford.

And it is further intended in the said Bill to authorize the said Great Northern Railway Company to abandon or otherwise to alter and vary the formation of so much of their railway and works as lies between the point in Maiden Lane where the Parliamentary line of the said Great Northern railway is shewn in the said deposited plans to intersect the said lane in the parish of Saint Pancras, and to form another line of railway, commencing at or near the said point of intersection, and terminating at the New Road, between Maiden Lane and Battle Bridge, in the parish of Saint Mary Islington; and also to abandon the formation of, or otherwise to vary and alter so much of the said line of railway authorized by the said Great Northern Railway Act as lies in and between the field numbered 125 on the said plans in the parish of North Mimms, in the county of Hertford, and the river Lea, numbered 114 on the said plans, in the parish of Hatfield otherwise Bishop's Hatfield, in the same county; and instead of such part of the said line of railway so proposed to be relinquished or altered as last aforesaid, to make and maintain, between the said two points, another line of railway, with proper works, stations, approaches, and conveniences connected therewith, passing through or into the following places, or some of them, namely, North Mimms and Hatfield otherwise Bishop's Hatfield parish and township, in the county of Hertford.

And also to relinquish the formation of or otherwise to vary and alter so much of the railway so authorized to be made as lies between a certain field, in the parish of Fletton, in the county of Huntingdon, numbered 5 on the said deposited plans, and a certain field in the parish of Careby, in the parts of Kesteven in Lincolnshire, numbered 11 on the said plans, and in the stead of such

abandoned line, to make and maintain a railway, with all proper stations, approaches, communications, wharfs, and works connected therewith, commencing at or near the said field numbered 5, in the said parish of Fletton, by a junction with the Great Northern Railway as already authorized, and passing through or into the following places, namely, Farcet, Fletton, Standground, Woodstone, Overton, Longville with Botolph Bridge otherwise Long Orton with Bottle Bridge, Overton Water-ville otherwise Cherry Orton, in the county of Huntingdon; St. John the Baptist Peterborough parish and township, Eastfield and Newark, Dogsthorpe, Longthorpe, Paston parish and township, Walton, Werrington, Gunthorpe, Marholm otherwise Marham, Etton with Woodcroft, Northborough Etton, Glinton, Peakirk, Helpstone, Maxey parish and township, Deepingate, Southorpe, Ufford, Ashton, Bainton, Castor, Barnack parish and township, Pilsgate, St. Martin Stamford Baron, in the liberty of Peterborough, in the county of Northampton; West Deeping, Market Deeping, St. James Deeping, Tallington, Caswick, Uffington, Uffington Banthorpe, Barholm, Shillingthorpe, Greatford, Braceborough, Belmishorpe, Carby, in the Kesteven division of the county of Lincoln; and Ryall, Belmishorpe, Great Casterton, Little Casterton, Pickworth, Tinwell, Tickencote, Easingdon otherwise Essendine, in the county of Rutland; and Careby, Holywell-cum-Aunby, Holywell, Little Bytham, Castle Bytham, All Saints, St. George, St. John Baptist, St. Mary, St. Michael, St. Martin Stamford Baron, Counthorpe, Creeton, Grimsthorpe Park, Swinestead, Swayfield, Corby, Burton, Coggles, Stoke Rochford or South Stoke, North Stoke, in the Kesteven division of the county of Lincoln, or some of them; and terminating by a Junction with the same Great Northern Railway, as already authorized, at the said field numbered 11 in the said parish of Careby.

And it is further intended in the said Bill to apply for power to abandon the formation of or otherwise to vary and alter so much of the Stamford and Spalding Railway as is authorized by the Stamford and Spalding Railway Act to be constructed between its intended junction with the Great Northern Railway in the said parish of Ufford, and a certain field in the said parish of Maxey, numbered 26 on the plans of the Stamford and Spalding Railway referred to in the "Stamford and Spalding Railway Act, 1846;" and in lieu thereof to make and maintain a railway or branch railway, with all proper works, stations, or approaches and conveniences connected therewith, commencing by a junction or junctions with the proposed new or substituted line of the said Great Northern Railway, at or near a road leading from Bainton to Tallington, in the said parish of Ufford, in the county of Northampton, and passing thence from, in, through, or into the following places, namely, Etton with Woodcroft Etton, Glinton, Peakirk, Helpstone, Maxey, Deepingate, Barnack, Pilsgate, Southorpe, Ufford, Ashton, Bainton, in the liberty of Peterborough, in the county of Northampton; and West Deeping, Market Deeping, Saint James Deeping, Tallington, Caswick, Uffington, Uffington, Banthorpe, Barholm, and Shilling-

thorpe, in the Kesteven division of the county of Lincoln; or some of them, and terminating by a junction with the intended Stamford and Spalding railway, at or near the said field in the parish of Maxey numbered 26 on the said plans of the last-mentioned Railway referred to in the Stamford and Spalding Railway Act, 1846.

And it is further intended by the said Bill, to authorize the said Great Northern Railway Company to abandon the formation of, or otherwise to vary and alter so much of the said line of railway authorized by the said Great Northern Railway Act, as lies in and between the field numbered 11 in the parish of Careby, in the parts of Kesteven, in the county of Lincoln, on the plans referred to in such Act as having been so deposited; and a certain field numbered 28, in the parish of Great Gonerby, in the same division of the same county of Lincoln; and instead of such part of the said line of railway so proposed to be relinquished, varied, or altered as aforesaid, to make and maintain between the said two points, another line of railway, with proper works, stations, approaches, wharfs, and communications connected therewith, passing through or into the following places, or some of them, namely, Careby parish and township, Holywell-cum-Aunby, Little Bytham parish and township, Castle Bytham, Couthorpe, Creeton parish and township, Swinestead parish and township, Swayfield parish and township, Corby parish and township, Burton Coggles parish and township, Stoke Rochford, South Stoke, North Stoke-Easton, Bassingthorpe-cum-Westby, Bassingthorpe, Westby, Great Ponton, Great Paunton, Little Ponton, Little Paunton, Spittlegate, Houghton, and Walton, Somerby parish and township, Grantham, Earle's Fields, Grantham Grange, Manthorpe-cum-Little Gonerby, Harrowby, Great Gonerby parish and township, Belton parish and township, Londonthorpe parish and township, Colsterworth, Stroxton parish and township, Barrowby, Syston parish and township, Barkstone parish and township, Witham-on-the-Hill, Boothby Pagnell, in the Kesteven division of the county of Lincoln.

And in the said Bill power will also be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined; and to divert, stop up, or alter, whether temporarily or permanently, all such turnpike-roads, highways, railways, tramroads, streets, paths, passages, aqueducts, canals, navigations, streams, rivers, sewers, and watercourses within the places aforesaid, as it may be necessary or expedient so to divert, stop up, or alter, for the purposes of the said railways, branch railways, works, stations, approaches, and conveniences; and especially to divert a certain turnpike-road or highway in the parish of Saint Mary Islington, and of Saint Pancras, or one of them, in the county of Middlesex, called Maiden Lane, as shewn on the plans hereinafter mentioned; and also to divert the Regent's Canal between the upper end of the lock next above Somers' bridge and Maiden Lane bridge, near the basin thereof, and near to Maiden Lane aforesaid, within the said parishes of Saint Pancras and Saint Mary Islington.

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

tended to apply for power in the said Bill to increase, diminish, and alter the tolls, rates, and duties at present authorized to be demanded and taken by the said Great Northern Railway Company for the use of their railways and branch railways, and to enable the said company to levy and receive other tolls, rates, or duties, in or upon, and in respect of their said railways and branches, and also for power to levy, tolls, rates, or duties, in respect of the said substituted line or lines of railway, and of the branch railways hereinbefore described respectively, and to grant certain exemptions from such tolls, rates, or duties.

And it is intended in the said Bill to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and hereditaments, to be described upon the plans hereinafter mentioned; and for power to vary or extinguish all rights and privileges touching such lands, houses, and hereditaments which may in any manner interfere with the objects aforesaid; and to confer other rights and privileges, and also to enable the said Great Northern Railway Company to raise a further sum of money by the creation of new or additional shares, and by loan or otherwise, for the purposes aforesaid and for the general purposes of the said undertaking.

And notice is hereby further given, that plans and sections describing the line and levels of the intended alterations, and of the intended new or substituted lines of railway, branch railway, and works hereinbefore described, and of the lands, houses, and hereditaments which may be required for the purposes thereof, with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and hereditaments, and a published map showing the general direction of such new lines and branch, will on or before the 30th day of November instant be deposited for public inspection at the offices of the several of the clerks of the peace for the following counties and divisions as hereinafter mentioned: namely—at the office of the clerk of the peace for Middlesex, at Clerkenwell Sessions House, in the said county; for the liberty of St. Albans, at St. Albans; for the county of Hertford, at St. Albans; for the county of Bedford, at Bedford; for the county of Huntingdon, at St. Ives; for the county of Northampton, at Northampton; for the liberty of Peterborough, in the county of Northampton, at Peterborough; for the county of Rutland, at Oakham; and for the Kesteven division of the county of Lincoln, at Sleaford; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through or into which the said intended works, or any of them respectively will be made to pass, will be deposited for public inspection on or before the same thirtieth day of November with the parish clerk of each such parish, at the respective residence of each such parish clerk.

Dated this ninth of November, 1846.

Baxter, Rose, and Norton,

Solicitors, 3, Park Street, Westminster.

Johnston, Farquhar, and Leech,

Solicitors, 46, Parliament Street.

**London Bridge Railway Termini General
Enlargement.**

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 station in and near the Borough of Southwark, for the separate, full, and sufficient accommodation of the traffic conveyed by the London, Brighton, and South Coast Railway Company, and of the traffic conveyed by the South Eastern Railway Company.

And for the purpose of providing such station it is intended to divide the present stations used by the London, Brighton, and South Coast Railway Company, and by the South Eastern Railway Company, and to take powers of purchasing the whole or some part of the property within the limits hereinafter described for the purpose of enlarging such station, for the diversion of the several public streets affected by such enlargement, or for the works connected therewith; and such enlarged station, together with the diversion of the several streets and thoroughfares and other works necessary, will be situate in the several parishes of Saint Thomas Southwark, Saint Olave Southwark, and Saint John Horsleydown Southwark, in the county of Surrey, and will be both on the north and on the south of the London and Greenwich Railway, extending on the south of such Greenwich Railway from the present approach at Joiner Street, thence from Joiner Street and New Street by Maze Pond, and the part of Webb Street immediately adjacent to Maze Pond, to the London and Greenwich Railway on the north of Crucifix Lane, and also extending on the north side of the London and Greenwich Railway from the said approach, thence by Tooley Street to or near to the street called Parish Street.

And it is intended to take compulsory powers of purchase over the whole of the property comprised within such limits, or some part or parts thereof; and it is intended to take powers of stopping up all or any of the streets, ways, courts, passages, or thoroughfares within the limits aforesaid, and to make new streets in lieu of some of the streets to be stopped up, or for the accommodation of the traffic of the district. And it is proposed to stop up the streets or ways called Dean Street and the Maze, and to make a new street connecting Tooley Street and Weston Street, to stop up the street called the Broadway, to divert parts of Saint Thomas Street East and Webb Street, to divert Bermondsey Street, by carrying the same from or near its junction with Tooley Street to Griffith's Rents, and from thence to the present line of Bermondsey Street between Webb Street and Crucifix Lane, and also to stop up Red Lion Court and to make a new street in lieu thereof in a line with the proposed diversion of Webb Street.

And it is also intended to alter the arches and substructure of the London and Greenwich Railway, and the station belonging thereto, for the purpose of such substituted streets in the several parishes aforesaid, or some of them; and it is also intended to appropriate all streets, ways, courts, alleys, and passages within the limits aforesaid, or adjoining thereto, either for the purposes of the

said station, or for the purpose of improving the access to the said station and the thoroughfares of the adjacent district.

And it is intended by the said Act to enable the London, Brighton, and South Coast Railway Company, and the South Eastern Railway Company, jointly or separately, to execute the whole or some part or parts of the said works, or to agree as to the execution thereof, and to raise money for such purpose, and to receive and collect tolls or rents; and it is also intended to apply for the powers usually conferred for the compulsory purchase of lands and property, to be described upon the plans hereinafter mentioned, or it is intended that one of such companies should execute the whole of such works, and sell some part or parts thereof to the other of such companies.

And it is proposed to amend and enlarge the powers and provisions of the several Acts following: namely, 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;" 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 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 to the making and enlarging a station for such railway at or near London Bridge; 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 the 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; also several Acts passed in the said last session of Parliament relating to such railways, and the London, Brighton, and South Coast Railway; also the Acts relating to the London and Greenwich Railway, and to the station and works for such railway at or near London Bridge, passed respectively in the third and seventh years of the reign of King William the Fourth, and in the first, second, fourth, sixth, and ninth years of the reign of Her said present Majesty; and to the South Eastern Railway, and to the lease of the London and Greenwich Railway and the enlargement thereof, passed respectively in the sixth year of the reign of King William the Fourth, and in the first,

second, second and third, third, fifth, sixth and seventh, seventh, seventh and eighth, eighth and ninth, ninth, and ninth and tenth years of the reign of Her said present Majesty. And it is also intended to repeal any restrictive enactments in any of the said-recited Acts contained relative to the height, position, or character of, or the mode of appropriating any platform, erection, or building now belonging to either of the before-mentioned companies, in the parishes aforesaid, or hereafter to be purchased by them in the same parishes, or as to the use of locomotive engines upon certain parts of the said station.

And notice is hereby further given, that duplicate plans and sections of the said enlargement and other works before mentioned, with books of reference thereto, containing the names of the owners, lessees, and occupiers of the property to be taken, will be deposited with the clerk of the peace for the county of Surrey, at his office at Lambeth, and with the clerk of the peace for the borough of Southwark, at his office in the Old Bailey, on or before the thirtieth day of November instant, and a copy of so much of the said plans, sections, and books of reference, as relates to each of the several parishes aforesaid, in which such enlargements and works will be situate, will, on or before the said thirtieth day of November, be deposited with the parish clerk of each such parish at his residence.

Dated this second day of November, 1846.

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

Thorne and Crowle Moors Drainage and Improvement Bill.

NOTICE is hereby given, that it is intended in the next session of Parliament to apply for leave to bring in a Bill for the purpose of draining and improving certain Moorlands lying within the parishes of Thorne and of Crowle, in the West Riding of Yorkshire.

And it is intended in such Bill to incorporate a Company for the purpose of carrying into effect the proposed works, and to grant to the said Company powers to purchase lands, either by compulsion or agreement, for the same purposes within the several townships and parishes of Hatfield, Crowle, Snaith, Eastoft, Goole, Swinefleet, Reedness Thorne, Stainforth, Fishlake, Sykehouse, and Kirkbramwith, and to levy rates on the owners, lessees, and occupiers of the lands so intended to be drained and improved, and to grant exemptions from such rates, and to extinguish or suspend existing rights touching the lands so to be purchased, and so to be drained and improved.

And it is also intended by such Bill to enable the Company so to be formed, to use, cross, stop up, alter, or divert, whether temporarily or permanently, such existing turnpike or other public or private highways and roads, canals, streams, drains, and rivers, and to construct such new roads, aqueducts, canals, streams, and drains within the said parishes and townships, as it may be necessary so to use, cross, stop up, alter, or divert, or to construct for the execution or main-

tenance of such works of drainage and improvement, and especially to construct a drain towards and into the North Soak Drain of the Stainforth and Keadby Canal, and to construct roads or tramroads from the river Dun, in the said township of Stainforth, and from the lands in the several townships or parishes, towards, and into the lands to be improved; so as to convey so much as may be necessary of the soil from the lands adjoining thereto, to be purchased, by compulsion or agreement, as aforesaid, on to the said moors.

And it is intended to apply for power in the said Bill to raise money by way of mortgage or loan on the rates so intended to be authorized by the said Bill.

And it is also intended to enable the Company to re-allot and divide the said Moorlands into more convenient parcels for the tenure and cultivation thereof; and for that purpose power will be sought by the said Bill to alter, amend, and extend, and, if need be, to repeal such of the powers and provisions of the following Acts, as it may be needful so to vary, namely, an Act passed in the 53rd year of the reign of King George the Third, for inclosing lands in the Township of Crowle Eastoft and Ealand, in the parish of Crowle, in the county of Lincoln, and extending into the West Riding of the county of York; an Act passed in the 56th year of the same reign, amending the last recited Act, and for draining and warping the said lands, and other lands in the now reciting Act mentioned; and an Act passed in the 51st year of the same reign for inclosing lands in the parishes of Hatfield, Thorne, and Fishlake, in the manor of Hatfield, in the West Riding of the county of York.

Dated this ninth day of November, 1846.

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

Great Northern Railway.

(Branch to Horncastle and at Brayford Mere, Lincoln.)

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 by a junction or junctions with the intended Great Northern Railway, at or near the point where the line of the same railway is, on the plans thereof referred to in "The Great Northern Railway Act, 1846," described as crossing the Horncastle Canal, in the parish of Tattershall, passing thence, from, in, or through the several parishes, townships, and extra-parochial places of Tattershall parish and township, Tattershall Thorpe, Leedsgate, St. Helen's Wood, Toft Hill, Tumby Wood, Fulsby, Troywood, Mareham-le-Fen, Fulsby Wood otherwise Tumby in Reevesby, Kirkby on Bain parish and township, Tumby, Tumby Woodside, Coningsby parish and township, Haltham otherwise Haltham upon Bain parish and township, Roughton parish and township, Scrivelsby parish and township, Dalderby cum Scrivelsby, Dalderby, Martin parish and township, Tower on

the Moor, High Woodside, Thornton parish and township, Langton otherwise Langton near Horncastle parish and township, Woodhall, Mareham on the Hill parish and township, Thimbleby parish and township, Low Toynton parish and township, West Ashby parish and township, High Toynton parish and township, and Horncastle parish and township, in the Lindsey division of Lincolnshire, or some of them; and terminating at or near the turnpike road leading from Horncastle to Wragby, in the said parish of Horncastle; and also to make and maintain another branch railway, with all necessary approaches, communications, wharfs, stations, and works, commencing by a junction or junctions with the Loop Line of the said intended Great Northern Railway, at or near the point where the line of the same railway is on the said plans thereof described as crossing a certain piece of water called Brayford Mere, and as crossing a certain wharf adjoining thereto, numbered 2 on the said plans, in the parish of St. Mary-le-Wigford, in the city of Lincoln, passing thence along the eastern and northern sides of the said Brayford Mere, from, in, through, or into the several parishes, townships, and extra-parochial places of St. Mary-le-Wigford, St. Benedict, and St. Martin, in the city of Lincoln, or some or one of them, in the county of the said city of Lincoln or the liberties thereof, and terminating at or near a certain piece of ground or public wharf, adjoining to and lying south of the gas works in the parish of St. Martin aforesaid. And in the said Bill powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned to the extent thereon defined, and to alter, divert, or stop up, whether temporarily or permanently, all such turnpike roads, aqueducts, canals, navigations, rivers, and railways, within the places aforesaid, as it may be necessary so to alter, divert, or stop up, for the purposes of such branch railways and works. And it is intended to apply for power to levy tolls, rates, and duties for the use of the said branch 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 branch railways and works, and the lands to be taken for the purposes thereof, together with books of reference to such

plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and together with a published map with the line of the intended branch 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 for the said parts of Lindsey, in the county of Lincoln, at Spilsby; and at the office of the clerk of the peace for the county of the city of Lincoln, at Lincoln.

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 branch railway will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish.

Dated this sixth day of November, 1846.

Baxter, Rose, and Norton,
3, Park Street,
Westminster.
Johnston, Farquhar and Leech,
46, Parliament Street,
Westminster.

Great Northern Railway, (Branches to Sleaford.)

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 and communications, wharfs, stations, and works, commencing by a junction or junctions with the Great Northern Railway, in the parish of Hougham, in the Kesteven Division of Lincolnshire, at or near a field numbered 3 on the deposited plans of the said Great Northern Railway, referred to in "The Great Northern Railway Act, 1846," passing thence from, in, or through the several parishes, townships, and extra-parochial places of Hougham parish and township, Marston parish and township, Syston parish and township, Barkston parish and township, Carlton Scrope parish and township, Honington parish and township, Ancaster parish and township, Sudbrooke, West Willoughby, Wilsford otherwise Willesford parish and township, Hanbeck, Haydor, Kelby, Culverthorpe, South Rauceby parish and township, North Rauceby parish and township, Silk Willoughby parish and township, Scredington, Quarlington parish and township, Old Sleaford parish and township, New Sleaford parish and township, Holdingham, Kirkby Laythorpe, Asgarby, Burton Pedwardine, Boughton-cum-Asgarby, Heckington, Hale Magna, Great Hale, Little Hale, Helperingham, or some of them, in the said Kesteven Division; Bicker, Donington, Quadring, Wigtoft, Swineshead, Swineshead Marsh, Wigtoft Marsh, Swineshead and Wigtoft Marsh, Sutterton, Gosberton, and Surfleet, or some of them, in the Holland Division of Lincolnshire, and terminating by another junction or junctions with the said Great Northern Railway, in the said parish of Gosberton, at or near a certain field, numbered 13 on the deposited plans of the said Great Northern Rail-

way, 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 divert, alter, 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 divert, or stop up for the purposes of such branch railway and works.

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

And it is intended for the purposes aforesaid, to alter, amend, 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 Great Northern Railway Company to raise a further capital by the creation of new shares or otherwise for the said purposes, and for the general purposes of the said Company.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended branch railway and works, and the land 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, together with a published map, with the line of the said branch railway delineated thereon, will, on or before the thirtieth day of November instant, be deposited for public inspection at the respective offices of the clerks of the peace for the said Kesteven Division of Lincolnshire, at Sleaford; and for the said Holland Division of Lincolnshire, at Spalding, 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 branch railway will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish.

Dated this sixth day of November, 1846.

Baxter, Rose, and Norton,

3, Park Street, Westminster.

Johnston, Farquhar, and Leech,

46, Parliament Street, Westminster.

Rochdale Waterworks Act Amendment and Enlargement of 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 second

year of the reign of Queen Victoria, intituled, "An Act to consolidate, amend, enlarge, and extend the powers and provisions of two Acts of King George the Third, for better supplying the town and neighbourhood of Rochdale with water," or otherwise to repeal the said Act, and to grant other powers and provisions in lieu thereof.

And by the said intended Act it is proposed to enable "The Company of Proprietors of the Rochdale Waterworks," incorporated by the said recited Act, to better supply with water the inhabitants of the town and borough of Rochdale, and of the several townships or places of Hundersfield, Spotland, Castleton, Butterworth, Wardleworth, Wuerdle and Wardle, and Blatchinworth and Calderbrook, situate in that part of the parish of Rochdale, which is within the county of Lancaster; and for such purpose to continue and maintain the present reservoirs and works belonging to the said company, and to construct and maintain the several works following, or some of them; that is to say, a reservoir situate at or near a place called Hamer Pasture, in the townships of Spotland, Wuerdle and Wardle, and Wardleworth, in the parish of Rochdale, in the county of Lancaster, and a reservoir situate at or near a place called the Brown House Wham, in the township of Wuerdle and Wardle aforesaid. A conduit or aqueduct to communicate between the said two reservoirs, all which conduit or aqueduct will be within the said townships of Spotland and Wuerdle and Wardle. A conduit, aqueduct, or main, to commence by a junction with the existing aqueduct or main of the said company at or near Buckley, in the township of Wardleworth aforesaid, and to terminate in the turnpike road, leading from Rochdale to Halifax, at or near Howarth Cross, in the said township of Wuerdle and Wardle; which said conduit, aqueduct, or main will be situate within the said townships of Wardleworth and Wuerdle and Wardle in the said parish of Rochdale. Another conduit, aqueduct, or main to commence by a junction with the existing aqueduct or main of the said company, at or near Howard Street, in the town of Rochdale, and to terminate in the turnpike road leading from Rochdale to Edenfield, at or near a barn belonging to Clement Royds, Esquire; which said conduit, aqueduct, or main will be situate in the townships of Wardleworth and Spotland, in the parish of Rochdale aforesaid. An aqueduct, cut, or drain, to commence at or near a stone quarry, called Middle-hill Stone Quarry, in the said township of Spotland, and to terminate by a junction with the secondly hereinbefore described intended reservoir, which said aqueduct, cut, or drain will be situate in the townships of Spotland and Wuerdle and Wardle, in the said parish of Rochdale. Another aqueduct, cut, or drain, to commence at or near a place called Hoodclough, in the said township of Spotland, and to terminate by a junction with the last-described aqueduct, cut, or drain, at a place called Sandy Bed, at or about the boundary line of the said townships of Spotland and Wuerdle and Wardle; which said aqueduct, cut, or drain, will be situate in the townships of Spotland and

Wuerdle and Wardle, in the said parish of Rochdale. Another aqueduct, cut, or drain, to commence at or near a place called Horsefield, in the said township of Spotland, and to terminate by a junction with the last-described aqueduct, cut, or drain, at Sandy Bed aforesaid, which said aqueduct, cut, or drain, will be situate in the townships of Spotland and Wuerdle and Wardle, in the said parish of Rochdale. Another aqueduct, cut, or drain, to commence at or near Horsefield aforesaid, and to terminate by a junction with the firstly hereinbefore described intended reservoir; which said aqueduct, cut, or drain will be situate in the said township of Spotland, in the parish of Rochdale aforesaid. And also diverging aqueducts, cuts, or drains from the said firstly described aqueduct, cut, or drain, all in the said townships of Spotland and Wuerdle and Wardle, in the parish of Rochdale aforesaid; together with all proper feeders, sluices, drains, works, and conveniences connected with such reservoirs, aqueducts, and conduits respectively.

And to collect and obtain water from certain moors, commons, wastes, and other uninclosed lands, situate within the said several parishes, townships, and extra-parochial or other places, or some of them, which water, or some part thereof, now directly or derivatively flows into Fanny Brook, (the surplus water of which brook is given to the said company by the said recited Act,) and into the reservoirs, aqueducts, and works of the said company, or some of them.

And also to lay down and maintain aqueducts, pipes, and conduits for the conveyance of water through private lands, and in and along roads, streets, and public passages, in the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Rochdale, Hundersfield, Spotland, Castleton, Butterworth, Wardleworth, Wuerdle and Wardle, and Blatchinworth and Calderbrook.

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

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

And notice is hereby further given, that plans and sections, describing the situation and levels of the said intended reservoirs, aqueducts, cuts, con-

duits, drains, and other works, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and hereditaments proposed to be taken for the purposes aforesaid, will be deposited, on or before the thirtieth day of November instant, for public inspection, at the office of the clerk of the peace for the county palatine of Lancaster, in Preston, in the said county; and a copy of the said plans, sections, and books of reference will, on or before the said thirtieth day of November instant, be deposited, for public inspection, with the parish clerk of the parish of Rochdale aforesaid, at his residence in Rochdale aforesaid.

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

Holgate and Roberts,
Solicitors, Rochdale.

The Gloucester and Hereford Railway and Canal Purchase,

For making a Railway from Gloucester to Hereford, with connecting Lines, and purchase of the Herefordshire and Gloucestershire Canal, with power to the London and North-Western Railway Company to subscribe to the intended Railway, and purchase and make arrangements in respect of the same.

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 and convenient stations, erections, buildings, bridges, wharfs, warehouses, communications, approaches, works, and conveniences connected therewith, such railway to commence by a junction with the existing Birmingham and Gloucester line of the Midland Railway, in the hamlet of Wotton Saint Mary, in the parish of Saint Mary de Lode, in the county of Gloucester, at or near to a point where the same line crosses a public highway, called Asylum Lane, and terminating in or near to a certain piece of land, adjoining a certain road or lane, called Friar Street or Albert Street, in the parishes of Saint Peter and Saint John the Baptist, or one of them, within the liberties of the city of Hereford, belonging or reputed to belong to John Arkwright, Esquire, now or late in the occupation of Richard Hayling, as under tenant to George Townsend; which said railway and works will pass from, in, through or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Gloucester, Wotton Saint Mary, Saint Catherine otherwise Saint Oswald, Saint Mary de Lode, Wotton Saint Catherine, Vill of Wotton, Wotton, Longford Saint Catherine, Longford Saint Mary, Barton Saint Mary, College Precincts, Kingsholm Saint Mary, Kingsholm Saint Catherine, Holy Trinity, North Hamlet, Saint Mary de Crypt, All Saints, All Hallows, Saint Owen, Saint John the Baptist, Saint Aldate, Saint Michael, Saint Mary de Grace, Barton Saint Michael, South Hamlet, Hamlet of Littleworth, Saint Nicholas, Town Ham, Pool Meadow, Saint Luke, and Saint James, in the city

of Gloucester and county of the same city; Saint Catherine otherwise Saint Oswald, Saint Mary de Lode, Wotton Saint Mary, Wotton Saint Catherine, Vill of Wotton, Wotton, Longford Saint Mary, Longford Saint Catherine, Barton Saint Mary, Kingsholm Saint Mary, Kingsholm Saint Catherine, Tuffley otherwise Tuffleigh, North Hamlet, Barton Saint Michael, South Hamlet, Hamlet of Littleworth, Saint Nicholas, Town Ham, Pool Meadow, Saint Luke, Saint James, Matson, Upton Saint Leonards, Barnwood, Hempstead, Sandhurst, Lasington, Churcham, Highnam, Over and Lenton, Maisemore, Hartpur, Rudford, Rudford, Highleaden, Tibberton, Taynton, Great Taynton, Little Taynton, Upleadon, Newent, Newent Town, Bouldson, Kilcot, Bouldson and Kilcot, Cugley, Mawlsick otherwise Malswick, Compton, Pauntley, Oxenhall, Dymock, Woodend, Leadington, and Ryeland, all in the county of Gloucester; Donnington, Eastnor, Ledbury, Leadon, Haffield, Leadon and Haffield, Borough of Ledbury, Mitchell, Netherton, Mitchell and Netherton, Wall Hills, Wellington, Parkhold, Coddington, Bosbury, Upleadon, Catley, Upleadon and Catley, Munsley, Pixley, Castle Froome, Bishops Froome, Eagleton otherwise Eggleton, Canon Froome, Stretton Grandsome otherwise Stretton Grandisome, Ashperton, Stoke Edith, Yarkhill, Yarkhill with Monkhide, Tarrington, Cowarne, Much Cowarne, Felton, Westhide, Weston Beggard otherwise Weston Baggard, Ocle Pyechard otherwise Ocle Pychard otherwise Ocle Pitchard, Livers Ocle, Ullingswick, Withington, Preston Wynn, Marden, Amberley, Wisterstone, Vend and Venn otherwise Vend and Vern Vault, Fromanton, Lugwardine, Sutton Saint Nicholas, Sutton Saint Michael, Pipe and Lyde, Holmer, Huntington, Shelwick, Hampton, Hampton Bishop otherwise Hampton Bishops, Tupsley, Vineyard, Hereford, Saint Owen Hereford, All Saints Hereford, Saint John otherwise Saint John the Baptist Hereford, Saint Peter Hereford, Saint Nicholas Hereford, Saint Martin Hereford, and Lower Bullingham, all in the county of Hereford; and also, to authorize the construction and maintenance of the following branch railways, with all proper works and conveniences connected therewith, and approaches thereto, that is to say—

A branch railway, diverging from the line of the said intended main railway, and commencing at or near a cottage and garden, the property of Edward Spencer, and now in the occupation of William Powell, at or near Shelwick, in the parish of Holmer, in the county of Hereford, and terminating by a junction with the Shrewsbury and Hereford Railway, as authorized to be made by an Act passed in the last session of Parliament, at or near certain fields, the property of George Terry, Esquire, in the occupation of William Badham, near Shelwick, in the parish of Holmer aforesaid, which said branch railway and works will be made wholly in the parish of Holmer, in the county of Hereford.

And also, a branch railway diverging from the line of the said intended main railway, commencing at or near the aqueduct over the River Lugg, in the extra-parochial part of Livers Ocle, or in the parish of Ullingswick, in the county of Hereford,

or one of them, and terminating by a junction with the Shrewsbury and Hereford Railway, as authorized to be made by an Act passed in the last session of Parliament, at or near a certain field, the property of the president and governors of Guy's Hospital, and now in the occupation of Peter Burlton, and near to the boundary of the parishes of Pipe and Lyde and Marden, in the said county of Hereford, which said branch railway and works will be made in, or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, that is to say, Livers Ocle, Ullingswick, Marden, Sutton Saint Michael, Sutton Saint Nicholas, Holmer, and Pipe and Lyde, or some of them, in the county of Hereford.

And it is also intended by such Act to incorporate a company for the purpose of carrying the said undertaking into effect, and to apply for powers for the purchase of lands and houses, by compulsion or agreement, 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 of the said undertaking, and for levying tolls, rates, and duties, in respect of the use of the said railway and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from such tolls, rates, and duties, and to confer other rights and privileges.

And it is further intended by such Act to take powers for enabling the company thereby to be incorporated to purchase or take on lease and hold, and to enable the company of proprietors of the Herefordshire and Gloucestershire Canal Navigation to sell or lease and transfer to the said company thereby to be incorporated the canal of the said company of proprietors, and all branch canals, cuts, railways, tramways, houses, lands, wharfs, warehouses, and other hereditaments, and the goods, property, and effects, and other works and conveniences connected therewith, or any part thereof, together with the powers, rights, and privileges of the said company of proprietors, and the capital, stock, and shares, debts, liabilities, engagements, and undertakings of the said company of proprietors, and for enabling the said company so to be incorporated to exercise and enjoy all such rights, powers, and privileges, as may be so transferred to them, and also for converting and appropriating all or any part of the said canal, branches, cuts, railways, tramways, lands, hereditaments, and other works, for the purposes of the said proposed railway and works, in such manner as the said company to be incorporated shall deem expedient, and for enabling such company to stop up and otherwise discontinue the use of all or any part of the said canal and other works, or the branches thereof, and to alter, vary, and extinguish the tolls, rates, and duties payable to the said company of proprietors, and to vary or extinguish all existing powers, rights, and privileges, in any manner connected with the said canal, or the lands, grounds, hereditaments, works, and conveniences thereto belonging, and to enable the said companies respectively to enter into any contracts, agreements, and arrangements, and to carry into effect

all such contracts, agreements, and arrangements as may be expedient or necessary in reference to the objects and purposes aforesaid.

And for the purposes aforesaid it is intended to apply for powers to alter, amend, enlarge, or repeal the powers and provisions of the several Acts of Parliament relating to the said Herefordshire and Gloucestershire Canal Navigation, 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 the city of Hereford to the city of Gloucester, with a collateral cut from the same to the town of Newent, in the county of Gloucester," an Act passed in the thirty-third year of the same reign, intituled "An Act to vary and extend the line of the canal authorized to be made by an Act passed in the thirty-first year of the reign of His present Majesty, intituled 'An Act for making and maintaining a navigable canal from the city of Hereford to the city of Gloucester, with a collateral cut from the same to the town of Newent, in the county of Gloucester, and to amend the said Act;'" and an Act passed in the second year of the reign of Her present Majesty, intituled "An Act for enabling the company of proprietors of the Herefordshire and Gloucestershire Canal Navigation to raise a further sum of money, and for amending the Acts relating thereto."

And it is further intended by such Act to enable the company thereby to be incorporated to make lateral deviations from the line of the proposed railway and works to the extent or within the limits defined upon the plans hereinafter mentioned, and also whether temporarily or permanently, to cross, stop up, alter, or divert all canals, navigations, turnpike and other roads and highways, railways, tramroads, aqueducts, bridges, pipes, sewers, streams, and rivers, within the aforesaid, parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to cross, stop up, alter, or divert, by reason of the construction of the said intended railway, or the works connected therewith, or any of them, or any part thereof.

And it is further intended by such Act to authorize a junction with any railway or railways, or projected railway or railways, at the commencement or termination or in the line of the said proposed railway.

And it is further intended by such Act to enable the company thereby to be incorporated to sell, lease, or transfer the said intended railway and works, or any of them, or any part thereof, and the tolls thereof, to the London and North-Western Railway Company, and to delegate to the said London and North-Western Railway Company the execution of all or any of the powers of the said intended Act, and to enable the said London and North-Western Railway Company to purchase or take on lease, rent, work, or construct the said intended railway and works, or any of them, or any part thereof, and to exercise all or any of the aforesaid powers, and also to authorize the said London and North-Western Railway Company out of their corporate

or other funds to take shares in and subscribe for or towards the making and maintaining of the said intended railway and works, or any part thereof, and to make and enter into such other arrangements and agreements for the working or using the said intended railway as may be deemed expedient, and to raise money for all or any of the purposes aforesaid; and for carrying into effect the last-named objects, it is intended to apply for powers to alter, amend, extend, and enlarge the powers and provisions of 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 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, chapter 156; and Local and Personal Acts, ninth and tenth Victoria, chapters 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

And notice is hereby further given, that maps, plans, and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, and a published map with the line of railway delineated thereon, and also books of reference containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited on or before the thirtieth day of November, 1846, with the following clerks of the peace respectively, that is to say, with the clerk of the peace for the county of Gloucester, at his office at Gloucester; with the clerk of the peace for the city of Gloucester and county of the same city, at his office at Gloucester; and with the clerk of the peace for the county of Hereford, at his office in Hereford; 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 intended railway and works respectively are intended to be made, will be deposited, on or before the said thirtieth day of November, 1846, with the parish clerks of each such parish respectively, at their respective residences.

Dated the ninth day of November, 1846.

Spurrier and Chaplin,

Birmingham,

Parker, Hayes, Barnwell, and Twisden,

London,

S. Carter,

Birmingham,

T. F. Addison,

Gloucester.

Great Western Railway

(Branches to Egham, Staines, Brentford, and Twickenham.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the en-

suining session, for an Act to authorize the construction and maintenance by the Great Western Railway Company of the several railways or branch railways hereinafter mentioned, or some of them, with all proper works, approaches, wharfs, and conveniences connected therewith; viz., a railway diverging from the line of the Great Western Railway at a point thereon, in the parish of Acton, and county of Middlesex, near four miles and thirty-seven chains on the Great Western Railway, measured from the Paddington station thereof, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Acton, Ealing otherwise Great Ealing, Hanwell, Old Brentford, New Brentford, Isleworth, Hounslow, Heston, Bedford otherwise East Bedford, Feltham, Stanwell, Ashford, Staines, the bed and shores of the River Thames, in the parishes of Staines and Egham, or some of them, in the said county of Middlesex, and Egham, in the county of Surrey; and terminating in the town and parish of Egham, near the junction of two turnpike roads, the one leading to Windsor and the other to Bagshot; also a railway diverging from and out of the line of the said last-mentioned intended railway in the township of Old Brentford, in the parish of Ealing, near the point where a certain lane leading from Little Ealing joins the road leading from Brentford to Hanwell, and passing wholly in or through the said township and parish, and terminating at the River Thames, near the ferry at Brentford, in the last-mentioned township and parish: And also a line of railway diverging from and out of such last-mentioned intended railway, at or near a certain point thereon, about twelve chains north of the terminus thereof, in the main street of Old Brentford aforesaid, in the township of Old Brentford and parish of Ealing aforesaid, and passing thence wholly from, in, through, or into the said township and parish, and terminating in the said township and parish, at or near the main street of Brentford, about six chains westward of the junction of the said main street with a road known as Drum Lane, leading to Ealing: And also another railway diverging from and out of the line of the said first-mentioned intended railway, at or near a certain public house, called the Coach and Horses, in the parish of Isleworth aforesaid, and situate on the turnpike road leading from London to Hounslow, passing thence from, in, or through the said parish of Isleworth, and the parish of Twickenham, in the said county of Middlesex, and terminating in the said last-mentioned parish, in a yard adjoining to Copthall House, belonging to Mr. Feeke, and in the occupation of Edward Jenkins.

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, pipes, sewers, canals, streams, and rivers, within or adjoining to the aforesaid parishes, townships, and extra-parochial or other places, or any of them, with which it may be necessary to interfere in the construction of the said intended works.

And it is further intended by such Act to enable the said Great Western Railway Company to pur-

chase lands and houses by compulsion or agreement for the purposes of the said proposed works, and to levy tolls, rates, and duties in respect of the use thereof, 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, branch railway, and works, and to confer other rights and privileges.

And it is further intended by such Act to enable the Great Western Railway Company to raise money for the purposes aforesaid, and to alter, amend, and enlarge, so far as may be necessary, the powers and provisions of the several 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, which several Acts bear date as follows; (that is to say,) an Act of the fifth and sixth years of the reign of His late Majesty King William the Fourth, c. 107; an Act of the sixth year of the same reign, c. 38; an Act of the first year of the reign of Her present Majesty Queen Victoria, c. 91; an Act of the first year of the same reign, c. 92; an Act of the second year of the same reign, c. 27; an Act of the sixth year of the reign of King William the Fourth, c. 77; an Act of the first year of the reign of Her present Majesty Queen Victoria, c. 24; an Act of the fifth year of the same reign, session 2, c. 28; an Act of the sixth year of the same reign, c. 10; an Act of the seventh year of the same reign, c. 3; an Act of the eighth and ninth years of the same reign, c. 40; an Act of the eighth and ninth years of the same reign, c. 188; an Act of the eighth and ninth years of the same reign, c. 191; and an Act of the ninth year of the same reign, c. 14.

And also the Acts relating to the West London Railway, which bear date as follows: An Act of the third year of the reign of His late Majesty King William the Fourth, c. 36; an Act of the sixth year of the same reign, c. 79; an Act of the third and fourth year of the reign of Her present Majesty, c. 105; an Act of the eighth and ninth year of the same reign, c. 156; and an Act of the ninth and tenth year of the same reign, c. 369.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels of the said intended 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, with the clerk of the peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell Green, in that county, and with the clerk of the peace for the county of Surrey, at his office, No. 1, North Street, Lambeth, in that 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 intended 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 those parishes respectively at the respective residences.

Dated November, 1846.

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

Great Western Railway.

(Branch to join the West London Railway, widening and enlargement of West London Railway, and Branches to Hammersmith, and to join the London and South Western Railway, near Lambeth.)

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, by the Great Western Railway Company, of the several railways, and the widening and enlargement of the West London Railway, hereinafter mentioned, with all proper works, approaches, and conveniences connected therewith, viz.—a railway diverging from the line of the Great Western Railway, at a point at or about three miles and thirty-seven chains on the said railway, measured from the Paddington station thereof, in the parish of Acton, in the county of Middlesex, and terminating by a junction with the West London Railway at the point forty-eight chains north of the point where the said last mentioned railway is crossed by the turnpike road leading from London to Acton, in a certain district called Wormwood Scrubs, in the parishes of Hammersmith, Fulham, and Saint Mary Abbot Kensington, or some of them, in the county of Middlesex, which said intended railway, and works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Acton, Wormwood Scrubs, Hammersmith, Fulham, and Saint Mary Abbot Kensington, in the county of Middlesex.

A railway commencing at a point in the Broadway, between Brook Green Lane and the Grove, in the parish of Hammersmith, and passing wholly through the said parish to a certain field called "The New Field, or Botany Bay," in the occupation of and belonging to William Scott, and thence proceeding by two diverging lines, one of such diverging lines passing wholly through the said parish of Hammersmith, and terminating by a junction with the West London Railway, at about ten chains south of the point where the said last-mentioned railway is crossed by the turnpike road leading from London to Acton, and the other of such diverging lines passing through the said parishes of Hammersmith and Saint Mary Abbot Kensington, and terminating in the said last-mentioned parish, by a junction with the said West London Railway, about thirty chains south of a

point where the said railway is crossed by the turnpike road leading from London to Acton aforesaid.

And also a railway diverging from the line of the West London Extension Railway, as authorized by an Act passed in the last session of Parliament, intituled "An Act to authorize an improvement of the line of the West London Railway, and extension thereof to the River Thames," from a certain point thereon, in the parish of Fulham, in the county of Middlesex, near a point marked one mile and four furlongs, on the plans and sections of the said railway referred to in the said Act, and passing thence from, through, or into the several parishes, townships and extra-parochial or other places of Fulham, in the county of Middlesex; the bed and shores of the River Thames, in the counties of Middlesex and Surrey; Wandsworth, Battersea, and Lambeth otherwise Saint Mary Lambeth, or some of them, in the county of Surrey; and terminating by a junction with the Lambeth Extension of the London and South Western Railway, as authorised by the London and South Western Metropolitan Extension Act, 1845, at or near the point where the same crosses the Wandsworth Road, in a piece of ground in the parish of Lambeth otherwise Saint Mary Lambeth, numbered 2 on the plans of the said extension referred to in the last-mentioned Act.

And also the widening and enlargement of a certain portion of the line of the said West London Railway, as at present made or authorized to be made, from a certain point thereon forty-eight chains north of the point where the said railway is crossed by the said turnpike-road from London to Acton, to the proposed terminus thereof at or near the River Thames, and near to the Fulham Town Meadows, in the parish of Fulham, and which said intended widening and enlargement of the said West London Railway will be situate within the several parishes, townships, and extra-parochial and other places of Saint Mary Abbot Kensington, Hammersmith, Chelsea, and Fulham, or some of them, in the county of Middlesex.

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

And it is further intended by such Act to enable the said Great Western Railway Company to purchase lands and houses by compulsion or agreement for the purposes of the said proposed works, and to levy tolls, rates, and duties in respect of the use thereof, 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 railways and works, and to confer other rights and privileges.

And it is further intended by such Act to enable the Great Western Railway Company to raise money for the purposes aforesaid, and to alter, amend, and enlarge, so far as may be necessary, the powers and provisions of the several 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, which several Acts bear date as follows; (that is to say,) an Act of the fifth and sixth years of the reign of His late Majesty King William the Fourth, chapter 107; an Act of the sixth year of the same reign, c. 38; an Act of the first year of the reign of Her present Majesty Queen Victoria, c. 91; an Act of the first year of the same reign, c. 92; an Act of the second year of the same reign, c. 27; an Act of the sixth year of the reign of King William the Fourth, c. 77; an Act of the first year of the reign of Her present Majesty Queen Victoria, c. 24; an Act of the fifth year of the same reign, session 2, c. 28; an Act of the sixth year of the same reign, c. 10; an Act of the seventh year of the same reign, c. 3; an Act of the eighth and ninth years of the same reign, c. 40; an Act of the eighth and ninth years of the same reign, c. 188; an Act of the eighth and ninth years of the same reign, c. 191; and an Act of the ninth year of the same reign, c. 14.

And also the Acts relating to the West London Railway, which bear date as follows: an Act of the third year of the reign of His late Majesty King William the Fourth, chapter 36; an Act of the sixth year of the same reign, cap. 79; an Act of the third and fourth year of the reign of Her present Majesty, cap. 105; an Act of the eighth and ninth year of the same reign, cap. 156; and an Act of the ninth and tenth year of the same reign, cap. 369.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels of the said intended railways and works, and of the proposed widening and enlargement of the said West London Railway, 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, with the clerk of the peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell Green, in that county; and with the clerk of the peace for the county of Surrey, at his office, No. 1, North Street, Lambeth, in that 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 intended railways and works, and the said widening and enlargement

of the said West London Railway, 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 November, 1846.

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

The Croydon Gas and Coke Company.

(Incorporation of Company for the purpose of lighting with Gas the town and parish of Croydon.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for lighting with gas the town and parish of Croydon, in the county of Surrey, and for the incorporation of a company, with powers of levying rates or rents for the supply of such gas, and of granting certain exemptions from the payment of such rates or rents, and of purchasing and holding lands for the purposes aforesaid.

And it is also intended to enable such company to break open streets, passages, and highways, and to lay down pipes therein; and also 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.

Dated this 10th day of November, 1846.

Robert Russell, Croydon,
Solicitor for the Bill.

Lancashire, Cheshire, and North Wales Drainage and Inclosure Company's Incorporation.

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 by the name of the Lancashire, Cheshire, and North Wales Drainage and Inclosure Company, for the purpose of executing and promoting works of drainage, irrigation and warping of waste and other lands, and for inclosing and improving the same, or to enable the said company to sue and be sued, and for limiting the liability of the respective shareholders thereof, and to enable the said company to purchase, hold, and transfer property, real and personal, in the name of the said company, or in the names of some of the directors, or of trustees, managers, or other officers of the company, and to confer other powers, rights, and privileges on the said company for carrying the purposes aforesaid into effect; and to enable the owners of settled estates to charge the same for the purposes of such drainage, improvement, and inclosure.

Dated this ninth day of November, 1846.

Samuel Brittain,
Solicitor, Chester.

Great Northern Railway.
Branch to King's Lynn.

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 and communications, wharfs, stations, and works, commencing by a junction or junctions with the Great Northern Railway in the parish of Gosberton, in the parts of Holland, in the county of Lincoln, at or near a certain field numbered 13 on the deposited plans of the said Great Northern Railway referred to in the Great Northern Railway Act, 1846, passing through or into the following parishes, townships, and extra-parochial places, or some of them, namely:—Kirtton, Wigtoft, Fosdyke, Alderchurch cum Fosdyke, Alderchurch, Algarkirk, Sutterton parish and township, Sutterton Marsh, Gosberton, Gosberton Marsh, Surfleet, Pinchbeck, Spalding Marsh, Spalding, Wykeham, Weston, Moulton Seasend, Moulton, Roman Bank, Whaplode, Holbeach, Fleet, Gedney Hill, Gedney, Tydd St. Mary, New Marsh, Sutton in Holland, Sutton Saint Mary, Long Sutton, Sutton Saint Edmund, Sutton Saint James, Sutton Saint Nicholas, Lutton, Sutton Bridge, Sutton Saint Matthew, and Sutton, in the parts of Holland, in the county of Lincoln; Wingland, Walpole, Walpole Saint Peter, Walpole Saint Andrew, in the said parts of Holland, and in the county of Norfolk, or one of them; Whaplode, Whaplode Salt Marsh, Whaplode Saint Peter, Whaplode Saint Andrew, Saint Johns, Terrington Saint Johns, Terrington Saint Clement, Tilney Saint Lawrence, Islington, Tilney cum Islington, Tilney All Saints, Clenchwharton, West Lynn, West Lynn Saint Peters, Wiggenhall Saint Mary Magdalen, Wiggenhall Saint Germans, Eaubrink, Wiggenhall Saint Mary, Wiggenhall Saint Mary the Virgin, Saint Mary Wiggenhall, Saddlebow, West Winch, Setchey, Setch, Setcha Parva, Seech, Seechey, Seeching, South Lynn, South Lynn All Saints, North Runcton cum Hardwick, North Runcton, Hardwick, Middleton, Leziate, Ledgit, Lessgarth, Bawsey, Mintlyn, Lynn Regis, King's Lynn, Gaywood, All Saints, King's Lynn, Saint Nicholas, Saint John the Evangelist King's Lynn, and Saint Margaret otherwise Lynn Saint Margaret, King's Lynn, all in the county of Norfolk; and terminating at or near a certain field in the said parish of Saint Margaret otherwise Lynn Saint Margaret, belonging to and in the occupation of the Lynn and Ely Railway Company.

And also to make and maintain a railway, with all necessary works and conveniences connected therewith, branching from and out of the said intended branch railway, at or near a certain field belonging to Mr. Richard Fountayne Wilson, and in the occupation of Mr. John Hall, and terminating at or near the bank of the river Ouse, in a certain field belonging to, and in the occupation of the said Lynn and Ely Railway Company, which said branch railway will be situate wholly in the said parish of South Lynn All Saints.

And also to make and maintain a branch railway,

with all necessary approaches and communications, wharfs, stations, and works, commencing by a junction with the said first mentioned branch railway, in the said parish of South Lynn All Saints, at or near a field belonging to the said Richard Fountayne Wilson, and in the occupation of John Hall, passing through or into the said parishes, townships, or extra-parochial places of South Lynn All Saints, North Runcton, Mintlyn, West Winch, Bawsey, Hardwick, Middleton, Runcton-cum-Hardwick, Lynn Saint Margaret, and All Saints King's Lynn, or some of them, and terminating by a junction with the Lynn and Dereham Railway, at or near a certain field in the said parish of Mintlyn, belonging to Richard Bagge, Esq., and in the occupation of William Cole; and also a short line of railway to connect the said last-mentioned branch with the Lynn and Ely Railway, such connecting line of railway being situate wholly in the said parish of South Lynn.

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 divert, alter, 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 divert, alter, or stop up for the purposes of such new lines of railway and works.

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

And it is intended, by such Bill, for the purpose of enabling the Great Northern Railway Company to execute the powers thereof, to alter, amend, 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 Great Northern Railway Company to raise a further capital, by the creation of new shares, or otherwise, for the said purposes, and for the general purposes of the said Company.

And, by the said Bill, it is further intended to apply for powers to enable the company of proprietors of a certain bridge, called the Cross Keys Bridge, now existing or constructed over or across the lower part of the outfall of the River Nene or Channel called Sutton Wash otherwise Cross Keys Wash, between the parish of Long Sutton otherwise Sutton Saint Mary otherwise Sutton in Holland, in the parts of Holland, in the county of Lincoln, and the parishes of Walpole Saint Andrew and Walpole Saint Peter, in the county of Norfolk, to sell or let to the company to be incorporated by the said intended Bill, the said existing bridge, and the quays and works at each end thereof, and all or any of the lands, tenements, hereditaments, and premises, rights, powers, and privileges belonging thereto or in connexion therewith, upon such terms

as may be mutually agreed upon; and to enable the said company to be incorporated by the said Bill, to purchase or rent, and to use, exercise and enjoy the same, and to pull down and remove the said bridge, quays, and works, and, in lieu of such bridge, quays, and works, to construct and maintain another bridge or bridges, with all proper quays, approaches, and other works connected therewith, over the said Sutton Wash otherwise Cross Keys Wash, at the point or place, points or places, or some or one of them, where the said first-mentioned branch railway will pass over and across the said Sutton Wash or Cross Keys Wash, and parallel and in connection with such railway, for the separate passage, use, and transit of carts, carriages, horses, cattle, goods, merchandise, and foot passengers in passing and repassing, or otherwise travelling or going over and using such intended bridge or bridges; and also for powers to alter, vary, and divert the present roadway and footpaths and approaches to the now said existing bridge, and to make and maintain additional and necessary roadways, footpaths, and approaches on each or either end of the said intended bridge or bridges or roadways, or any of them, which said intended bridge or bridges, quays, approaches, roadways, and footpaths, and other works will be made and maintained, altered or diverted, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Walpole Saint Andrew, Walpole Saint Peter, Walpole Salt Marsh, and Wingland, all in the county of Norfolk; Wingland, Sutton Bridge otherwise Sutton Saint Matthew, Long Sutton otherwise Sutton Saint Mary otherwise Sutton in Holland, and Sutton Saint Mary, all in the said Parts of Holland, and with such objects, or some of them, or otherwise to alter and amend, and, if necessary, to repeal the powers and provisions of an Act passed in the seventh year of the reign of His late Majesty King George the Fourth, intituled "An Act for constructing a Bridge across Sutton Wash otherwise called Cross Keys Wash, between the Counties of Lincoln and Norfolk," and to alter the tolls, rates, and duties granted by such Act, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and duties, and other rights and privileges.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railways and works, and the land 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, together with published maps, with the lines of the said 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 for the said parts of Holland, at Spalding; and at the office of the clerk of the peace for the said county of Norfolk, at Norwich; 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 Leach,
46, Parliament Street, Westminster.

London, Brighton, and South Coast Railway.
(London Bridge Station Enlargement and Arrangement).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable the London, Brighton, and South Coast Railway Company to provide and maintain a separate and enlarged station in and near the borough of Southwark, for the accommodation of the traffic of such railway: And for such purpose it is intended to divide the present station heretofore used by the London and Croydon, London and Brighton, and South Eastern Railway Companies, and to apportion to the London, Brighton, and South Coast Railway Company as representative of the first two mentioned companies the share of such station and property connected therewith belonging to them, and to enable the London, Brighton, and South Coast Railway Company to render such station more commodious, by enlarging and improving the same, such enlargement and the works connected therewith being situate in the several parishes of Saint Thomas, Saint Olave, and Saint John Horsleydown, Southwark, in the county of Surrey, and extending from Joiner Street and New Street on the west, Maze Pond and part of Webb Street on the south and south-west, to the London and Greenwich Railway on the north of Crucifix Lane; and it is intended to take compulsory powers of purchase over the whole of the property comprised within such limits, or some part or parts thereof.

And it is also intended to take powers of diverting or stopping up all or any of the streets, passages, and thoroughfares which now pass under the said existing station and the London and Greenwich Railway, and which are within the limits of the enlarged station hereinbefore defined, and to stop up the streets called Dean Street and the Maze, and any of the other streets, passages, and thoroughfares, and to substitute another street in lieu of Dean Street and the Maze, and also other streets in lieu of such streets, passages, and thoroughfares as may be so stopped up: and for such purposes to purchase any property by compulsion on the north side of the London and Greenwich Railway and between the London and Greenwich Railway and Tooley Street, which may be necessary or desirable for extending and completing the line of such new streets, and also to divert a part of Webb Street and Saint Thomas Street East, and which streets to be stopped up and diverted, and the streets to be substituted, are or will be situate in the said parishes of Saint Olave, Saint Thomas, and Saint John Horsleydown, and to alter the

arches and works of the London and Greenwich Railway and the adjoining station, for the purpose of such substituted streets in the several parishes aforesaid or some of them; and it is also intended to appropriate all streets or ways within the limits aforesaid or adjoining thereto, either for the purposes of the said station or for the purpose of improving the access to such station and the thoroughfares of the adjacent district.

And it is intended to apply in the said Act for further powers to be granted to the London, Brighton, and South Coast Railway Company, and to enable them to raise a further sum of money for the purposes of the said Act, and to purchase lands and houses by compulsion, and to collect and levy any tolls for the works to be constructed by them.

And it is proposed to amend and enlarge the powers and provisions of the several Acts following: namely, 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; 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 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 the several Acts passed in the seventh and eighth, 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 Brighton and Chichester Railway Company; also several Acts passed in the said last session of Parliament relating to such railways, and the London, Brighton, and South Coast Railway; also the Acts relating to the London and Greenwich Railway, passed respectively in the third and seventh years of the reign of King William the Fourth, in the first, second, third and fourth, fifth and sixth, eighth and ninth years of the reign of Her said present Majesty, and to the South Eastern Railway, passed respectively in the sixth year of the reign of 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 said present Majesty. And it is

also intended to repeal any restrictive enactments in any of the said recited Acts contained, relative to the height, position, or character of, or the mode of appropriating any platform, erection, or building now belonging to either of the before-mentioned companies in the parishes aforesaid, or hereafter to be purchased by them, in the same parishes, or as to the use of locomotive engines upon certain parts of the said station.

And notice is hereby further given, that duplicate plans and sections of the said enlargement and other works before mentioned, with books of reference thereto, containing the names of the owners, lessees, and occupiers of the property to be taken, will be deposited with the clerk of the peace for the county of Surrey, at his office at Lambeth, and with the clerk of the peace for the borough of Southwark, at his office in the Old Bailey, on or before the 30th day of November instant, and a copy of so much of the said plans, sections, and books of reference as relates to each of the several parishes aforesaid, in which such enlargements and works will be situate, will on or before the said 30th day of November, be deposited with the parish clerk of each such parish at his residence.

Dated this 2nd day of November, 1846.

Burchell, Kilgour, and Parson.

Sutton, Ewens, Ommanney, and Prudence.

George and Henry Faithfull.

St. Mary Abbots Kensington.

Intended Paving, Lighting, and Improvement 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, and for obtaining an Act for better paving, lighting, cleansing, watering, draining, widening, or improving and regulating the streets and public passages and places in the parish of Saint Mary Abbots Kensington, in the county of Middlesex, and for the other purposes hereinafter mentioned, that is to say, it is intended by such Bill and Act to put all streets, roads, and highways within the said parish (except the Metropolitan Turnpike Roads) under the control and management of the commissioners to be thereby appointed for executing the intended Act, with powers for repairing and maintaining such streets, roads, and highways, and widening and improving the same, and for removing projecting buildings and other projections therein, and regulating the erection of future buildings, and preventing encroachments and obstructions therein; and for abating and preventing all annoyances and nuisances in the said parish, and to release the inhabitants of the said parish from the payment of rates under the Public General Highway Act; and to extinguish the powers of the board of surveyors appointed under the said Act, and also to extinguish the power of appointment of any future highway surveyors under the said Act, so far as relates to the said parish; and also to extinguish all powers for paving, or repairing, or lighting any street, road, lane, square, or other place within the boundary of the said parish, granted to any commissioners, trustees, inspectors, or other per-

sons or person, by or under any existing Act of Parliament, and also to extinguish all powers granted by any such Act, for assessing, levying, or collecting or recovering any rates or payments or money, in respect of any such paving or lighting, and the liability of all persons to the payment of any such rates or monies, in respect of property within any part of the said parish, (in lieu of which rates, other altered, varied, or increased rates are intended to be levied under the intended Act,) and also to extinguish all powers or authorities granted by any such Act for authorising any commissioners or trustees, or any other person or persons to contract for the sale of, or to sell, or take or carry away from the houses or premises of the inhabitants, or from any street, road, lane, square, passage or place within the said parish, any coal-dust, cinders, ashes, filth, dirt, sweepings or rubbish, and also all powers authorising or directing the application of any monies arising from any such sale; and to confer all such powers and authorities upon the commissioners to be appointed for executing the intended Act, and also to exonerate all persons from any penalties imposed by any such Act, in respect of the taking or using of any such coal-dust, cinders, ashes, filth, dirt, sweepings or rubbish; and also to repeal so much of such several Acts respectively, as confer or grant any such powers or authorities or penalties, in case it shall be found necessary or convenient for better effecting the extinguishment or abrogation of such powers, authorities, or penalties, conferred or granted by such Acts, that is to say, an Act passed in the thirty-fifth year of the reign of King George the Third, intituled, "An Act for keeping in repair the footways in the High Street of the town of Kensington, in the county of Middlesex, and for lighting and watching the said street, and also certain courts and alleys communicating therewith, and for removing and preventing encroachments, nuisances, and annoyances therein." And an Act passed in the forty-third year of the same reign, intituled, "An Act for paving, repairing, lighting, watching, and otherways improving Kensington Square, and Young Street, and James Street, communicating therewith, in the parish of Saint Mary Abbots Kensington, in the county of Middlesex, and for removing and preventing nuisances, annoyances, and encroachments therein." And an Act passed in the fifty-ninth year of the same reign, intituled, "An Act for paving, cleansing, lighting, watching, watering, planting, and otherwise improving Edwardes Square, Earl's Terrace, Leonard's Place, Edward's Place, Kensington Place East, and Kensington Place West, in the parish of Saint Mary Abbots Kensington, in the county of Middlesex." And an Act passed in the fourth year of the reign of King George the Fourth, intituled, "An Act to provide for the paving, gravelling, lighting, and watching certain footways and carriageways in and near Brompton Square, in the parish of Saint Mary Abbots Kensington, in the county of Middlesex, and to provide for the maintenance of a garden and shrubbery in the said square." And an Act passed in the seventh year of the same reign, intituled "An Act for amending and enlarging the powers of an Act passed in the seventeenth year of the reign of His late

Majesty for the better Relief and Employment of the Poor of the parish of Saint Mary Abbots Kensington, in the county of Middlesex, and for other purposes therein mentioned, and for better regulating the said parish;" and an Act passed in the third and fourth years of the reign of his late Majesty King William the Fourth, intituled, "An Act to repeal an Act of the eleventh year of the reign of King George the Fourth, for Lighting und Watching of Parishes in England and Wales, and to make other provisions in lieu thereof;" and another Act passed in the sixth year of the reign of Her present Majesty, intituled, "An Act for the Improvement of the Norland Estate, in the parish of Saint Mary Abbots Kensington, in the County of Middlesex." And it is also intended to obtain powers for the compulsory purchase of lands, houses and buildings in the said parish, to be taken down for widening or improving the streets or public passages therein. And also powers for assessing and levying rates on the owners and occupiers of all houses, buildings, lands, tenements, and hereditaments in the said parish, for raising money for effecting the several purposes aforesaid, and for defraying the costs and expences of obtaining and passing the intended Act and carrying the same into execution, and also powers for borrowing money on the credit of such rates for the more speedy execution of the several purposes aforesaid.

B. P. Hall,

Solicitor,

Kensington Square.

Mackley Browne and Son,

Parliamentary Agents,

Parliament Street.

Ipswich and Reedham Railway, (from Ipswich, to join the Lowestoft Railway, near Reedham).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for making and maintaining a railway, with all proper works, stations, and conveniences connected therewith, commencing by a junction with the railway from Ipswich to Bury St. Edmunds, as at present authorized to be made, near a certain field called the Stack Yard Field, situated in the parish of St. Mary Stoke, in the borough of Ipswich, in the county of Suffolk, belonging to the Revd. Thomas Jones, and in the occupation of James Haxell, passing thence from, in, through, or into, the several parishes, townships, and extra-parochial, and other places following, or some of them, that is to say, St. Mary Stoke, St. Matthew, St. Margaret, Brooks Hamlet and the Hamlet of Wykes Ufford, all in the borough of Ipswich; those parts of the parishes of Sproughton, Bramford, and Whitton otherwise Whitton cum Thurlston, which are situate within the liberties and jurisdiction of the said borough; and those parts also of the parishes of Westerfield and Rushmere otherwise Rushmere St. Andrew, which are situated within the liberties and jurisdiction of the said borough, Sproughton, Bramford, Whitton otherwise Whitton-cum-Thurlston, Rushmere otherwise Rushmere St. Andrew, Westerfield, Tuddenham otherwise Tuddenham St. Martin, Playford, Kesgrave, Culpho, Bucklesham, Brightwell otherwise Brightwell St. John the Baptist, Foxhall, Newhourn, Bealings Magna otherwise Great Bealings, Bealings Parva otherwise Little Bealings,

Hasketon, Hemley, Waldringfield, Martlesham, a certain creek called Martlesham Creek, the hamlet of Kingston, in the parish of Woodbridge, Woodbridge Melton otherwise Melton St. Andrew, Bromeswell, Ufford otherwise Ufford St. Mary Eyke, the hamlet of Loudham otherwise Lowdham otherwise Ludham, in the parish of Pettistree otherwise Petistree, Pettistree otherwise Petistree, Rendlesham, Wickham Market, Campsey Ash otherwise Ash by Campsey, Blaxhall, Hacheston, Marlesford, Glemham Parva otherwise Little Glemham otherwise Glemham St. Andrew, Glemham Magna otherwise Great Glemham otherwise North Glemham otherwise Glemham All Saints, Stratford St. Andrew, Farnham otherwise Farnham St. Mary, Benhall, Saxmundham, Sweffling, Rendham, Carlton, Kelsale, Yoxford, Peasenhall, Sibtun, Heveningham otherwise Haveningham, Walpole, Cookley, Wenham, the hamlet of Mells, in the parish of Wenham, Halesworth, Holton otherwise Holton St. Peter, Wissett, Sotherton, Spexhall, Westhall, Brampton, Willingham, Shadingfield otherwise Shadingfield, Little Redisham, Great Redisham, Redisham, Ellough Weston, St. Lawrence Ilketshall, St. Andrew's Ilketshall, Kingsfield, Worlingham, Barsham and Beccles, all in the said county of Suffolk; and Gillingham, Gillingham All Saints, Gillingham St. Mary, Geldestone, Winston, Windale, Aldeby, Toft Monks, Chedgrave, Wheatacre All Saints, Wheatacre Burgh, otherwise Burgh St. Peter, Haddiscoe, Thorpe next Haddiscoe, Raveningham, Reedham, Heckingham, Loddon, Thurlton, and Norton Subcourse, all in the county of Norfolk; and terminating by two separate junctions with the line of the Lowestoft Railway, as authorized to be made, in the parish of Raveningham, in the county of Norfolk—one of such junctions being near a certain close, numbered 7, in the said parish of Raveningham, on the plans of the said last-mentioned railway deposited with the clerk of the peace for the county of Norfolk, and the other of such junctions being near a certain field numbered 16 in the said parish of Raveningham on the said plans so deposited with the clerk of the peace for the said county of Norfolk.

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

And it is also intended, by such Act, to incorporate a company for carrying into effect the proposed works, and to enable such company to purchase, by compulsion and agreement, lands and houses for the purposes aforesaid, and to vary or extinguish all existing rights and privileges in any manner connected with the lands and houses proposed to be taken for such purposes; and also to levy tolls, rates, or duties upon or in respect of the use of the said railway and works, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and to confer other rights and privileges.

And it is also proposed, by the said Act, to empower the company so to be incorporated as aforesaid, to let on lease, sell or transfer the said intended railway and works, or any part thereof, and all or any of the powers of such company in connexion therewith, or in relation thereto, to the Eastern Counties Railway Company, the Norfolk Railway Company, and the Eastern Union 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 the said intended railway

and works, or any part thereof, and to exercise such powers or any of them; and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway and works; and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed upon between the said Eastern Counties Railway Company, the Norfolk Railway Company, and the Eastern Union Railway Company, or any or either of them, and the company which may be so incorporated as aforesaid.

And for the purposes aforesaid, it is intended to alter, amend, extend, and enlarge the powers and provisions of the several Acts of Parliament, local and personal, relating to the Eastern Counties' Railway, hereinafter mentioned, that is to say, of the 6th and 7th Will. 4, cap. 106; 1st and 2nd Vict. cap. 81; 4th Vict. cap. 14; 7th Vict. cap. 20; 7th and 8th Vict. cap. 62; 8th and 9th Vict. caps. 110 and 201; 9th and 10th Vict. cap. 258; 6th and 7th Will. IV., cap. 103; 2nd and 3rd Vict. caps. 77 and 78; 3rd Vict. cap. 52; 4th Vict. cap. 24; 4th and 5th Vict. cap. 42; 6th Vict. cap. 28; and 7th Vict. cap. 35; and also of the several Acts of Parliament, local and personal, relating to the Norfolk Railway, that is to say, of the 7th and 8th Vict. cap. 15; 8th and 9th Vict. caps. 41 and 154; and 9th and 10th Vict. caps. 132 and 169; and also of the several Acts of Parliament, local and personal, relating to the Eastern Union Railway, that is to say, of the 7th and 8th Vict. cap. 35; 8th and 9th Vict. cap. 94; and 9th and 10th Vict. cap. 97.

And notice is hereby lastly given, that maps, plans, and sections shewing the direction line and levels of the said intended railway and works, and the lands required 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, for public inspection, on or before the thirtieth day of November instant, 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 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 parish in or through which the said railway and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

Dated this tenth day of November, 1846.

White and Borrett,
35, Lincoln's Inn Fields,
Crabtree and Cross,
Halesworth,
Solicitors for the Bill.

London Thames Aqueduct.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for better supplying the Metropolis and its environs, and places adjacent, with water from the River Thames, and for such purpose to incorporate a company with powers to convey water from the said River Thames, at or near Bray Lock, in the parish of Taplow, in the county of Buckingham, and deliver the same by means of reservoirs, aqueducts, tunnels, pipes, cuts, canals, culverts, and other contrivances, to commence at or near Bray Lock aforesaid, and to pass from, through, or into the several parishes, townships, and extra-parochial or other places herein-

after mentioned, one or all of them, that is to say, Taplow, Dorney, Hitcham, Boveney, Burnham, Huntercombe, Lake End, Cippenham, Chalvey, Eton Wick, Eton otherwise Eton-cum-Stockdale and Colenorton, Slough, Upton otherwise Upton-cum-Chalvey, Datchet otherwise Datchet Saint Helens, Langley otherwise Langley Marish, Ditton, Iver, Stoke otherwise Stoke Poges, Sutton, Horton and Colnbrook, in the said county of Buckingham; and Horton, Colnbrook, Longford, Harmondsworth, Stanwell, West Bedfont, East Bedfont, Hatton, Harlington, Cranford, Isleworth, Sutton, Lampton, Norwood, Hounslow, Heston, Hanwell, Wyke Green, New Brentford, Old Brentford, Little Ealing, Ealing, Ealing Common, Acton, East Acton, Acton Wells, Wormholt Scrubs, Hammersmith, Fulham, Saint Mary Abbots Kensington, Saint John's Kensington, Kensington, Chelsea otherwise Saint Luke's Chelsea, Harlesdon or Holsdon Green, Wilsden otherwise Willesden, Kensall Green, Paddington, Saint Mary's Paddington, Saint James Paddington, Kilburn, Saint Marylebone, Hampstead or Saint John's Hampstead, and Saint John's Wood, in the county of Middlesex, and to terminate at or near the Swiss Tavern, in the said parish of Hampstead; and in such Act provision is also intended to be made to authorize the levying of rates or rents in respect of the water so to be supplied.

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections, describing the line or situation and levels of the said intended reservoirs, aqueducts, tunnels, cuts, canals, and other works, and the lands in or through which the same are proposed to be made, 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 for public inspection, at the office of the clerk of the peace for the county of Buckingham at Aylesbury, in the said county; and at the office of the clerk of the peace for Middlesex, at his office at the Sessions House, Clerkenwell, in the said county of Middlesex; and that a copy of so much of the said plans, sections, and books of reference, as relate to the several parishes, from, in, through, or into which the aforesaid works, or any of them, are proposed to be made, will be deposited for public inspection 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 reservoirs, aqueducts, tunnels, cuts, canals, and other works, to such extent as will be defined on the said plans, and to cross, take, alter, divert, or stop up such turnpike roads, parish roads, and other highways, streams, rivers, water-courses, navigation, canals, and railways, within the several parishes, townships, and extra-parochial or other places before mentioned, or of such of them as it may be necessary to cross, take, alter, divert, or stop up, for the purposes of the said proposed works.

And it is also proposed by the said intended Act to obtain the powers usually conferred for the compulsory purchase of the lands, houses, and other property that may be required for the purposes thereof.

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 works, and to confer other rights and privileges in respect thereof.

Dated this tenth day of November, 1846.

Anory, Sewell, and Mowbray,

Throgmorton Street,

Bourdillon and Sons,

Great Winchester Street, London,
Solicitors for the Bill.

Kingston-upon-Hull (Holy Trinity) Cemetery.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, and enlarge, or repeal some of the powers and provisions of an Act passed in the twenty-third year of the reign of His Majesty King George the Third, intituled "An Act for building a new Gaol for the Town and County of the Town of Kingston-upon-Hull; for purchasing an additional Burial Ground for the use of the parish of the Holy Trinity in the said Town; for regulating the Fares of Hackney coachmen, Chairmen, and Porters, and the Prices of Carriage of Goods; for altering the Time of lighting Lamps; for ascertaining the Breadth of Party Walls; and for preventing certain Nuisances within the said Town, Liberties, and Precincts thereof; for amending an Act of the Fourteenth Year of the Reign of His present Majesty, for making and establishing public Quays or Wharfs at Kingston-upon-Hull, in respect to such as are or may be built opposite to certain Staircases in the said Act described, and for other purposes," so far as the same relates to the purchasing an additional burial-ground, for the use of the said parish of the Holy Trinity in the said town.

And in the said Act it is intended to provide for forming and maintaining a cemetery or burial-ground for the use of the said parish of Holy Trinity, such cemetery or burial-ground to be situate in the parish of Cottingham, in the county of York, and to contain ten acres or thereabouts, and bounded on the east by lands of the Hull General Cemetery Company, on the north and west by lands of William Watson Wilkinson, and on the south by a certain road or way called the Spring Bank, and now in the occupation of Joseph Pickwell, as tenant to the said Hull General Cemetery Company. And in the said Act powers will be applied for to authorize the levying of tolls, rates, duties, and fees in respect of the said cemetery or burial-ground.

Dated this tenth day of November, 1846.

Charles Frost,

Solicitor.

Northern Counties Union Railway Deviation.

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, extend, and enlarge the powers and provisions of the Northern Counties Union Railway Act, 1846, and to repeal certain of the said powers and provisions, and to grant other further and more effectual powers in the stead thereof.

And it is intended in the said Bill to authorize the Northern Counties Union Railway Company to abandon or otherwise vary and alter the formation of so much of the railway and the works connected therewith authorized by the said Act as lies between a certain wood in the township of Carperby, in the parish of Aysgarth, in the North Riding of the county of York, numbered 60 on the plan of the said railway referred to in the said Act, and a certain other wood in the township of Leyburn, in the parish of Wensley, in the said North Riding, numbered 97 on the said plans, and instead thereof to make and maintain between the said two points another line of railway with all proper works, stations, approaches, and conveniences connected therewith, passing through or into the following parishes, townships, or extra-parochial places, namely, Aysgarth, Wensley, Carperby, Castle Bolton, Redmire, Preston, Wensley, and Leyburn, all in the said North Riding. And in the said Bill power will also be applied for to deviate from the line or lines laid down in the plans hereinafter mentioned, to the extent thereon defined, and to divert, stop up or alter, whether temporarily or permanently, all such turnpike-roads, highways, railways, tramroads, streets, paths, passages, aqueducts, canals, navigations, streams, rivers, and watercourses within the places aforesaid, as it may be necessary or expedient, so to divert, stop up, or alter, for the purposes of the said substituted railway, works, stations, approaches, and conveniences.

And notice is hereby also given, that it is intended to apply for power in the said Bill to increase, diminish, and alter the tolls, rates, and duties at present authorized to be demanded and taken by the said company for the use of their railways and branch railways, and to enable the said company to levy and receive other tolls, rates, or duties in, or upon, and in respect of their said railways and branches, and also for power to levy tolls, rates, or duties, in respect of the said substituted railway and works, and to grant certain exemptions from such tolls, rates, or duties.

And it is intended in the said Bill to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and hereditaments to be described upon the plans hereinafter-mentioned, and for power to vary or extinguish all rights and privileges touching such lands, houses, and hereditaments which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and also to enable the said company to raise a further sum of money by the creation of new or additional shares, and by loan or otherwise, for the purposes aforesaid, and for the general purposes of the said company.

And notice is hereby further given, that plans

and sections, describing the line and levels of the intended alterations and new or substituted railway, and of the lands, houses, and hereditaments which may be required for the purposes thereof, with books of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and hereditaments, together with a published map shewing the general direction of the alterations, new or substituted railway and works, will on or before the thirtieth day of November instant be deposited for public inspection at the office of the clerk of the peace for the said North Riding at Northallerton; 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 alterations, new or substituted railway 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.

Dated this ninth day of November, 1846.

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

Llynvi Valley 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 alter, amend and enlarge some of the powers and provisions of "The Llynvi Valley Railway Act, 1846," and in such Act or Acts it is intended to apply for power to make and maintain an extension railway diverging from the Llynvi Valley Railway, as at present authorized to be constructed, at or near a certain house and premises called Castell-y-wewa, in the parish of Llangynwyd, in the county of Glamorgan, passing thence, from, in, through, and into the several parishes, townships, and extra-parochial or other places of Llangynwyd, Llangynwyd Middle, Llangynwyd Lower, Bayden, Bettws, Langeinor, Ynisawdra, Newcastle otherwise Trenewydd, Newcastle Lower, Newcastle Higher, Saint Brides Minor otherwise Llansaintfred, Coity, Coity Higher, Coity Lower, and Bridgend in the county of Glamorgan, or some of them, and terminating at or near to a piece of arable land in the said parish of Newcastle, belonging to Catherine Llewellyn, Widow, and William Llewellyn, Esquire, or one of them, and now or late in the occupation of Evan Powell, lying next the public road leading from Bridgend to Llangynwyd aforesaid. And also a railway wholly situate in the said parish of Newcastle, diverging from the said extension railway, at or near a certain piece of pasture-land, or orchard, belonging to the said Catherine Llewellyn, and William Llewellyn, or one of them, now or late in the occupation of William Ford, adjoining the before-mentioned road from Bridgend to Llangynwyd aforesaid, and terminating at or near a piece of meadow or pasture-land belonging to the said Catherine Llewellyn and William Llewellyn, or one of them, now or late in the occupation of Jenkin Powell, lying near or adjacent to a house or premises called Court-y-Vallan; also for power to abandon so much of the line of

the said Llynvi Valley Railway authorized to be constructed by the said Act, as is delineated on the plans mentioned or referred to in the said Act, between the tenth and fifteenth miles, and being within the parishes of Margam and Pyle, or one of them in the county of Glamorgan. And in the said Act or Acts powers will be applied for to deviate from the line or lines laid down on the plans herein-after mentioned, to the extent thereon defined, and to stop up, divert, vary, or alter, either permanently or temporarily, all such turnpike and other roads, aqueducts, canals, navigations, streams, and railways, within the parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to stop up, divert, vary, or alter, for the purposes of such intended railways, and the works connected therewith.

And it is intended to take powers to authorize junctions with any railway or railways at the commencement or termination, or in the line or course of the said railways as before described, in the several parishes, townships, and extra-parochial or other places aforesaid, or some of them.

And notice is hereby also given, That it is intended to apply for powers 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, houses, and other property described upon the plans herein-after mentioned. And also for power to vary or extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby given that duplicate plans and sections, describing the line and levels of the said intended 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 together also with a published map, with the lines of the said railways delineated thereon, will on or before the thirtieth day of November instant, be deposited at the office of the clerk of the peace for the county of Glamorgan, at Cardiff, 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 proposed railways will pass or be situate, will likewise be deposited with the parish clerk of each such parish.

Dated this tenth day of November, 1846.

Tilson, Squance, Clarke, and Morice,
Coleman Street, London.

Sunderland Subscription 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 give such company power, for the more effectually lighting with gas the borough of Sunderland, and the parishes of Sunderland, Bishop Wearmouth, and Monk Wearmouth, all in the county of Durham.

And notice is hereby further given, that it is the

intention of the parties applying for leave bring in the said Bill, to apply for powers enabling the company, to be thereby incorporated, to lay pipes and mains in the several streets, roads, lanes, alleys, passages, and places in the said borough of Sunderland, and the parishes of Sunderland, Bishop Wearmouth, and Monk Wearmouth, and to raise, levy, and collect tolls, rates, rents, or duties, for the use and in respect of the gas to be supplied by the said company; and to alter, vary, or extinguish any existing tolls, rates, or duties, which would in any manner interfere with the objects of the said Bill; and also powers to authorize the said company, so to be incorporated as aforesaid, either to purchase, take, or use, or take on lease, the gas-works and undertaking, or any part or parts thereof, of the existing Sunderland Subscription Gas-light Company, or any other existing gas-light company, or to contract or agree with any such company for the supply of gas for lighting the said borough of Sunderland, and the parishes of Sunderland, Bishop Wearmouth, and Monk Wearmouth, or any parts thereof; and also to authorize the company, to be incorporated by the said Bill, to amalgamate or unite with the said existing Sunderland Subscription Gas-light Company, or any other existing gas-light company, and to confer, vary, and extinguish exemption from the payment of tolls, rates, or duties, and all such other powers, rights, and privileges as may be requisite for carrying into effect the purposes aforesaid.

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

John Kidson,
Solicitor, Sunderland,
Meggison, Pringle, and Co.,
3, King's Road, Bedford Row.

Newcastle-upon-Tyne, Edinburgh, and (Direct)
Glasgow Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts to authorize the construction and maintenance of a railway or railways, with branches, approaches, roads of communication, and all other works and conveniences necessary and proper for the use of the same, which railway or railways is or are intended to commence at a point or place of junction with the Newcastle and North Shields branch of the Newcastle and Berwick Railway, lately known as the Newcastle and North Shields Railway, at or near the Newcastle-upon-Tyne terminus of such branch railway, in the parish, parochial chapelry, or township of All Saints, within the parish of Saint Nicholas, in the borough and county of Newcastle-upon-Tyne, and to terminate at or near a place called Corsenside, in the parish of Corsenside, in the county of Northumberland, together with a branch railway or railways, to commence from and out of the main line of the said intended railway or railways, at a point of junction near a place called Kirkley Thorn, in the township of Kirkley, in the parish of Ponteland, in the county of Northumberland, and to terminate at a

point of junction on or with the line of the Newcastle-upon-Tyne and Carlisle Railway, at or near a place called Scotswood, in the township of Benwell, in the district of Saint James' now or late in the parochial chapelry of Saint John's, Newcastle-upon-Tyne, in that part of the parish of Saint Nicholas Newcastle-upon-Tyne, which is in the said county of Northumberland; and which said railway or railways and branch railway or railways is, or are intended to pass from, through, or into the several parishes, parochial chapelries, townships, liberties, and extra-parochial or other places following, or some of them, that is to say, All Saints, Saint Andrew's, Jesmond and Byker, within the parish of Saint Nicholas, in the borough and county of Newcastle-upon-Tyne, Benwell, in the district of Saint James, now or late in the parochial chapelry of Saint John Newcastle-upon-Tyne, North Gosforth, South Gosforth, Coxlodge, Fawdon, East Brunton, West Brunton, and Kenton, in the parish or parochial chapelry of Gosforth, all within the parish of Saint Nicholas Newcastle-upon-Tyne, East Denton, West Denton, Sugley, Newburn Hall, Newburn, Walbottle, Throckley, Black Callerton, Newbiggin, East Wharleton, West Wharleton, Butterlaw, Woolsington, North Dissington, South Dissington, and Dalton, in the parish of Newburn; Prestwick, Mason-Dinnington, in the parish or district of Dinnington, now or late in the parish of Ponteland, Ponteland, Berwick Hill, Coldcoats, Darras Hall, Kirkley, Milbourne, Milbourne Grange, Higham Dykes, High Callerton and Little Callerton, in the parish of Ponteland; East Heddon and West Heddon, in the parish of Heddon on the Wall; Heugh, Ingo, Fenwick, Kearsley, Black Heddon, Ryal, and Wallridge, in the parish of Stamfordham, and Kirkheaton in the said parish of Stamfordham otherwise Kirkheaton, extra-parochial; Newham, Ogle, and Whalton, in the parish of Whalton; Belsay, Trewick, Bolam, Bradford, Shortflatt, and Harnham, in the parish of Bolam; East Shaftoe, West Shaftoe, Deanham, and Fairley, in the parish of Hartburn, Capheaton, Great Barrington, Westharle, Littleharle, Crookdon otherwise Crookdean, West Whelpington, and Kirkwhelpington, in the parish of Kirkwhelpington; Kirkharle and Hawick, in the parish of Kirkharle; Little Barrington and Sweethope, in the parish of Thockrington, Chesterhope, Lilesburn and Corsenside, in the parish of Corsenside, and Monkridge Ward, in the parish of Elsdon, all in the said county of Northumberland.

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

And it is intended to take powers in and by such Act or Acts to construct stations, communications, works, and other conveniences, for the making and using the said railway or railways, and branch railway or railways, and also to authorize junctions with any railway or railways at the commencement or termination, or in the line or course of the said railway or railways, and branch railway or railways, as before described; and also to deviate in

the construction of the said proposed railway or railways, branch railway or railways, and works connected therewith respectively, from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon shewn or defined, and to stop up, alter, and divert, whether temporarily or otherwise, such streets, highways, turnpike and other roads, railways, tramroads, passages, canals, navigations, rivers, streams, brooks, dams, and water-courses within the several parishes, parochial chapelries, townships, townlands, and extra-parochial and other places aforesaid, as it may be necessary to stop up, alter, or divert, for the purposes of constructing the said proposed railway or railways, branch railway or railways, and works connected therewith respectively.

And it is further proposed in and by the said Act or Acts to take powers to incorporate a company for carrying into effect the objects aforesaid, with full powers to purchase and take lands, houses, tenements, and hereditaments, by compulsion or agreement, for the purposes thereof, and for varying or extinguishing all rights and privileges in any manner connected with such lands, houses, tenements, and hereditaments, as may in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and for the levying of tolls, rates, and duties, for and in respect of the use of the said proposed railway or railways, branch railway or railways, and works connected therewith respectively.

And, for the purposes aforesaid, it is proposed in the said Act or Acts to take powers to alter, amend, extend, and enlarge the powers and provisions of the several Acts of Parliament, or some of them, relating to the Newcastle and Berwick Railway Company to the Newcastle-upon-Tyne and North Shields Railway Company, and to the Newcastle-upon-Tyne and Carlisle Railway Company.

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

way or railways, or any part or parts thereof respectively.

And further notice is hereby given, that duplicate plans and sections, describing the lines, situations and levels of the said intended railway or railways, and branch railway or railways, and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and also published maps with the lines of the railway or railways, and branch railway or railways delineated thereon, showing the general course and direction thereof will, on or before the thirtieth day of this present month of November, one thousand eight hundred and forty-six, be deposited for public inspection at the office of the clerk of the peace for the county of Northumberland, at Newcastle-upon-Tyne, and at the office of the clerk of the peace for the borough and county of Newcastle-upon-Tyne, in the Guildhall in the said borough and county of Newcastle-upon-Tyne, and on or before the same date, a copy of so much of the said plans, sections, and books of reference as relate to each of the said parishes from, in, through or into which the said railway or railways, and branch railway or railways will pass or be situate, will be deposited with the parish clerk of each such parish, at the place of abode of such clerk.

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

James Potts,
Secretary.

Brighton, Lewes, and Tonbridge Wells Railway.
(Hallett's Line.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for a Bill to authorize the making and maintaining of a railway, with all proper works and conveniences connected therewith, commencing by a junction with the Lewes and Keymer Branch of the Brighton, Lewes, and Hastings Railway; on a farm called Lunport Farm, the property of the Earl of Abergavenny; in a pasture-field adjoining the river Ouse, in the occupation of John Ellman; in the parish of St. John under the Castle of Lewes, in the county of Sussex; and terminating by a junction with the Tonbridge Wells and Hastings and Rye Branch of the South Eastern Railway, at or near a place known by the name of Cripp's Nursery, in the parish of Tonbridge, in the county of Kent; and which said railway will pass or be made in, through, or into the several parishes and extra-parochial or other places of St. John the Baptist, Southover, near Lewes; All-Saints, in Lewes; St. Michael, in Lewes; St. Peter and St. Mary Westout otherwise St. Ann, in Lewes; the Precinct of the Castle of Lewes; St. John under the Castle of Lewes, South Malling; St. Thomas à Becket in the Cliffe, near Lewes otherwise Cliffe, near Lewes, Hainsey, Bircombe, Ringmer, Isfield, Fletching, Horsted Parva, commonly called Little Horsted, Uckfield, Frantfield, Mayfield, Buxted, Rotherfield, and Frant, in the county of Sussex; Tonbridge, in the county of Kent. And it is intended to apply for powers to make lateral deviations from the line of the proposed works, to the extent or within the limits defined upon the plans hereinafter mentioned; and also to cross, divert,

alter, or stop up, whether temporarily or permanently, all such turnpike-roads, parish roads, and other highways, streams, sewers, canals, navigations, railroads or tramroads within the said parishes, townships, and extra-parochial or other places as aforesaid, as it may be necessary to cross, divert, alter, or stop up, for the purpose of making and maintaining the said railway, or the works connected therewith.

And notice is hereby further given, that duplicate plans and sections of the said railway, together with books of reference thereto, and also a published map whereon the general course and direction of the said railway will be delineated, will be deposited for public inspection with the clerk of the peace for the county of Sussex, at his office at Lewes, in the said county; and with the clerk of the peace for the county of Kent, at his office in Maidstone, in the said county, on or before the thirtieth day of this instant November; and 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 railway and works are intended to be made, together with a book of reference thereto, will be deposited with the clerk of each such parish, at his place of abode.

And notice is hereby further given, that it is intended by the said Bill to incorporate a company, for the purpose of carrying into effect the said railway, and to apply for powers for the compulsory purchase of the lands, houses, and other property required in the construction of such railway; and also for power to levy tolls, rates, or duties, for and in respect of the said railway and works; and it is intended by such Bill to regulate the amount of tolls, rates, or duties which shall be charged by the London, Brighton, and South Coast Railway Company, for the passage of the traffic which may pass over the Keymer Branch of the Brighton, Lewes, and Hastings Railway, (now called the London and Brighton and South Coast Railway,) to and from the said intended railway to be incorporated by the said Bill; and it is also intended by such Bill to vary or extinguish all rights and privileges which might in anywise impede or otherwise interfere with the objects aforesaid, and to confer other rights and privileges.

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

And it is further proposed by the said Bill, to authorize the union and amalgamation of the said London, Brighton, and South Coast Railway Company, and South Eastern Railway Company, or either of them, with the Company proposed to be incorporated by the said Bill, upon such terms and conditions as may be

mutually agreed upon, and to authorize the company to be formed upon such union or amalgamation, to use and work the said railway and works, and to take tolls in respect thereof; and for carrying into effect all or any of the above objects, it is intended to apply for powers to alter, amend, extend, and enlarge the provisions of an Act, passed in the last session of Parliament, relating to the London, Brighton, and South Coast Railway Company, 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 relating to the companies by such Act incorporated, viz., the Acts passed respectively in the seventh and eighth, and in the eighth and ninth years of the reign of Her present Majesty, relating to the Brighton, Lewes, and Hastings Railway; the Acts passed respectively in the first, in the sixth and seventh, and in the eighth and ninth 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 years of the reign of Her said present Majesty, relating to the Brighton and Chichester Railway; and also the Acts passed respectively in the fifth, in the sixth, and in the seventh years of the reign of His late Majesty King William the Fourth, and in the session held in the first, and in the second, 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 said present Majesty, relating to the London and Croydon Railway; and an Act passed in the seventh and eighth years of the reign of Her said present Majesty, relating to the Croydon and Epsom Railway.

Also 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 sessions held in the first, second, third, fifth, sixth, seventh and eighth, eighth and ninth, and ninth and tenth years of the reign of Her said present Majesty.

Dated this seventh day of November, 1846.

W. B. James,

Solicitor to the Company.

Worcester, Tenbury, and Ludlow Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to make and maintain the railway following, with all proper works, approaches, and conveniences connected therewith, that is to say, a line of railway to commence at or near to a place called Primrose Hill, in the parishes of Saint Martin and Claines, or one of them, in the said city of Worcester and county of the same city and county of Worcester, or some or one of them, and to terminate on the east side of a certain street called Corve Street, in the town or borough of Ludlow, at or near to a place called the Sandpits, in the parish of Stanton Lacy otherwise Staunton Lacy, the township of Rock, the township of Stanton Lacy otherwise Staunton Lacy, and the parish of Saint Lawrence Ludlow, some or one of them, in the county of Salop, which said line of railway is intended to pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, that is to say, Worcester, Saint Nicholas, All Saints, Saint Swithin, Saint Helen, Blockhouse otherwise Blockhouse Fields otherwise Saint Paul's, Saint Andrew, Saint Alban, Saint Michael in Bedwardine, Saint Michael College Precincts, Saint Oswald, Barbourne, Claines, Saint George, Whistones otherwise Whitstones, Saint Clement, Pitchcroft, Saint Peter otherwise Saint Peter the Great, Henwick, Battenhall,

Upper Battenhall, Middle Battenhall, Lower Battenhall, Burneshall, Broomhall, Saint John in Bedwardine, Saint John, Saint Martin, and Wittington otherwise Whittington, or some of them, in the city or borough of Worcester and county of the same city, Saint Michael in Bedwardine, Blockhouse otherwise Blockhouse Fields otherwise Saint Paul's, St. Michael, Whistones otherwise Whitstones, Claines, Saint George, Saint Clement, Henwick, Saint Peter the Great otherwise Saint Peter, Saint John in Bedwardine, Saint John, Saint Martin, Hallow, Grimley, Powick, Cotteridge, Brinsford, Oldbury, Broadheath, Doldenham, Knightwick, Kenswick, Broadwas, Wichinford, Warndon, Martin, Hussingtree, Spetchley, Bradcent, Tibberton, Whittington otherwise Wittington, Burneshall, Broomhall, Battenhall, Upper Battenhall, Middle Battenhall, Lower Battenhall, Martley, Great Witley, Little Witley, Holt, Hindlip otherwise Hindlip, Clifton upon Teme, Shelsley Beauchamp, Shelsley Walsh, Shelsley King's, Stanford, Orleton, Abberley, Stockton, Mamble, Penax, Rock, Lindridge, Eastham, Newnham, Knighton upon Teme, Hanley William, Hanley Child, Tenbury, Tenbury Town, Tenbury Foreign, Kyrewood, Berrington, and Sutton, or some of them, in the county of Worcester; Tenbury, Tenbury Town, Tenbury Foreign, Berrington, Sutton, Castle Meadow, Biolets otherwise Bylet or Slang, or some of them, in the counties of Worcester and Salop, or one of them, Castle Meadow and Biolets otherwise Bylet or Slang, in the county of Salop; Rochford, in the counties of Worcester and Hereford, or one of them; Burford Buraston otherwise Boraston, Nash, Weston, Tilsop otherwise Great Tilsop, Tilsop otherwise Little Tilsop, Watmore otherwise Whetmore, Soke, Whittin, Upper Burway, Lower Burway, Great Asford, Carbonell, Middleton, Huntington, Ashford Jones, C. L. Lham otherwise Caynham, and Bannet's End, or some of them, in the county of Salop; Rochford, Sutton, Little Hereford, Ludford and Middleton otherwise Dirty Middleton, or some of them, in the county of Hereford; Ludford and Sheet, in the counties of Hereford and Salop, or one of them; Steventon, Lower Ledwyche otherwise Ledwyche, Stanton Lacy otherwise Staunton Lacy, Rock Lane, Rock, East Hamlets, Bonfield, Whitbach otherwise Clay Felton and Whitback, Rye, Felton, and Burway, Saint Lawrence Ludlow, and borough of Ludlow, or some of them, in the county of Salop.

And notice is further given, that it is also intended to apply for powers to be granted by the said Act, to authorise the deviating from the line of the said intended railway, as laid down in the plans thereof to be deposited, in pursuance of the Standing Orders of Parliament, to the extent defined thereon.

And notice is further given, that it is intended to apply for powers to be granted by the said Act, to vary or extinguish all rights or privileges in any manner connected with the lands, houses, tenements, and hereditaments intended to be taken for the purposes of the said railway, works, approaches and conveniences, or any of them, or which would in any manner impede or interfere with the construction, maintenance, and use of the same, and to confer other rights and privileges, and also to cross, vary, divert, alter, or stop up all such streets, turnpike roads, parish roads, and other highways, paths, passages, streets, waters, water-courses, canals, aqueducts, navigable rivers, navigations, rivers, drains, brooks, locks, lakes, and railways within the several parishes, townships and extra-parochial or other places aforesaid, or some of them, as it may be necessary to cross, vary, divert, alter, or stop up, for the purposes of such railway, or the works, approaches, and conveniences connected therewith, and also to authorise junctions with any railway or rail-

ways, or branch railways, at their commencements or terminations, or in the line or course of such railway and branches respectively, in the several parishes, townships, and extra-parochial or other places before mentioned, or some of them.

And notice is further given, that it is intended by the said Act, to obtain powers for the compulsory purchase of lands, houses, tenements, and hereditaments, for the purposes of such intended railway, approaches and conveniences, and for power to levy tolls, rates, and duties, on, for, and in respect of the use of the said intended railway, works, approaches, and conveniences, and to grant and confer exemptions from payment of tolls, rates and duties.

And notice is further given, that it is intended by the said Act to incorporate a company for the purpose of making, maintaining, working, and using the said intended railway, works, approaches, and conveniences, and to confer on such company all such other powers as may be necessary for carrying into execution the said undertaking, or such part thereof as may be sanctioned by Parliament.

And notice is hereby given, that it is further intended by the said Act to obtain powers to lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to the Great Western Railway Company, the Oxford, Worcester, and Wolverhampton Railway Company, the Shrewsbury and Hereford Railway Company, or to either of them, or to any other company or companies, and also to obtain powers to enable the said company hereby proposed to be incorporated to amalgamate with or enter into such mutual arrangements with any such companies or persons, or either of them, as may be necessary or expedient for carrying out the purposes and objects of the proposed Act, or any of them; and also to carry into effect and confirm any agreement or arrangement made or hereafter to be made with all or any of such companies or persons, or either of them, for or in respect of the traffic passing, or which may pass on the line or works of the railways or canal navigation of such companies or persons respectively, or either of them.

And notice is hereby further given, that duplicate plans and sections, describing the line, levels, and situation of the said intended railway and works, and the lands in or through which the same is to be made and maintained, or through which every communication to or from the same is to be made, together with a book of reference thereto respectively, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited for public inspection, on or before the thirtieth day of November, one thousand eight hundred and forty-six, at the respective offices of the several clerks of the peace for the several counties, ridings, and divisions hereinafter mentioned, that is to say, for the county of the city of Worcester, at his office in the said city of Worcester; for the county of Worcester, at his office in the said city of Worcester; for the county of Hereford, at his office in the city of Hereford; for the county of Salop, at his office at Shrewsbury, in the same county.

And notice is hereby further given, that 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 before mentioned parishes, from, in, through, or into which the said railway and works, or any part thereof, is intended to be made or maintained, together

with a book of reference thereto, will be deposited for public inspection with the parish clerk of each of such several parishes respectively, at their respective residences.

Dated this tenth day of November, 1846.

R. H. Baines,
3, Verulam Buildings, Gray's Inn,
Solicitor.

Norfolk Railway, from Thetford to the Lowestoft Railway near Reedham, with a Branch to Halesworth.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable the Norfolk Railway Company to make and maintain the railways hereinafter mentioned, with all proper works and conveniences connected therewith respectively, (that is to say) a railway commencing by a junction with the Norfolk Railway, in the parish of Saint Peter Thetford, in the county of Norfolk, in or near to the west side of the Thetford Station on the said railway, passing thence from in through or into the several parishes, townships, and extra-parochial, or other places following, or some of them, (that is to say) Saint Peter Thetford, Saint Nicholas Thetford, Saint Cuthbert Thetford, Trinity Thetford, Saint Mary Thetford, Saint Mary the Great Thetford, and Saint Mary the Less Thetford, part of the borough of Thetford, certain extra-parochial lands called Snare Hill, Great Snare Hill, and Little Snare Hill, Barnham, Barnham Saint Gregory, Barnham Saint Martin, Barnham All Saints, Elvedon otherwise Elvedon otherwise Elden, The Place Farm otherwise The Palace Farm, Euston, Fakenham Parva, Rushford otherwise Rushford with Snare Hill otherwise Rushworth, Knettishall, Market Weston, Coney Weston, Hopton, Thelmetham, Hinderclay, Redgrave, Wortham, Palgrave, Thrandeston, Stuston, Broome, Oakley, Hoxne, Syleham, Wingfield, Weybread, Mendham, Sandcroft otherwise Saint Cross otherwise Saint George, South Elmham, Homersfield, Flinton, Stow Fen, Outney Common otherwise Bungay Common, the Holy Trinity Bungay, Saint Mary Bungay, Mettingham, Shipmeadow, Barsham, Ringsfield, Weston, Beccles, Ingate next Beccles, Worlingham, Worlingham Saint Peter otherwise Little Worlingham, Worlingham Saint Mary otherwise Great Worlingham, in the county of Suffolk; and Saint Peter Thetford, Saint Nicholas Thetford, Saint Cuthbert Thetford, Trinity Thetford, Saint Mary Thetford, Saint Mary the Great Thetford, Saint Mary the Less Thetford, part of the said borough of Thetford, Snare Hill, Great Snare Hill, Little Snare Hill, Place Farm otherwise Palace Farm, Kilverstone, Brettenham, Rushford otherwise Rushford with Snare Hill otherwise Rushworth, Riddlesworth, Gasthorpe, Garboldisham, Blo' Norton, North Lopham, South Lopham, Bressingham, Roydon, Diss, Frenze, Scole otherwise Osmondston, Thorpe Parva, Little Thorpe, Billingford, Thorpe Abbots, Brockdish, Rushall, Ncedham, Starston, Mendham, Wortwell, Wortwell, Redenhall, Redenhall with Harleston, Alburgh, Denton, Earsham, Ditchingham, Broome, Ellingham, Kirby Cane, Stockton, Geldeston, Gillingham All Saints, Gillingham Saint Mary, Winston, Windell, Aldeby, Toft Monks, Chedgrave, Wheatacre All Saints, Wheatacre Burgh otherwise Burgh Saint Peter, Haddiscoe, Thorpe next Haddiscoe, Raveningham, Reedham, Heckingham, Lodon, Thurlton, and Norton Subcourse, in the said county of Norfolk, and terminating by two separate junctions with the line of the Lowestoft Railway as authorized to be made in the parish of Raveningham aforesaid, one of such junctions being in or near a close

numbered 7, and the other of such junctions in or near a close numbered 16 in the said parish of Raveningham, on the plans of the said Lowestoft Railway, deposited with the clerks of the peace for the counties of Norfolk and Suffolk.

Also a branch railway, with all proper works and conveniences connected therewith, diverging out of the said last-mentioned intended railway, in the parish of Beccles aforesaid, near the north east side of the town of Beccles, in certain marsh lands, belonging to the corporation of Beccles, passing thence from, in, or through the several parishes, townships, extra-parochial, and other places following, or some of them, (that is to say), Beccles, Ingate next Beccles, Barsham, Worlingham, Worlingham Saint Peter otherwise Little Worlingham, Worlingham Saint Mary otherwise Great Worlingham, Ringsfield, Saint Andrews Ilketshall, Saint Lawrence Ilketshall, Weston, Ellough, Redisham, Great Redisham, Little Redisham, Shadingfield otherwise Shaddingfield, Willingham, Brampton, Westhall, Spexhall, Sotherton, Wisset, Holton otherwise Holton Saint Peter's, and Halesworth, or some of them, all in the county of Suffolk, and terminating in the parishes of Halesworth and Holton, or one of them, near the town of Halesworth, on the north side of a certain road leading from Halesworth to Southwold, at or closely adjoining the point of junction of such road with a certain lane called Lumpit's Lane otherwise Loampit's Lane.

Also another branch railway, commencing from and out of the line of the said first-mentioned intended railway, in the parish of Barnham, in the county of Suffolk, near Barnham Bridge, at or near a point where the first-mentioned intended railway passes the boundary between the parish of Barnham and the extra-parochial place called Snare Hill, Great Snare Hill, or Little Snare Hill, and the boundary between the counties of Suffolk and Norfolk, and terminating by a junction with a certain proposed railway from Thetford to Bury Saint Edmund's, at a certain point near to the Grafton Arms Inn, in the parish of Barnham aforesaid.

Also another branch railway, commencing from and out of the line of the said first-mentioned intended railway, in or near a certain plantation adjoining a certain road leading from Scole to Palgrave, now or late the property of the Reverend Thomas Richard Fisher, situate in the said parish of Palgrave, and passing thence wholly through and terminating in the said parish of Palgrave, by a junction with the Norwich Extension of the Ipswich and Bury Saint Edmund's Railway, as authorized to be made by an Act passed in the last session of Parliament, in or near a certain field, now or late the property of Levi Crane, and occupied by himself, adjoining the road leading from Scole to Palgrave.

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

And it is further intended by the said Act to enable the Norfolk Railway Company to raise money for the purpose of executing the said railways and works, and to levy tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from the payment of such tolls, rates, and duties, and to purchase by compulsion or otherwise, lands and houses for the purposes aforesaid, and to vary or extinguish all existing rights and privileges connected with such lands or

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

And for the purposes aforesaid it is intended to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts following, (that is to say,) An Act passed in the seventh and eighth years of the reign of Her present Majesty, intituled, "An Act for making a Railway from Norwich to Brandon with a Branch to Thetford." Another Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for the consolidation of the Yarmouth and Norwich and Norwich and Brandon Railway Companies, and for authorising the construction of certain Works at Norwich in connection with the Yarmouth and Norwich Railway." Another Act passed in the said last-mentioned years of the reign of Her present Majesty, intituled "An Act for altering the line of the Norwich and Brandon Railway, and for making a Branch therefrom to East Dereham, in the County of Norfolk." Another Act passed in the ninth and tenth years of the reign of Her present Majesty, intituled "An Act to empower the Norfolk Railway Company to make a Railway communication between the Dereham Branch of the Norfolk Railway and the towns of Wells and Blakeney, in the County of Norfolk." And another Act passed in the last-mentioned years of the reign of Her present Majesty, intituled "An Act for enabling the Norfolk Railway Company to purchase or lease the Lowestoft Railway Harbour, and Navigation."

And notice is hereby further given, that maps, plans, and sections, describing the direction lines and levels of the said proposed railways respectively, and the lands to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands, will be deposited on or before the thirtieth day of November, in the present year, with the clerk of the peace for the county of Norfolk, at his office, in Aylsham, and with the clerk of the peace for the county of Suffolk, at his office, at Bury Saint Edmund's, and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the proposed railways respectively will pass, will also be deposited on or before the said thirtieth day of November in the present year, with the parish clerks of such parishes respectively at their respective residences.

Dated the fourth day of November, 1846.

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

East Lancashire Railway Extension.

(Bury to Manchester.)

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 the East Lancashire Railway Company to make and maintain a railway in extension of the East Lancashire Railway, with all proper works, stations, approaches, communications, and other conveniences connected therewith, to commence by a junction with the East Lancashire Railway, in the township and parish of Bury, in the county palatine of Lancaster, at or near a certain foot-bridge, which carries over the said railway a foot-path, in the said township, numbered 70 on the plans of the Manchester, Bury, and Rossendale Railway (now the East Lancashire Railway), deposited in November, 1843, at the office of the clerk of the peace for the county palatine of Lancaster, passing thence from, in, through, or into the several parishes, townships, and

extra-parochial or other places of Bury (parish), Bury (township), Elton, Prestwich-cum-Oldham, Pilkington, Unsworth, Whitefield, Outwood, Prestwich, Manchester (parish), Kersal, Broughton otherwise Broughton-with-Kersal, Cheetham, Cheetham, Salford, and Manchester (township), or some of them, and terminating at or near the Victoria Railway Station, Great Ducie Street, Strangeways, in the town or borough of Manchester, and also by a junction with the Liverpool and Manchester line of the London and North-Western Railway, near to Great Ducie Street aforesaid, at a point where that line crosses the river Irwell. And in the said Bill it is intended to apply for power to make and maintain a branch railway with all proper works, stations, approaches, communications, and conveniences diverging from the proposed extension line hereinbefore described, at or near to Strangeways Hall, in Strangeways, in the said township of Cheetham, and parish of Manchester, and being wholly situate in that township, terminating at or near the junction of Bridge Street with York Street, in the said town or borough of Manchester.

And in the said Bill power will be applied for to deviate from the lines of the railway and branch railway laid down on the plans hereinafter mentioned, to the extent thereon defined, and to divert, stop up, or alter, whether temporarily or permanently, all such turnpike-roads, highways, railways, tramroads, streets, paths, passages, aqueducts, canals, navigations, streams, rivers, and watercourses, within the places aforesaid, as it may be necessary or expedient so to divert, stop up, or alter, for the purposes of the said railway, branch railway, works, stations, approaches, and conveniences.

And notice is hereby also given, that it is intended to apply for power, in the said Bill, to levy tolls, rates, or duties, in respect of the railway and branch railway hereinbefore described, and to grant certain exemptions from such tolls, rates, or duties.

And it is intended, in the said Bill, to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and hereditaments to be described upon the plans hereinafter mentioned, and for power to vary or extinguish all rights and privileges touching such lands, houses, and hereditaments, which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And it is intended in the said Bill to authorize the said East Lancashire Railway Company to raise a further sum of money by the creation of new or additional shares, and by loan or otherwise, for the purpose of executing the said railway and branch railway, works, stations, approaches, communications, and conveniences, and for the general purposes of the said undertaking.

And notice is hereby given, that for the purposes aforesaid, or some of them, it is intended to alter, amend, extend, and enlarge or repeal some of the provisions of the several Acts of Parliament following relating to the East Lancashire Railway, namely: "The East Lancashire Railway Act, 1844," being "An Act for making a railway from the Manchester and Bolton Railway, in the parish of Eccles, to the parish of Whalley, all in the county palatine of Lancaster, to be called The Manchester, Bury, and Rossendale Railway;" "The East Lancashire Railway Act, 1845;" "The East Lancashire Railway Act, 1845, (No. 2);" "The East Lancashire Deviation and Branch Railways Act, 1846;" "The East Lancashire Railway Amalgamation Act, 1846;" "The Blackburn and Preston Railway Act, 1844;" "The Blackburn and Preston Railway Act, 1845;" "The Blackburn and Preston Railway Act, 1846;" and "The Liverpool, Ormakirk, and Preston Railway Act, 1846."

And notice is hereby further given, that plans and sections describing the line and levels of the intended railway, branch railway and works hereinbefore described, and of the lands, houses, and hereditaments which may be required to be taken for the purposes thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and hereditaments, together with a published map showing the general direction of such railway, branch railway, and works, will on or before the 30th day of November instant, be deposited with the clerk of the peace for the county palatine of Lancaster, at his office in Preston, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes from in through or into which the said railway, branch railway, and works will be made to pass, will be deposited for public inspection on or before the same 30th day of November with the parish clerk of each such parish, at the place of abode of each such parish clerk.

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

T. A. and J. Grundy,
Solicitors.

Norfolk Railway.

Branch from near Wymondham to the Norwich Extension of the Ipswich and Bury St. Edmund's Railway and the proposed Thetford and Reedham Railway, near Diss.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable the Norfolk Railway Company to make and maintain a branch railway or railways, with all proper works and conveniences connected therewith, commencing by a junction with the Norfolk Railway in the parish of Besthorpe, in the county of Norfolk, at or closely adjoining the point where such railway crosses a certain highway called or known by the name of Slut's Hole Lane, passing thence from in or through the several parishes, townships, extra parochial, or other places following or some of them, that is to say, Besthorpe, Wymondham otherwise Wyndham, Attleborough, Bunwell, Old Buckenham, New Buckenham, Carlton Rode, Banham, Winfarthing, Tibbenham, Shelfanger, Burston, Bressingham, Roydon, Frenze, and Diss, in the county of Norfolk, and Palgrave in the county of Suffolk, and terminating in or near a certain plantation adjoining a certain road leading from Scole to Palgrave, now or late the property of the Reverend Thomas Richard Fisher, situated in the said parish of Palgrave, where it is intended to form a junction with a proposed line of railway from Thetford to Reedham, and also a branch railway commencing from and out of the said first mentioned railway, in a field in the parish of Diss aforesaid, lying on the south side of a road leading from Frenze Hall to Diss aforesaid, and passing through and terminating in the parish of Diss aforesaid, on the north side of a certain road leading from Scole to Diss aforesaid, where it is proposed to form a junction with the line of the Norwich Extension of the Ipswich and Bury Saint Edmund's Railway, as authorized by an Act passed in the last session of Parliament.

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

pose of constructing, maintaining, or using the said intended branch railways and works respectively.

And it is further intended by the said Act to enable the Norfolk Railway Company to raise money for the purpose of constructing the said intended branch railways and works, and to levy tolls, rates and duties in respect to the use thereof, and to grant certain exemptions from the payment of such tolls, rates and duties, and also to purchase by compulsion or otherwise, lands and houses for the purposes aforesaid, and to vary or extinguish all existing rights and privileges in any manner connected with the lands proposed to be taken or purchased for the purposes of the said undertaking, or which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and for the purposes aforesaid it is intended to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts following, that is to say, an Act passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for making a Railway from Norwich to Brandon, with a Branch to Thetford." Another Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for the consolidation of the Yarmouth and Norwich and Norwich and Brandon Railway Companies, and for authorizing the construction of certain works at Norwich in connection with the Yarmouth and Norwich Railway." Another Act passed in the said last mentioned years of the reign of Her present Majesty, intituled "An Act for altering the line of the Norwich and Brandon Railway and for making a Branch therefrom to East Dereham in the county of Norfolk." Another Act passed in the ninth and tenth years of the reign of Her present Majesty, intituled "An Act to empower the Norfolk Railway Company to make a railway communication between the Dereham Branch of the Norfolk Railway and the towns of Wells and Blackeney in the county of Norfolk." And another Act passed in the said last mentioned years of the reign of Her present Majesty, intituled "An Act for enabling the Norfolk Railway Company to purchase or lease the Lowestoft Railway, Harbour and Navigation."

And notice is hereby further given, that maps, plans and sections, describing the direction lines and levels of the said proposed branch railways respectively, and the lands to be taken for the purposes thereof, together with a book of reference to such plans containing the names of the reputed owners and lessees and of the occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Norfolk, at his office in Aylsham, and with the clerk of the peace for the county of Suffolk, at his office at Bury Saint Edmund's. And 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 proposed branch railways will pass, 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 the fourth day of November 1846.

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

Drayton and Bognor Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for a Bill to authorize the making of a railway, with all proper works and conveniences connected therewith, commencing by a junction with the Brighton and Chichester Railway, at the Dray-

ton Station on the said line, in the parish of Oving, in the county of Sussex and terminating by an independent terminus on certain lands belonging to his Grace the Duke of Richmond, occupied by Thomas Cousens or his undertenant, near to and adjoining the Bognor and Chichester Road, near Dorset Gardens, Bognor, in the parish of South Bersted, in the county of Sussex, and which said railway and works will pass, or be made from, in, through, or into the several parishes, townships, and extra-parochial or other places of Oving, Tangmere, Merston, Pagham, and South Bersted, in the said county of Sussex, or some of them, and it is intended to apply for powers to make lateral deviations from the line of the proposed work, to the extent or within the limits defined upon the plans hereinafter-mentioned, and also to cross, alter, divert, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, sewers, canals, navigations, railroads, and tramroads, within the said parishes, townships, or extra-parochial or other places aforesaid, as it may be necessary to cross, divert, alter, or stop up, for the purpose of making and maintaining the said railway or the works connected therewith.

And notice is hereby further given, that duplicate plans and sections of the said railway, together with a book of reference thereto, and also a published map whereon the general course and direction of the said railway will be delineated, 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 30th day of this instant November, and on or before the said 30th 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 railway and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

And notice is hereby further given, that it is intended by the said Bill to incorporate a company for the purpose of carrying into effect the said railway, and to apply for powers for the compulsory purchase of the lands, houses, and other property which may be required in the construction of such railway, and also for power to levy tolls, rates, or duties for and in respect of the said railway and works; and it is intended by such Bill to vary and extinguish all rights and privileges which might in anywise impede or otherwise interfere with the object aforesaid, and to confer other rights and privileges.

And it is also proposed in and by the said Bill to empower the said company to be thereby incorporated to let on lease, sell, or transfer the said intended railway and works, or any part of the same, to the Brighton and Chichester Railway Company, or any other company with whose line the said intended railway and works may unite, and to delegate to the said Brighton and Chichester Railway Company, or other company as aforesaid, the execution of all or any of the powers of the said intended Bill, and to authorize the said Brighton and Chichester Railway Company, or other company,

out of their corporate or other funds, and either jointly or severally, to take shares in and subscribe for or towards the making, maintaining, working, and using the said intended railway and works, or any part thereof, or to purchase, rent, work, or construct the said intended railway and works, or any part of the same, and to take tolls and duties upon or in respect thereof, and to raise money for the purposes aforesaid.

And it is further proposed by the said Bill to authorize the union and amalgamation of the said Brighton and Chichester Railway Company with the company to be incorporated by the said Bill, upon such terms and conditions as may be mutually agreed upon, and to authorize the company to be formed by such union or amalgamation to use and work the said railway and works, and to take tolls in respect thereof; and for carrying into effect all or any of the said objects, it is intended to apply for powers to alter, amend, extend and enlarge the provisions of the several Acts relating to the Brighton and Chichester Railway Company, passed respectively in the seventh and eighth, and in the eighth and ninth years of the reign of Her present Majesty. Also the Acts passed respectively in the seventh and eighth, and in the eighth and ninth years of the reign of Her said present Majesty, relating to the Brighton, Lewes, and Hastings Railway; the Acts passed respectively in the first, and in the sixth and seventh, and in the eighth and ninth years of the reign of Her said present Majesty, relating to the London and Brighton Railway; the Acts passed respectively in the fifth, in the sixth, and in the seventh years of the reign of His late Majesty King William the Fourth, and in the sessions held in the first, and in the second, third and fourth, the sixth and seventh, the seventh and eighth, the eighth and ninth, and the ninth and tenth years of the reign of Her said present Majesty, 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; also an Act passed in the last session of Parliament to consolidate and unite the several Acts relating to the London, Brighton, and South Coast Railway Company, intituled "An Act to consolidate and unite the London and Brighton and the London and Croydon Railway Companies, and the undertakings belonging to them."

Dated this seventh day of November, 1846.

W. B. James,

Solicitor to the Company.

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 alter, amend, and enlarge the powers vested in Messrs. John Johnson and William Johnson, under and by virtue of an Act of Parliament made and passed in the 7th and 8th years of the reign of Her present Majesty, intituled, "An Act for making a Railway from Exeter to Plymouth, to be called the South Devon Railway;" and of another Act of Parliament, made and passed

in the 9th and 10th years of the reign of Her present Majesty, intituled "An Act for authorizing certain alterations in, and extensions of the line of the South Devon Railway, and the formation of branches therefrom to Torquay and other places."

And it is further proposed, by such intended Act, to authorize the junction of the Plymouth and Dartmoor Railway with the South Devon Railway at a point in the said last-mentioned railway situate twelve chains or thereabouts eastward of the point of junction of the same railways authorized by the before-mentioned Acts, or one of them.

Also to authorize and empower the said Messrs. John Johnson and William Johnson to widen the embankment of the River Laira belonging to the company called the Embankment Company, by projecting the same into the River Laira, commencing at a point extra-parochial where the South Devon Railway crosses the said embankment to a point adjacent to the said Embankment Company's toll-house, and to construct a railway on, along, and over such part of the said embankment, when widened and extended, in lieu and instead of so much of the said Plymouth and Dartmoor Railway as runs parallel with the said embankment between the before-described points.

Also to authorize the use of locomotive engines on so much of the line of railway as by the aforesaid Act of the eighth and ninth years of Her present Majesty and the proposed Act Messrs. John Johnson and William Johnson are authorized to form and make.

Also it is intended, by the said proposed Act, to confer on the said Messrs. John Johnson and William Johnson powers for the purchase, with the consent of the said Embankment Company, of so much of the aforesaid embankment as may be necessary for the purposes aforesaid, and also powers for the compulsory purchase of such other 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 notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels of the said intended railway, and other works hereinbefore mentioned, together with books of reference to such plans, will be deposited on or before the 30th day of November, in the present year, with the clerk of the peace for the county of Devon.

Palmer, France, and Palmer.

24, Bedford Row, Holborn.

10th November, 1846.

Newcastle and Berwick Railway.
(East Coast Line, Blyth, Seaton-Sluicr, and other Branches.)

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 repeal some of the powers and provisions of

the Acts relating to the Newcastle and Berwick Railway Company, passed respectively in the ninth and tenth years of the reign of Her present Majesty, and to enable the said Newcastle and Berwick Railway Company to make and maintain the several railways, branch railways, and works following, or some of them, together with all proper works and conveniences connected therewith, and approaches thereto respectively (that is to say):

1st. A railway commencing at or near the west end of the northern passenger platform of the North Shields station of the railway called the Newcastle-upon-Tyne and North Shields Railway, now belonging to the Newcastle and Berwick Railway Company, in the township of Chirton, in the parish of Tynemouth, in the county of Northumberland, and thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places of Tynemouth, North Shields, Chirton, Cullercoats, Monkseaton, Murton, Preston, Whitley, Earsdon, Backworth, Burradon, Holywell, Hartley, Newsham and South Blyth, Seaton Delaval, Seghill, Horton, Bebside, Cowpen, East Hartford, West Hartford, Woodhorn, Cresswell, Ellington, Hurst, Linmouth, Newbiggin by the Sea, North Seaton, Woodhorn Demesne, Bedlington, Cambois, and North Blyth, Choppington, Netherton, East Sleekburn, West Sleekburn, Bothal, Ashington and Sheepwash, Bothal Demesne, Old Moor, Pegswood and Longhirst, or some of them, all in the said county of Northumberland, and terminating by a junction with the present authorised main line of railway belonging to the Newcastle and Berwick Railway Company, in the township of Longhirst, in the parish of Bothal, in the said county of Northumberland, in a field numbered 2 on the plans, relating to the main line of the said Newcastle and Berwick Railway, lodged with the clerk of the peace for the said county of Northumberland, in the month of November, 1844.

2nd. A railway from and out of the said firstly-mentioned intended railway, commencing by a junction therewith at or near to a point marked A on the plans to be deposited as hereinafter mentioned, in the township of Chirton, in the parish of Tynemouth, in the county of Northumberland, and thence passing from, in, through, and into the parish and townships of Tynemouth, North Shields, and Chirton, or some of them, in the said county of Northumberland, and terminating at or near to a point marked B on the same plans, in the said township of Chirton, in the said parish of Tynemouth, in the said county of Northumberland.

3rd. A railway from and out of the said secondly-mentioned intended railway, commencing by a junction therewith at or near to a point marked C on the plans to be deposited as hereinafter mentioned, in the township of Chirton, in the parish of Tynemouth, in the county of Northumberland, and thence passing from, in, through, or into the parishes and townships of Tynemouth, Chirton, and North Shields, in the said county of Northumberland, and the parish of St. Nicholas, Newcastle-upon-Tyne, in the borough and county of Newcastle-upon-Tyne, or some of them, and terminating in the said last-mentioned parish, at or near to a point marked D on the same plans in the said

townships of North Shields and Chirton, or one of them, in the said parish of Tynemouth, in the said county of Northumberland.

4th. A railway from and out of the said firstly-mentioned intended railway, commencing by a junction therewith at or near to a point marked E on the plans to be deposited as hereinafter mentioned, in the township of Hartley, in the parish of Earsdon, in the county of Northumberland, and thence passing from, in, through, and into, and terminating in the said township of Hartley, in the said parish of Earsdon, in the said county of Northumberland, at or near to a point marked F on the same plans.

5. A railway from and out of the said firstly-mentioned intended railway, commencing by a junction therewith at or near to a point marked G on the plans to be deposited as hereinafter mentioned, in the township of Hartley, in the parish of Earsdon, in the said county of Northumberland, and thence passing from, in, through, and into, and terminating in the said township and parish last-mentioned, by a junction with the said fourthly-mentioned intended railway, at or near to a point marked H on the same plans.

6th. A railway from and out of the said first-mentioned intended railway, commencing by a junction therewith at or near to a point marked I on the plans to be deposited as hereinafter mentioned, in the township of Newsham and South Blyth, in the parish of Earsdon, in the said county of Northumberland, and thence passing, from, in, through, or into, the several parishes, townships, extra-parochial and other places, of Earsdon, Newsham and South Byth, Horton Cowpen, and Woodhorn, or some of them, and terminating at or near to a point marked K on the same plans, in the township of Newsham and South Blyth, and parish of Earsdon aforesaid.

7th. A railway from and out of the said firstly-mentioned intended railway, commencing by a junction therewith, at or near to a point marked L on the plans, to be deposited as hereinafter mentioned, in the township of Bothal, in the parish of Bothal, in the said county of Northumberland, and thence passing from, in, through, and into, and terminating in the same last-mentioned township and parish by a junction with the present authorized main line of railway, belonging to the Newcastle and Berwick Railway Company, in a field numbered 5 on the said plans, relating to the same main line of railway, lodged with the clerk of the peace for the said county of Northumberland, in the month of November, 1844.

8th. A railway from and out of the said firstly-mentioned intended railway, commencing by a junction therewith at or near to a point marked N on the plans to be deposited, as hereinafter mentioned, in the township of Cowpen, in the parish of Woodhorn, both in the said county of Northumberland, and thence passing from, in, and through, and terminating in the said last-mentioned township and parish, at or near to a point marked O on the same plans.

9th. A railway from and out of the said secondly-mentioned intended railway, commencing by a junction therewith at or near to a point

marked P on the plans to be deposited as hereinafter mentioned, in the township of Chirton and parish of Tynemouth, in the said county of Northumberland, and thence passing from, in, through, and into the several parishes and townships of Chirton and Tynemouth, in the county of Northumberland, and Saint Nicholas, in the borough and county of Newcastle-upon-Tyne, and terminating at or near a point marked R on the same plans, in the parish of Saint Nicholas last aforesaid.

10th and 11th. And two several lines of railway from and out of the said ninthly mentioned intended railway, respectively commencing by junctions therewith, at or near to two several points marked respectively S and T on the plans, to be deposited as hereinafter mentioned, in the township of Chirton and parish of Tynemouth aforesaid, and both thence passing from, in, through, and into the several townships and parishes of Chirton and Tynemouth aforesaid, and Saint Nicholas, in the borough and county of Newcastle-upon-Tyne, and respectively terminating at or near to two several points marked respectively V and W on the same plans, in the parish of Saint Nicholas last aforesaid.

And it is also proposed by the said intended Act, to enable the said Newcastle and Berwick Railway Company to abandon and relinquish the construction of so much of the present authorized line of their railway, called the Blyth Branch, as lies between the point where the same will be intersected or crossed by the said firstly-mentioned intended line of railway, in the township of Newsham and South Blyth, in the parish of Earsdon, and the eastern terminus of the said Blyth Branch Railway, in the said last-mentioned township and parish, all in the county of Northumberland.

And it is proposed in the said intended Act to authorize the said Newcastle and Berwick Railway Company, and any other public company or private partnership or company, or any individuals, to enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railways and works, and also to carry into effect and confirm any agreement or arrangement made or hereafter to be made, either with regard to the construction of the said railways and works, or for or in respect of the traffic on the said intended railways respectively, or for or in respect of any existing rights or interests in any railways and tramways to be taken or interfered with under the said powers, or any tolls, rates, way-leaves, sum or sums of money due or payable in respect thereof.

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

respectively; and also to take powers for the purchase, by compulsion or otherwise, of lands and houses for the purposes of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the same railways and works, and to confer other rights and privileges, and also to levy tolls, rates, or duties for or in respect of the said intended railways and works, and to confer such exemptions from the payment of such tolls, rates, or duties, as may be thought expedient.

And it is also proposed by the said intended Act to take powers to purchase by compulsion or otherwise the way-leave rent or rents, or other rent or rents, reserved and charged in, and by a certain Act of Parliament passed in the sixth year of the reign of His late Majesty King William the Fourth, (whereby the Newcastle-upon-Tyne and North Shields Railway Company were incorporated,) and also in and by the Newcastle and Berwick Railway Act, one thousand eight hundred and forty-five, and which were thereby respectively made payable to the owner or owners of and others interested in the lands through and adjoining which the railways authorized to be made by the first of the said two last-mentioned Acts are constructed, and to enable such owner or owners, or others interested, to sell and dispose thereof; and also to repeal, alter, and vary the several clauses, powers, provisions, and reservations contained in or conferred by the said two last-mentioned Acts in respect of the several matters and things last aforesaid.

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

And notice is hereby further given that duplicate plans and sections of the said intended railways and other works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, will be deposited for public inspection with the respective clerks of the peace for the said county of Northumberland, at his office in Newcastle-upon-Tyne, and for the borough and county of Newcastle-upon-Tyne, at his office in the same borough and county, on or before the thirtieth day of November in this present year; and that on or before the same day a copy of so much of the said plans and sections (with a book of reference thereto) as relates to each parish in or through which the said intended railways and works are proposed to be made, will be deposited with the parish clerk of each such parish at his place of abode.

Dated this second day of November, 1846.

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

Lincoln and Grantham Railway Company. (Line from Lincoln to the Ambergate, Nottingham, and Boston and Eastern Junction Railway, and to enable the said Ambergate, Nottingham, and Boston and Eastern Junction Railway Company to subscribe towards, purchase, take on lease, or construct 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 for making and maintaining a railway, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences therewith, to commence at or near the Sincil Dyke, in a pasture-field adjoining Saint Mary's Bridge, Lincoln, which said field is in the parish of Saint Mary-le-Wigford, and in the city and county of the city of Lincoln, and situate between the said dyke, and the road leading from Canwick Common to the said bridge, and to terminate by a junction with the Ambergate, Nottingham, and Boston and Eastern Junction Railway, in a field near to the Thorns Farm, in the parish of Barrowby, in the county of Lincoln, numbered 38 on the Parliamentary plan of the last-mentioned railway, deposited with the clerk of the peace for the parts of Kesteven, in the county of Lincoln, which said intended railway and works will pass from, in, through, into the several parishes, townships, townlands, extra-parochial and other places, or some of them following, that is to say, Saint Mary-le-Wigford, Saint Mark, Saint Peter's at Gowts, Saint Botolph, and the extra-parochial place called the South or Canwick Common, all in the city and county of the city of Lincoln, Bracebridge, and Waddington, Harmston, Coleby, Boothby Graffoe, with the liberty of Somerton Castle, Navenby, Skinnand, Wellingore, Wetbourne Leadenham Fulbeck, Claythorpe-cum-Fristone, Hough-on-the-Hill with Gelstone and Brandon, Hougham, Marston, Carleton Scroope, Barkstone, Syston Belton, Stubton, Claypole, Dry-Doddington, Westborough, Foston, West Allington, East Allington, Sedgebrook, Great Gonerby, Manthorpe-cum-Little Gonerby in the parish of Grantham, and Grantham, all in the said county of Lincoln.

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

And notice is hereby further given that duplicate plans and sections of the said intended railway and works, together with books of reference thereto; and also a published map with the line of railway delineated thereon, will be deposited with the clerk of the peace for the city of Lincoln and county of the same city at his office in Lincoln; and with the clerk of the peace for the parts of Kesteven, in the county of Lincoln, at his office in

Sleaford in the said parts and county; and with the clerk of the peace for the borough and soke of Grantham, in the said parts and county, at his office in Grantham, on or before the thirtieth day of November 1846; and on or before the said thirtieth day of November 1846, a copy of so much of the said plans and sections as relates to each parish in or through which the said railway and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

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

And it is also proposed in and by the said Bill to empower the said company to be thereby incorporated to lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to the Ambergate, Nottingham, and Boston and Eastern Junction Railway Company, and to delegate to the said Ambergate, Nottingham, and Boston and Eastern Junction Railway Company the execution of all or any of the powers of the said intended Bill, and to authorize the said Ambergate, Nottingham, and Boston and Eastern Junction 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 empower the said last-mentioned company to purchase, take on lease, rent, work or construct the said intended railway and works, or any part of the same, and to take tolls and duties upon or in respect thereof, or to guarantee to the company to be incorporated by the said intended Bill 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 generally to carry into effect such mutual arrangements and agreements as may be deemed expedient.

And it is further proposed by the said Bill to authorize the union and amalgamation of the said proposed company with the said Ambergate, Nottingham, and Boston and Eastern Junction Railway Company, upon such terms and conditions as may be agreed upon, and to authorize such company, when so united or amalgamated, to construct, use, and work the said intended railway and works, and to take tolls upon or 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 Act relating to the said Ambergate, Nottingham, and Boston and Eastern Junction Railway Com-

pany, called "The Ambergate, Nottingham, and Boston and Eastern Junction Railway Act, 1846."

Dated this tenth day of November, 1846.

Mullins and Paddison,
Solicitors, London.

Sandwich Haven and River 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 enable the mayor, aldermen, and burgesses of the town, port and borough of Sandwich, in the county of Kent, to levy tolls, rates, and duties upon ships, vessels, and other craft, and to apply the same and also other monies belonging to the said mayor, aldermen and burgesses, or under their control, or the control of the council of the said borough, for the purpose of more effectually cleansing, deepening, scouring, maintaining, preserving, and regulating the navigation of so much of the haven of Sandwich and the river Stour as lies between a sluice known as the North Poulder's Sluice, in the parish of Woodnesborough otherwise Winsborow, in the county of Kent, and the sea at low water mark at ordinary spring tides, and powers will be applied for, for repairing, maintaining, and regulating the quays, wharfs, and landing places in the said river and haven within the aforesaid limits, which said part of the haven and part of the said river Stour, which will be included in and subject to the provisions of the intended Bill, is situate in and passes from, in, through, and into or adjoins, the several parishes, townships, and extra-parochial and other places following, that is to say, the several parishes of Saint Mary the Virgin, Saint Clement, and Saint Peter the Apostle, in the town and port of Sandwich, and the several parishes of Word otherwise Worth, Woodnesborough otherwise Winsborow, and Ash-next-Sandwich aforesaid, in the said county of Kent, and the several parishes of Minster, Mockton, Saint Lawrence, and Stonar, in the Isle of Thanet, in the said county of Kent, or some of them.

And it is also intended by the said Bill to confer upon the said mayor, aldermen, and burgesses, all such rights, powers, and privileges as may be necessary for effectually cleansing, deepening, scouring, maintaining, preserving, and regulating the navigation of the said haven and river Stour within the limits above described, and for the establishment, appointment, and regulation of pilots within the haven of Sandwich. And powers will also be applied for in the said Bill to levy tolls, rates, and duties upon all ships, vessels, and other craft, coming into or passing through, or discharging their cargoes, or remaining within the said haven and river Stour, within the limits aforesaid, and for the use of the quays and landing-places, and for the landing and embarking of passengers, animals, goods, and other things thereat; also to alter, vary, and extinguish 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 powers will also be applied for to enable the said mayor, aldermen, and burgesses to raise and borrow money on the security of all or any of

the tolls, rates, and duties aforesaid, or on the security of the funds and monies proposed to be made applicable to the purposes of the said Bill, or on other securities.

And notice is also given, that duplicate plans of so much of the said Haven and River Stour, and the banks thereof, which it is intended to make subject to or affect by the powers and provisions to be contained in the said Bill, together with sections and also a book of reference thereto, will on or before the thirtieth day of November, 1846, be deposited for public inspection with the clerk of the peace for the county of Kent, at his office at Maidstone, in the said county, and a copy of so much of the said plans and sections, and book of reference as relates to each of the parishes in or through which that part of the Haven and River Stour, intended to be included in and subjected to the provisions of the said Bill is situate, will on or before the said thirtieth day of November be deposited with the parish clerk of each such parish at his place of abode.

And notice is also given, that for the purposes aforesaid it is intended to alter, amend, enlarge, or repeal some of the provisions of the several Acts of Parliament hereinafter referred to, viz., an Act passed in the twenty-eighth year of the reign of His late Majesty King George the Second, intituled "An Act for building a bridge over the water or haven between the town of Sandwich, and the opposite shore in the county of Kent." Also another Act passed in the twenty-seventh year of the reign of King George the Third, intituled "An Act for the better repairing, paving, cleansing, lighting, and watching the highways, streets, and lanes of and in the town and port of Sandwich in the county of Kent and in the several parishes of Saint Peter the Apostle, Saint Mary the Virgin, and Saint Clement in the said town and port and county, and for removing and preventing incroachments, nuisances, obstructions, and annoyances in the said highways, streets, and lanes, and on the common quay belonging to the said town and port, and in the haven adjoining to the said quay, and the bridge built over the said haven, and for regulating the berths and mooring-places of vessels at the said quay, and the proper times for vessels to pass through the said bridge;" and also another Act passed in the thirty-second year of the said reign of King George the Third, intituled "An Act for the maintenance and improvement of the harbour of Ramsgate in the county of Kent, and for cleansing, amending, and preserving the haven of Sandwich in the said county;" and also another Act passed in the sixth year of the reign of King George the Fourth, intituled "An Act for improving the navigation of the River Stour and Sandwich Haven, from the city of Canterbury to the town and port of Sandwich, in the county of Kent, and for making and maintaining a new Haven from the said town and port of Sandwich to the sea, and a Harbour on the sea shore."

Dated the 10th day of November, 1846.

T. L. Surrage, Town Clerk,
Solicitor for the Bill.

Falmouth Water Works.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills to incorporate a Company, and to give to such Company all proper and necessary powers for the supplying with water the town of Falmouth, parish of Falmouth, and parish of Budock, and the neighbourhoods thereof, in the county of Cornwall, and the several parishes, townships, and extra-parochial, and other places situate within the said town of Falmouth, parish of Falmouth, and parish of Budock, and the neighbourhoods thereof, and for such purpose power will be applied for to make, construct, erect, lay, repair, and maintain water-works, reservoirs, feeders, aqueducts, conduits, pipes, cuts, channels, drains, dams, goits, engines, buildings, and other erections, works, and conveniences connected therewith, and approaches thereto, in the several parishes, townships, or extra-parochial, or other places of Gluvias otherwise Saint Gluvias, borough of Penryn, Budock, town of Falmouth, and parish of Falmouth, or some of them, in the said county of Cornwall; and to take, collect, and impound water from certain lands, springs, brooks, and streams, situate within the several parishes, townships, and extra-parochial, or other places of Gluvias otherwise Saint Gluvias, borough of Penryn, Budock, town of Falmouth, and parish of Falmouth, or some of them, in the said county of Cornwall. And it is intended by the said Act or Acts, for the purposes aforesaid, to take and use the water of a certain stream, rivulet, or brook, called the College River, in the said parishes of Gluvias otherwise Saint Gluvias, and Budock, and also a certain stream, rivulet, or brook, in Kegilliack, in the said parish of Budock, in the said county of Cornwall, which said streams, rivulets, or brooks flow into the sea at Falmouth aforesaid, in the said county of Cornwall, and to compensate the owners and occupiers of mills and lands affected by the diversion thereof.

And it is intended in the said Bill or Bills to apply for power to enable the said Company to exercise all necessary powers for the breaking up of streets, roads, and places for laying pipes for supplying with water the said several districts aforesaid, or some of them. And it is also intended, that the works as aforesaid shall be made in and pass through the several townships, parishes, and extra-parochial and other places following, (that is to say) Gluvias otherwise Saint Gluvias, Budock, borough of Penryn, town of Falmouth, and parish of Falmouth, or some of them, all in the said county of Cornwall.

And it is intended to apply for powers in the said Bill or Bills, to enable the Company to be thereby incorporated to purchase, by compulsion or otherwise, or take on lease all such lands, and houses, reservoirs, streams, and other hereditaments as may be necessary for constructing and maintaining the said intended waterworks, and to vary, repeal, and extinguish all existing rights and privileges connected with such lands, houses, springs, brooks, and streams which will in any manner impede or interfere with the construction or maintenance of

the said intended works. And powers will also be applied for in the said Bill or Bills to make lateral deviations from the lines of the said works, to the extent and within the limits defined on the plans hereinafter mentioned. And powers will also be applied for to raise, levy, and collect rates, duties, and rents, for the supply of water, and all such other powers, rights, and privileges as may be requisite or necessary for carrying into effect the objects aforesaid, and also power to extinguish exemptions from the payment of tolls, rates, or duties, and other rights and privileges.

And power will also be applied for to enable the said Company to carry the said aqueduct or aqueducts, feeders, conduit pipes, and other works, or some part thereof, over, under, along, and across any turnpike-road, public or private road, canal, railway, navigation, bridge, dock, or cut, in any of the parishes, townships, extra-parochial and other places aforesaid.

And in the said Bill or Bills powers will be applied for to enable the Company so to be incorporated to take the water which may be found in constructing the aqueducts, reservoirs, and other works aforesaid.

And notice is hereby further given, that duplicate plans, describing the line or course of the said intended aqueduct or aqueducts, feeders, and conduit pipes, and also the situation or situations of the said reservoir or reservoirs, and other works, and of the lands proposed to be taken for the purposes thereof, and describing the springs, brooks, streams, and rivers to be directly diverted, taken, or used for supplying the said reservoirs and aqueducts with water, together with duplicate sections of the said aqueducts, reservoirs, 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, 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 Cornwall, at his office, at Saint Austell, and that on or before the said thirtieth day of November instant, a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes hereinbefore mentioned, from, in, or through which the said aqueduct or aqueducts, reservoir or reservoirs, or other works will pass, be, 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, 1846.

Thomas Harvey, 2, Winchester Buildings,
London, Solicitor for the Bill.

Lynn and Ely Railway.

(Lynn and Wormegay Navigation.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter, amend, and enlarge some of the powers and provisions of "The Lynn and Ely Railway Act, 1845," and to give to the Lynn and Ely Railway Company power to make a navigation or aqueduct, with all necessary works and conveniences connected therewith, commencing at or near the termination

of the branch of the Lynn and Ely Railway, called or known as "the Harbour Branch," in the parish of All Saints otherwise South Lynn All Saints, within the borough of King's Lynn, in the county of Norfolk, passing thence from, in, through, or into, the several parishes, townships, and extraparochial or other places of King's Lynn otherwise King's Lynn Saint Margaret, Gaywood, All Saints otherwise South Lynn All Saints, within the borough of King's Lynn aforesaid, West Lynn Saint Peter, Wiggenhall Saint Mary the Virgin, Saddlebow, Clenchwarton, Seech otherwise Sechy, Hardwick, North Runcton, Middleton, Blackburn otherwise Blackburn End, East Winch, East Billeney, Pentney, Narborough, Narford, Shouldham, Shouldham Thorpe otherwise Garbois Thorpe, Marham, West Winch, Setch otherwise Setchey, Wiggenhall Saint Germans, Wiggenhall Saint Peter, Tottenhill, Watlington, Holme otherwise Runcton Holme otherwise Runcton-with-Holme, South Runcton, Wallington, Thorpland, Wallington-with-Thorpland, and Wormegay, or some of them, in the said county of Norfolk, and terminating on the south bank of the river Nar or Setchy, at or near a certain field belonging or reputed to belong to the Reverend Daniel Henry Lee-Warner, and in the occupation of William Hoff, in the said parish of Wormegay.

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

And notice is hereby also given, that it is intended to apply for power to levy tolls, rates, and duties for the use of the said navigation or aqueduct, and also for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the said plans, and also for power to divert into the said navigation or aqueduct water from the said river Nar or Setchy, and also for power to vary and extinguish all rights and privileges in any manner connected with the lands, houses, and other property proposed to be taken for the purpose of such navigation or aqueduct, and to confer other rights and privileges; and also to enable the said Lynn and Ely Railway Company to raise a further sum of money, by the creation of new or additional shares, and by loan or otherwise, 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 instant, duplicate plans and sections describing the line and situation of the said intended navigation or aqueduct, and works, and the lands, houses, and other property to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such

lands, will be deposited for public inspection at the office of the Clerk of the Peace for the county of Norfolk, at Aylsham; and a copy of so much of the said plans, sections, and books of reference as relates to the several parishes from, in, through, or into which the said navigation or aqueduct will pass or be situate, will also be deposited with the parish clerk of each such parish.

Dated this ninth day of November, 1846.

Goodwin, Partridge, Williams, and Edwards,
King's Lynn, and 7, Millbank-street, Westminster.

Rooper, Birch, and Ingram, 68, Lincoln's-inn-fields, London,

Joint Solicitors for the Bill.

Shropshire Union Railways and Canal.

Lease to the London and North Western Railway Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the Shropshire Union Railways and Canal Company to lease in perpetuity, or for a term of years, or to sell and transfer to the London and North Western Railway Company the canals, railways, and works now vested in or belonging to such first-mentioned Company, or which they are authorized to construct or purchase under the Shropshire Union Railways and Canal, Newtown to Crewe with Branches Act, 1846; the Shropshire Union Railways and Canal, Chester and Wolverhampton Line Act, 1846; and the Shropshire Union Railways and Canal, Shrewsbury and Stafford Railway Act, 1846; and together with all the powers, rights, privileges, lands, buildings, property, and effects of such Company; and also all such railways and canals, powers, rights, privileges, lands, buildings, and effects, as may be transferred to or vested in such Company, or as they may be authorized to make or purchase, by any Act or Acts to be passed in the next session of Parliament, and to enable the said London and North Western Railway Company to take and hold on lease, and to have, use, exercise, and enjoy, all and every such railways, canals, and works, and all such powers, rights, privileges, lands, buildings, property, and effects aforesaid, subject to such rent and other conditions as may be or may have been agreed on between the said two Companies, and to authorize the said Companies respectively to enter into and carry into effect all such agreements as they may deem requisite or expedient in reference to the objects aforesaid: and for the purposes of the said Act, it is intended to alter, amend, enlarge, or repeal, so far as may be necessary, the powers and provisions of the several Acts of Parliament following: namely, the Acts relating to the Ellesmere and Chester Canal Navigation, passed respectively in the eighth year of the reign of his late Majesty King George the Fourth, in the eleventh year of the reign of his said late Majesty King George the Fourth, in the first year of the reign of her present Majesty, in the fifth year of the reign of her said present Majesty, and in the eighth year of the reign of her said present

Majesty, and in the session held in the ninth and tenth years of the reign of her said present Majesty; the Act relating to the Shrewsbury Canal Navigation, passed in the twenty-eighth year of the reign of his said late Majesty King George the Third; and the several Acts relating to the Montgomeryshire Canal, or eastern branch of the said Montgomeryshire Canal, passed respectively in the thirty-fourth and fifty-fifth years of the reign of his late Majesty King George the Third, and in the second year of the reign of his late Majesty King George the Fourth, and the several Acts relating to the western branch of the Montgomeryshire Canal, passed respectively in the fifty-fifth year of the reign of his late Majesty King George the Third, and in the fourth year of the reign of his late Majesty King William the Fourth; the Shropshire Union Railways and Canal, Chester and Wolverhampton Line Act, 1846; the Shropshire Union Railways and Canal, Newtown to Crewe with Branches Act, 1846; and the Shropshire Union Railways and Canal, Shrewsbury and Stafford Railway Act, 1846; and the 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 also the several following 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, 8th and 9th Victoria, cap. 156; and local and personal Acts, 9th and 10th Victoria, cap. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

Dated this 7th day of November, 1846.

Parker, Hayes, Burnwell, and Twisden, } Solicitors
 1, Lincoln's-inn-fields, } to the
Samuel Carter, Birmingham, } Bill.

Buckingham and Brackley Junction Railway and Oxford and Bletchley Junction Railway Companies.—Amalgamation and Extension of Lines. (Branches or Extensions to Banbury, Aylesbury, and into Oxford, with power to the London and North Western Railway Company to amalgamate with, or subscribe to, or to purchase or lease the Undertaking.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of the Oxford and Bletchley Junction Railway Act, 1846; and of the Buckinghamshire Railway (Buckingham to Brackley Junction) Act, 1846; and to authorise and empower the union and consolidation into one undertaking of the Oxford and Bletchley Junction Railway Company and the Buckingham and Brackley Junction Railway Company, incorporated by the said Acts respectively; and the respective capital stock, shares, property, and effects of the Oxford and Bletchley Junction Railway Company, and the Buckingham and Brackley Junction Railway Company, and the vesting in one Company all the capital stock,

shares, property, and effects, powers, and privileges now vested in the said two Companies respectively, and to authorise the incorporation of a new Company for the purposes above mentioned; in which said Bill it is intended to apply for powers to enable the said consolidated company to make and maintain an extension or branch railway from the said Buckingham and Brackley Railway, with all necessary stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith, to commence by a junction with the Buckingham and Brackley Junction Railway, authorised to be made by the Act secondly above mentioned near the intended termination thereof, in the parish of St. James Brackley, in the county of Northampton, and near the south or south-western side of the turnpike road there leading from Brackley to Oxford, and to terminate near the town of Banbury, in the parish of Warkworth, in the county of Northampton, at or near the southern side of the highway from Warkworth to Banbury, and near the point where the same highway joins the turnpike-road from Brackley to Banbury, near to the said town of Banbury; and also by a junction with the line of the Oxford and Rugby Railway, in the parish of Warkworth, at the proposed station of such last-mentioned railway, in a field adjoining and on the near side of the same highway from Warkworth to Banbury: which said extension or branch railway and works will be made in, or pass from, through, or into the several parishes, townships, or extra-parochial and other places following, or some of them, (that is to say) Brackley, Saint James Brackley, Saint Peter Brackley, Halse, Evenley, Hinton, Hinton in the Hedges, Steane otherwise Stene, Farthinghoe, Gretworth otherwise Greatworth, Marston, Marston Saint Lawrence, Westhorpe otherwise Westrop, Thenford, Thorpe Mandeville, Middleton Cheney, Newbottle, Astrop, Charlton Purston, Little Purston, Great Purston, Burston, Kings Sutton, Watton, Warkworth, Grinsbury, Nethercote otherwise Nethercott, Overthorpe, Huscote, Banbury, and Saint Mary Banbury, in the county of Northampton; and Banbury and Saint Mary Banbury, in the county of Oxford.

Also to make and maintain another extension or branch railway from the said Buckingham and Brackley Junction Railway, with all necessary stations, erections, bridges, wharfs, warehouses, communications, and other works, to commence in the parish of Middle Claydon, in the county of Buckingham, by a junction with the line of the same railway, near its intersection with the line of the Oxford and Bletchley Junction Railway, authorised to be made by the Act first above referred to, in a field numbered 9, in the parish of Middle Claydon, in the plans deposited with the Clerks of the Peace for the counties of Oxford and Buckingham, mentioned in the Act secondly above referred to, and to terminate in the parish of Aylesbury, in the county of Buckingham, by a junction with the Aylesbury Railway at a distance of about three furlongs from its termination there, which said extension will be made in or pass from, through, or into the several parishes, townships,

extra-parochial and other places following, or some of them, (that is to say) Middle Claydon, East Claydon, Steeple Claydon, Addington, Winslow, Shipton, Grandborough, Hogshaw, Fullbrook, North Marston, Pitchcott, Oving, Hardwick, Weedon, Quainton, Waddesdon, Fleet Marston, Hartwell, Quarrendon or Quarrington, Berton, Broughton, Aylesbury, and Walton, in the county of Buckingham.

Also to make an extension or branch railway or deviation in the line of the said Oxford and Bletchley Junction Railway, with all proper stations, erections, bridges, approaches, works, and conveniences, to commence in the hamlet of Water Eaton, in the parish of Kidlington, or extra-parochial place of Cutslow, in the county of Oxford, at or about one mile and four furlongs from the intended termination of such railway, as shown on the deposited plans, and in a field belonging to Charles Sawyer, esquire, and in the occupation of William Rowland, and to terminate in the parish of St. Giles, in the said county of Oxford, in a field belonging to the President and Scholars of Saint John's College, Oxford, in lease to the Duke of Marlborough, and occupied as garden ground, near the Horse and Jockey Inn, and on the west side of the Oxford and Woodstock turnpike-road, which said extension, branch, or deviation will be made in or pass from, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Kidlington, Water Eaton, Cutslow, Marston, Summertown, and St. Giles, in the county of Oxford; and to relinquish and abandon so much of the original authorised line of the said Oxford and Bletchley Junction Railway as lies between the said point where the said extension, branch, or deviation is to commence, and the commencement of the said Oxford and Bletchley Junction Railway, as described in the said Act relating thereto, in the parish of Saint Giles, in the city of Oxford.

And notice is hereby further given, that a plan of the said branch, extension, and deviation railways and works, and also a duplicate of such plan, and a section and duplicate thereof, 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 county of Northampton, at his office at Northampton, in the said county; and with the Clerk of the Peace for the county of Oxford, at his office in Oxford, in the same county; and with the Clerk of the Peace for the county of Buckingham, at his office in Aylesbury, on or before the thirtieth day of November, 1845; and on or before the said thirtieth day of November, 1846, a copy of so much of the plan and section as relates to each parish in or through which the said work is intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

And notice is hereby further given, that it is intended in the said Bill, to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses pro-

posed to be taken for the purposes aforesaid, and also to levy tolls, rates, or duties upon or in respect of the said branches, extensions, and deviation lines of railways and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges. And it is also proposed in and by the said Bill to empower the said consolidated Company to lease, sell, or transfer the said authorised lines of railway, and the said branches, extensions, and deviation lines of railway and works or any part of the same or the tolls thereof to the London and North Western Railway Company; and to delegate to the said London and North Western Railway Company the execution of all or any of the powers of the said Acts respectively, and of the said intended Bill and to authorise the said London and North 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 authorised railway; and the said branches, extensions, and deviation lines of railway and works, or any part thereof, or to purchase, take on lease, rent, work, or construct the same, or any part thereof, and to take tolls and duties upon or in respect thereof, or to guarantee to the said consolidated Company such interest or profit upon their outlay as may be agreed upon, and to enable the said London and North Western Railway Company 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 also intended to apply for powers to alter, amend, extend, and enlarge the powers and provision of the several Acts following, (that is to say) 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 8th and 9th Victoria, cap. 156, and local and personal Acts 9th and 10th Victoria, cap. 67, 80, 152, 182, 184, 193, 231, 232, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396,

Dated this seventh day of November, 1846.

<i>Parker, Hayes, Barnwell,</i>	} Solicitors for the Bill.
<i>and Twisden,</i>	
<i>Lincoln's-inn-fields,</i>	
<i>Samuel Carter, Birmingham,</i>	

East Lancashire Railway.

(Southport Branch and Preston Extension.)

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 authorise the East Lancashire Railway Company to make and maintain a railway, or branch railway, with all proper works, stations, approaches, communications, and other conveniences connected therewith, to commence by a junction with the intended

Liverpool, Ormskirk, and Preston Line, of the East Lancashire Railway, at or near Lydiate-lane, near the town of Ormskirk, in the township and parish of Ormskirk, in the county palatine of Lancaster, passing thence from, in, through, or into, the several parishes, townships, hamlets, and extra-parochial or other places of Ormskirk (parish), Ormskirk (township), Burscough, North Meols (parish), Scarisbrick, and North Meols (township), or some of them, and terminating at or near the junction of Chapel-street and Houghton-street with London-street, in the town of Southport, in the township and parish of North Meols, all in the county palatine of Lancaster.

And it is also intended in the said Bill to authorise the said East Lancashire Railway Company to abandon the formation of a certain intended branch railway from the East Lancashire (late Blackburn and Preston) Railway, near Bamber Bridge, in the township of Walton-le-Dale, in the parish of Blackburn, to the North Union Railway in the township and parish of Penwortham, in the county palatine of Lancaster, authorised to be constructed by "the Blackburn and Preston Railway Act, 1846."

And it is further intended in the said Bill to authorise the said East Lancashire Railway Company to abandon the formation of so much of a certain intended line of railway, authorised by "The Liverpool, Ormskirk, and Preston Railway Act, 1846," as lies between the intended junction of the said railway with the North Union Railway, in the parish of Penwortham in Lancashire, and a certain watercourse, dividing the township of Hutton from the township of Penwortham, and numbered 403 in the said township of Hutton, on that part of the plans referred to in the last-mentioned Act, which is intitled "The North Union Railway Junction Line."

And it is intended in the said Bill to authorise the said East Lancashire Railway Company to make and maintain an extension of the East Lancashire Railway, with all proper works, stations, approaches, communications, and other conveniences connected therewith, to commence by a junction with that portion of the said last-named railway, lately called "The Blackburn and Preston Railway," in the said township of Walton-le-Dale, at or near the point where the same crosses a certain tramway, which passes through or near Bamber Bridge to Preston; and such intended railway passes thence from, in, through, or into the several parishes, townships, hamlets, and extra-parochial or other places of Blackburn, Walton-le-Dale, Penwortham (parish), Preston (parish), Penwortham (township), and Preston (township), or some of them, into the town and borough of Preston, and terminates by a junction with the Lancaster and Preston Railway at or near the terminus thereof, in the said town and borough of Preston.

And also to make and maintain another railway, with all proper works, stations, approaches, communications, and other conveniences connected therewith, commencing at or near the said township boundary, hereinbefore referred to, as dividing the said townships of Hutton and Penwortham, and passing thence from, in, through, or into the several parishes, townships, hamlets, and extra-parochial

or other places of Penwortham (parish), Hutton, Penwortham (township), Blackburn, Walton-le-Dale, Preston (parish), and Preston (township), and terminating by a junction with the firstly hereinbefore described intended extension line, at or near the point where the same crosses the river Ribble, in the said township and parish of Penwortham.

And in the said Bill power will be applied for to deviate from the line or lines of the hereinbefore described branch railway and extension railways laid down on the plans hereinafter mentioned, to the extent thereon defined, and to divert, stop up, or alter, whether temporarily or permanently, all such turnpike-roads, highways, railways, tram-roads, streets, paths, passages, aqueducts, canals, navigations, streams, rivers, sewers, and water-courses, within the places aforesaid, as it may be necessary or expedient so to divert, stop up, or alter, for the purposes of the said branch railway, extension railways, works, stations, approaches, communications, and conveniences.

And notice is hereby also given, that it is intended to apply for power in the said Bill to levy tolls, rates, or duties, in respect of the branch railway and extension railways hereinbefore described, and to grant certain exemptions from such tolls, rates, or duties.

And it is intended in the said Bill to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and hereditaments, to be described upon the plans hereinafter mentioned, and for power to vary or extinguish all rights and privileges touching such lands, houses, and hereditaments, which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And it is intended in the said Bill to apply for power to authorise the said East Lancashire Railway Company to raise a further sum of money, by the creation of new or additional shares, and by loan or otherwise, for the purpose of executing the said branch railway, extension railways, stations, works, approaches, communications, and conveniences, and for the general purposes of the said undertaking.

And notice is hereby given; that it is intended in the said Bill to apply for power to alter and vary the tolls, rates, and duties at present authorised to be demanded and taken by the East Lancashire Railway Company for the use of their railways and branch railways, or any of them, or any part thereof, and to substitute and impose other tolls, rates, duties, or payments in lieu of those to be altered and varied as aforesaid.

And it is further intended by the said Bill to empower the Manchester and Leeds Railway Company, out of their corporate funds, or out of funds which they shall be enabled by the intended Act to raise for this purpose, by the creation of new shares, or by loan or mortgage, or contribute towards the construction of a certain branch railway, authorised by "the Liverpool, Ormskirk, and Preston Railway Act, 1846," from the Liverpool and Bury Railway, in the township of Kirkdale, in the parish of Walton-on-the-Hill, to the junction of Walter-street and Regent-road, in the

township and parish of Liverpool, and which branch railway is described on the plans referred to in the said Act as the "Dock Branch," and likewise of the stations, warehouses, approaches, and other conveniences intended to be connected with the said branch railway.

And it is intended in the said Bill to enable the last-mentioned Company and the East Lancashire Railway Company to enter into mutual arrangements for the future use of the said intended branch railway, and for the division of the profits arising therefrom, and to carry into effect and confirm any agreement or arrangement that may have been entered into between the said two Companies with respect to the construction, future use, and enjoyment of the said branch railway.

And for the purpose aforesaid it is intended to alter, amend, and enlarge some of the provisions of the Acts of Parliament following, namely, "The Liverpool and Bury Railway Act, 1845;" "The Liverpool and Bury Railway Act, 1846;" an Act passed in the last session of Parliament, intituled "An Act to incorporate the Liverpool and Bury Railway Company with the Manchester and Leeds Railway Company;" and an Act passed in the seventh year of his late Majesty King William the Fourth, intituled "An Act for making a railway from Manchester to Leeds;" and of the several other Acts of Parliament relating to the Manchester and Leeds Railway Company.

And it is intended in the said Bill to apply for power to alter, amend, extend, and enlarge some of the provisions of the several Acts of Parliament following, relating to the East Lancashire Railway Company, namely, "The East Lancashire Railway Act, 1844;" being "An Act for making a railway from the Manchester and Bolton Railway, in the parish of Eccles, to the parish of Whalley, all in the county palatine of Lancaster, to be called the Manchester, Bury, and Rossendale Railway;" "The East Lancashire Railway Act, 1845;" "The East Lancashire Railway Act, 1845 (No. 2);" "The East Lancashire Deviation and Branch Railways Act, 1846;" "The East Lancashire Railway Amalgamation Act, 1846;" "The Blackburn and Preston Railway Act, 1844;" "The Blackburn and Preston Railway Act, 1845;" "The Blackburn and Preston Railway Act, 1846;" and "The Liverpool, Ormskirk, and Preston Railway Act, 1846."

And notice is hereby further given, that plans and sections, describing the lines and levels of the intended branch railway, extension railways, and works, hereinbefore described, and of the lands, houses, and hereditaments which may be required to be taken for the purposes thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and hereditaments, and together also with a published map, showing the general direction of the intended branch railway, extension railways, and works, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county palatine of Lancaster, at his office in Preston. And that a copy of so much of the said plans, sections, and books of re-

ference respectively as relates to each of the parishes, from, in, through, or into which the said branch railway, extension railways, and works, or any of them respectively will be made to pass, will be deposited, for public inspection, on or before the said thirtieth day of November, with the parish clerks of each such parish, at the place of abode of each such parish clerk.

Dated the ninth day of November, 1846.

T. A. and J. Grundy, Solicitors.

Newcastle-under-Lyme and Nantwich Turnpike 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 extend the term and alter and enlarge the powers and provisions of an Act passed in the tenth year of the reign of his Majesty King George the Fourth, intituled "An Act for more effectually repairing and improving the Road from the bottom of Church-lane in the town of Newcastle-under-Lyme, in the county of Stafford, to the Road leading from Woore to Chester, near Nantwich, in the county palatine of Chester, and other Roads therein mentioned," or to repeal the said Act, and to grant further and other powers and provisions in lieu thereof: By which Bill it is intended to take powers to make and maintain as turnpike-roads the new lines of road hereinafter, mentioned or one of them, that is to say, a new line of road commencing by a junction with the Newcastle-under-Lyme and Nantwich turnpike-road at or near Gorsty Hill in the township of Weston in the parish of Wybunbury, and terminating at or near the Crewe station of the London and North Western Railway, in the township of Crewe, in the parish of Barthomley, all in the county of Chester; and which proposed new line of road is intended to be made in, or to pass from, through, or into the several parishes and townships of Weston, Basford, Wymbunbury, Crewe, and Barthomley, all in the county of Chester; And also another new line of road commencing by a junction with the Newcastle-under-Lyme and Nantwich turnpike-road, at or near Swill-Brook, in the township of Hough in the parish of Wymbunbury, and terminating at or near Church Coppenhall, in the parish of Church Coppenhall, all in the county of Chester, and which last-mentioned new line of road is intended to be made in, or to pass from, through, or into the several parishes and townships of Hough, Basford, Wymbunbury, Shavington-cum-Gresty, Rope, Crewe, Barthomley, Church Coppenhall, and Monks Coppenhall, all in the county of Chester. And it is also intended, in making the first-mentioned new line of road, to widen, render turnpike, and maintain as part thereof so much of the highway leading from the Newcastle-under-Lyme and Nantwich turnpike-road at Weston Hall to the village of Weston as lies between the Guide-post and Stowford, all in the said township of Weston; and in making the last-mentioned new line of road, it is intended to widen, render turnpike, and maintain as part thereof, so much of the highway leading from the Newcastle-under-Lyme and Nantwich Turnpike-

road at Swill-Brook to the Wheelock and Nantwich turnpike-road as leads from Swill-Brook, near to the farm-house occupied by Thomas Coomer, in the townships of Hough and Shavington-cum-Gresty, in the parish of Wybunbury, and from Gresty Green, in the township of Shavington-cum-Gresty, near to the Nantwich and Wheelock turnpike-road in the townships and parishes of Shavington-cum-Gresty, Rope, Crewe, and Barthomley, and also to widen, straighten, render turnpike, and maintain the continuation of the last-mentioned highway from the Nantwich and Wheelock turnpike-road, at the Dairy-house to the Oak, in the parish of Church Coppenhall.

And notice is further given, that on or before the thirtieth day of November, 1846, duplicate plans and sections of the said new lines of roads, and of the portions of the said highways so to be widened and rendered turnpike as aforesaid, with books of reference thereto, will be deposited with the Clerk of the Peace for the county of Chester, at his office at Chester; and that on or before the said thirtieth day of November, a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said works are intended to be made and maintained, will be deposited with the parish clerk of each such parish, at his place of abode.

And notice is also hereby given, that it is intended by the said Bill to take powers for the compulsory purchase of lands and houses, to levy tolls upon or in respect of the new roads intended to be made and maintained as aforesaid, and to alter the existing tolls authorised by the said Act passed in the tenth year of the reign of King George the Fourth, to be collected upon or in respect of the roads therein comprised, and to confer, vary, or extinguish exemptions from payment of tolls and other rights and privileges.

Dated this seventh day of November, 1846.

Fran. Stanier.
R. C. Edlestone.

East Lancashire Railway Deviations, and Rawtenstall Coal 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 alter, amend, extend, consolidate, and enlarge some of the powers and provisions of the several Acts of Parliament following, relating to "The East Lancashire Railway," namely, "The East Lancashire Railway Act, 1844," being "An Act for making a railway from the Manchester and Bolton Railway, in the parish of Eccles, to the parish of Whalley, all in the county palatine of Lancaster, to be called the Manchester, Bury, and Rossendale Railway;" "The East Lancashire Railway Act, 1845;" "The East Lancashire Railway Act, 1845, No. 2;" "The East Lancashire Deviation and Branch Railways Act, 1846;" "The East Lancashire Railway Amalgamation Act, 1846;" "The Blackburn and Preston Railway Act, 1844;" "The Blackburn and Preston Railway Act, 1845;" "The Blackburn and Preston Railway Act, 1846;" and "The Liverpool, Ormskirk, and Preston Railway Act, 1846;" and in the said Bill it is intended to repeal certain of the said powers and provisions, and to grant further, other, and more effectual powers in the stead thereof.

And it is intended in the said Bill to authorise the East Lancashire Railway Company to abandon the formation of, or otherwise vary and alter so much of a line of railway authorised by "The East Lancashire Deviation and Branch Railways Act, 1846," as lies in and between a certain field in the township of Tottington Higher End, in the parish of Bury, in the said county palatine of Lancaster, numbered 3 on the plans of alterations and deviations referred to in the last-mentioned Act, which line is described thereon as Deviation, No. 2, and a certain other field numbered 93 on the said plans in the same township, and instead thereof to make and maintain another line of railway, with proper works, stations, approaches, communications, and other conveniences connected therewith, between the points aforesaid and wholly situate within the said township.

And also to abandon the formation of, or otherwise vary and alter so much of the same line of railway (being other part of the said Deviation, number 2,) as lies in and between a certain field in the township of Haslingden, in the parish of Whalley, in the said county palatine of Lancaster, numbered 195 on the plans before referred to, and a certain other field numbered 46 on the same plans in the township of New Accrington in the said parish of Whalley, and instead thereof to make and maintain another line of railway, with proper works, stations, approaches, communications, and other conveniences connected therewith, between the points last aforesaid, passing from, in, through, or into the several parishes, townships, and extra parochial, or other places of Whalley, Haslingden, Lower Booths, Rossendale, Henheads, and New Accrington, or some of them.

And also to abandon the formation of, or otherwise to vary and alter so much of a certain branch railway, authorised by the "East Lancashire Deviation and Branch Railways Act, 1846," distinguished as the branch to Bacup, as lies in and between a certain field in the said township of Lower Booths, and parish of Whalley, numbered 5 on the plans of the said Bacup branch, referred to in the last-mentioned Act, and a certain other field numbered 52 on the last-named plans in the township of Newchurch, in the said parish of Whalley, and instead thereof to make and maintain another line of railway, with all proper works, stations, approaches, communications, and other conveniences connected therewith, between the points last aforesaid, and passing from, in, through, or into, the several parishes, townships, and extra-parochial, or other places, of Whalley, Lower Booths, Bury, Cowpe Lenches, New Hall Hey, and Hall Carr, Newchurch, Rossendale, and Rawtenstall, or some of them, and also to abandon the formation of, or otherwise to vary and alter so much of a certain branch railway, authorised by the East Lancashire Deviation and Branch Railways Act, 1846, and distinguished as the branch to Crawshaw Booth, as lies between the then intended junction of the last-named branch, with the then intended line of the said Bacup branch, in the said township of Newchurch, and a certain field in the same township, numbered 6 on the plans of the Crawshaw Booth branch, referred to in the said last-mentioned Act, and instead of such part of the said branch railway so proposed to be relinquished or altered as last aforesaid, to make and maintain a line of railway, with all proper works, stations, approaches, communications, and other conveniences connected therewith, commencing by a junction with the new or substituted line of railway, thirdly hereinbefore proposed to be made, near the mills or cotton works of Mr. John Robinson Kay, in the township of Cowpe Lenches, New Hall Hey, and Hall Carr, in the parish of Bury, and passing from, in, through, or into, the several parishes, townships, and extra-parochial, or other places of Bury,

Cowpe Lenches, New Hall Hey, and Hall Carr, Whalley, Newchurch, Rossendale, and Rawtenstall, or some of them, and terminating by a junction with the said intended Crawshaw Booth branch, in the said field, numbered 6, in the township of Newchurch. And it is intended in the said Bill to apply for power to make and maintain a branch railway, with all proper works, coal staiths, stations, approaches, communications, and conveniences connected therewith, commencing by a junction with the said intended Crawshaw Booth Branch, in the said township of Lower Booths, in a certain field numbered 56 on the plans of the Crawshaw Booth branch, referred to in the "East Lancashire Deviation and Branch Railways Act, 1846," and being wholly situate in the said township of Lower Booths, and terminating at a point on the west bank of a river or stream called Laming, near the Head Goit, communicating with the reservoir of Messrs. Whitehead, in the said township of Lower Booths, all which deviations, and new or substituted lines of railway, and the works connected therewith, are intended to be situate in the county palatine of Lancaster. And in the said Bill power will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and to divert, stop up, or alter, whether temporarily or permanently, all such turnpike-roads, highways, railways, tramroads, streets, aqueducts, canals, navigations, streams, rivers, and water-courses, within the places aforesaid, as it may be necessary or expedient so to divert, stop up or alter, for the purposes of the said railways, works, stations, approaches, and conveniences.

And notice is hereby also given, that it is intended to apply for power in the said Bill to increase, diminish, and alter the tolls, rates, and duties at present authorized to be demanded and taken by the said East Lancashire Railway Company for the use of their railways and branch railways, and to enable the said Company to levy and receive other tolls, rates, or duties, in or upon, or in respect of their said railways and branches, and also for power to levy tolls, rates, or duties in respect of the said substituted lines of railway and branch railways hereinbefore described, and to grant certain exemptions from such tolls, rates, or duties.

And it is intended in the said Bill to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and hereditaments to be described upon the plans hereinafter mentioned, and for power to vary or extinguish all rights and privileges touching such lands, houses, and hereditaments which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And it is intended in the said Bill to authorise the East Lancashire Railway Company to raise a further sum of money by the creation of new or additional shares, and by loan or otherwise, for the purpose of executing the said railways and works, and for the general purposes of the said undertaking.

And it is also intended in the said Bill, to enable the East Lancashire Railway Company to purchase by agreement, or to take a lease of lands in the boroughs of Manchester and Salford, or one of them, for the purpose of a station, warehouses, communications, and approaches, for the accommodation of the traffic of the East Lancashire Railway.

And notice is hereby further given, that plans and sections describing the lines and levels of the intended alterations, and new or substituted railways, branch railways, and works hereinbefore described, and of the lands, houses, and hereditaments which may be required to be taken for the purposes thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and hereditaments, and together

also with a published map showing the general direction of such new or substituted lines of railway or branch railway, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace of the county palatine of Lancaster, at his office in Preston, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes, from, in, through, or into which the said intended works, or any of them respectively, will be made to pass, will be deposited for public inspection on or before the same thirtieth day of November, with the parish clerk of each such parish, at the place of abode of each such parish clerk.

Dated the ninth day of November, 1846.

T. A. and J. Grundy, Solicitors.

Cockermouth Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for paving, lighting, cleansing, watching, and otherwise improving the roads, streets, lanes, and other public passages and places within the town and township of Cockermouth, in the county of Cumberland; and for removing and preventing nuisances, annoyances, and encroachments therein; and in which Bill provision is intended to be made to authorise the levying and collecting of rates on the owners and occupiers of property within the said town and township, for effecting the several purposes aforesaid.

Dated this tenth day of November, 1846.

Hammersmith Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for paving, lighting, cleansing, draining, watering, repairing, regulating, and otherwise improving the streets, squares, roads, lanes, passages and other public places within the parish of Hammersmith, in the county of Middlesex, and for removing and preventing nuisances, annoyances, and encroachments therein.

And notice is hereby also given, that in the said Bill it is intended to obtain power to levy rates or assessments, on the owners and occupiers of property within the said parish, and to collect and recover rates, tolls, and duties, in respect of bricks, stones, sand, coal, lime, manure, and other articles landed from boats, and barges, within the said parish, and also to borrow money on the credit of the said rates, assessments, tolls, and duties, for the better carrying into effect the objects and purposes of the said intended Bill.

Dated the eleventh day of November, 1846.

W. L. T. Robins, Bury-street, St. James's

East Lancashire Railway—Burnley Connecting Line.

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 authorise the East Lancashire Railway Company to make and maintain a railway, with all proper works, approaches, communications, and other conveniences connected therewith, to commence by a junction with the intended Burnley Branch of the East Lancashire Railway, near to the point where that branch forms a junction with the intended Burnley branch of the Manchester and Leeds Railway, in or near to the town of Burnley, in the township of Habergham Eaves, otherwise Burnley-cum-Habergham Eaves, in the parish of Whalley, in the county palatine of Lancaster, and such railway is intended to be wholly situate in the same township, and to terminate therein by a junction with the main line of the East Lancashire Railway, now in the course of construction, near to certain print works, in the occupation of Messrs. Margerson, in or near to the said town of Burnley.

And in the said Bill power will be applied for to deviate from the line of the railway laid down on the plans hereinafter mentioned, to the extent thereon defined, and to divert, stop up, or alter, whether temporarily or permanently, all such turnpike-roads, highways, railways, tram-roads, streets, paths, passages, aqueducts, canals, navigations, streams, rivers, sewers, and watercourses, within the parish and township aforesaid, as it may be necessary or expedient so to divert, stop up, or alter, for the purpose of the said railway, works, approaches, and conveniences.

And notice is hereby also given, that it is intended to apply for power in the said Bill to levy tolls, rates, or duties in respect of the said railway, and to grant certain exemptions from such tolls, rates, or duties.

And it is intended in the said Bill to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and hereditaments, to be described upon the plans hereinafter mentioned, and for power to vary or extinguish all rights and privileges touching such lands, houses, and hereditaments which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And it is intended in the said Bill to authorise the said East Lancashire Railway Company to raise a further sum of money by the creation of new or additional shares, and by loan or otherwise, for the purpose of executing the said railway, works, approaches, communications, and conveniences, and for the general purposes of the said undertaking.

And it is further intended in such Bill, to enable the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Company out of their corporate funds, or out of funds which they shall be enabled by the intended Act to raise for this purpose, by the creation of new shares, or by loan or mortgage, to contribute towards the expense of the construction of the said railway, and also to enable the last-mentioned Company, and the East Lancashire Railway Company, to enter into mutual arrange-

ments for the future use of the said intended railway, and for the division of the profits arising therefrom, and to that end it is intended to alter, amend, and enlarge, the powers and provisions of the "Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Act, 1846."

And notice is hereby given, that for the purposes aforesaid, or some of them, it is intended to alter, amend, extend, and enlarge, or repeal some of the provisions of the several Acts of Parliament following relating to the East Lancashire Railway, namely, "The East Lancashire Railway Act, 1844," being "An Act for making an railway from the Manchester and Bolton Railway, in the parish of Eccles, to the parish of Whalley, all in the county palatine of Lancaster, to be called, 'The Manchester, Bury, and Rossendale Railway,'" "The East Lancashire Railway Act, 1845," "The East Lancashire Railway Act, 1845" (No. 2), "The East Lancashire Deviation and Branch Railways Act, 1846," "The East Lancashire Railway Amalgamation Act, 1846," "The Blackburn and Preston Railway Act, 1844," "The Blackburn and Preston Railway Act, 1845," "The Blackburn and Preston Railway Act, 1846," and "The Liverpool, Ormskirk, and Preston Railway Act, 1846."

And notice is hereby further given, that plans and sections, describing the line and levels of the intended railway, and works hereinbefore described, and of the lands, houses, and hereditaments which may be required to be taken for the purposes thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and hereditaments, and together also with a published map, showing the general direction of such railway and works, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county palatine of Lancaster, at his office in Preston, with the parish clerk of Whalley, at his residence in the town or village of Whalley, and for the greater convenience of the inhabitants of Burnley, with the clerk of the Burnley Poor Law Union, at his office in Burnley aforesaid.

Dated the ninth day of November, 1846.

T. A. and J. Grundy, Solicitors.

Westminster Improvements.

(For the application of certain Rates towards the Improvements authorised by the Westminster Improvement Act, 1845, and to extend the Improvements.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act or Acts to alter, amend, and enlarge the powers and provisions of an Act passed in the ninth year of her present Majesty, intituled "An Act for Improving parts of the City of Westminster." And it is proposed in or by the said Act or Acts to confer further and additional powers on the Commissioners appointed or hereafter to be appointed under the authority of the said Act, for the purpose of enabling them more effectually to carry out the improvements thereby authorised, and for extending the same. And it is

further proposed to authorise and empower the said Commissioners to take down and remove a certain house and buildings situate in the Broad Sanctuary, between Westminster Abbey and Flood-street, and at present occupied by Mr. Dean, and also that part of the north side of Tothill-street from the east end thereof to and inclusive of number 58 in that street, with the gateway adjoining thereon westward, and the lands, stabling, and tenements in the rear of Tothill-street aforesaid. And also to take down, remove, and temporarily or permanently shut up Flood-street, Great Smith-street, Princes-street, Princes-place, Dean-street, Orchard-street, St. Ann's-street, Old Pye-street, New Pye-street, Pear-street, Cottage-court, Union-court, New-square, George-court, and James-court, and all houses, yards, lands, courts, buildings, and premises which are bounded on the north by Orchard-street, on the south by Great Peter-street, on the east by Great Smith-street, and on the west by Strutton-ground, all in the several parishes of Saint Margaret and Saint John the Evangelist, in the city and liberties of Westminster, in the county of Middlesex, or one of them. And also to divert, alter, stop up, or inclose or widen and improve such parts of the present streets, courts, alleys, ways, or passages, and void ground, as will form entrances to or will communicate with the intended new street or streets authorised to be made by the Westminster Improvement Act, 1845, or as shall be necessary to be stopped up and inclosed, or widened and improved, for the purposes of the said Act or Acts; and also to raise or lower the ground of any streets, or ways, or subways, which shall communicate with the said intended street or streets, or as shall be necessary to be raised or lowered for the purposes of the said Act or Acts; and to make such alterations in the levels, drains, and sewerage, subways, roads, footways, and pavements of such streets as may require such alterations; and also to empower the said Commissioners to treat, contract, and agree with the Dean and Chapter of Westminster, the Governors of the Grey Coat Hospital in Tothill-fields, of the Royal Foundations of Queen Anne, the Governors or Trustees of the Hospital of Saint Margaret's, in the city of Westminster, in the county of Middlesex, of the Foundation of King Charles, the Master and Fellows of Corpus Christi or Bennett's College, Cambridge, and the Governors or Trustees of Emanuel Hospital, or Lord and Lady Dacre's Charity Estate, the Governors or Trustees of Emery Hill's Almshouses, the Trustees of Palmer's Charity, the Governors or Trustees of the Blue Coat School, or other governors or trustees of any charity estate, or other incapacitated persons whose lands or property may be required for the said intended street or streets, or other improvements connected therewith, or contemplated by the said Act or Acts, for the sale to or the settlement upon them of new houses or buildings, upon the proposed line of the said streets, or either of them, in lieu of all or any of the lands, houses, or property intended to be taken from them by the said Commissioners, for the purposes of the said Act or Acts. And it is further intended by the said Act or Acts to obtain powers for the purchase of lands and houses, either by

compulsion or agreement, through or into which the said proposed improvements, will be made or carried; and also such lands and houses within the said parishes aforesaid, and to such extent as may be necessary for carrying out the before-mentioned improvements, and all other improvements contemplated by the said Act or Acts.

And it is also intended to vary or extinguish all existing rights and privileges in any manner connected with or incident to such lands and houses, which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And it is further proposed in or by the said Act or Acts to take powers to authorise the levying, collecting, and appropriation or application of any rates or increased rates, or of any annual or other sum or sums of money out of or in addition to the rates, levied and collected, or hereafter to be levied and collected under and by virtue of the powers and provisions of an Act made and passed in the twenty-fifth year of the reign of his late Majesty King George the Second, intituled "An Act for the better Relief and Employment of the Poor in the Parishes of Saint Margaret and Saint John the Evangelist, in the City of Westminster, and for Cleansing the Streets and Repairing the Highways within the said Parishes," or otherwise, and to apply the same towards the improvements authorised by the said Westminster Improvements Act, 1845. And also, so far as may be necessary for the purposes aforesaid, to repeal, alter, amend, or extend the powers and provisions of the last-recited Act of 25th George the Second, and to confer, vary, or extinguish other rights and privileges.

Dated this tenth day of November, 1846.

Bridges, Mason, and Bridges,

Red Lion-square, Solicitors for the Bill.

J. Parkes, Parliamentary Agent,

21, Great George-street, Westminster.

Lynn and Ely, Ely and Huntingdon, and Lynn and Dereham Railways Amalgamation.

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, or repeal the powers and provisions of "The Lynn and Ely Railway Act, 1845," "The Lynn and Dereham Railway Act, 1845," "The Ely and Huntingdon Railway Act, 1845," and of "The Ely and Huntingdon Railway Act, 1846," and to authorise the Lynn and Ely Railway Company to raise a further sum of money, by the creation of new or additional shares, and by loan or otherwise, for the general purposes of their undertaking, and to authorise and empower the union and consolidation into one undertaking of the Lynn and Ely Railway, the Lynn and Dereham Railway, and the Ely and Huntingdon Railway, and the branch railways and works connected with the said railways, or with any or either of them, and any branch railways or other works which may be authorised to be carried into effect by the Companies, or either of them, incorporated by the

said Acts, by any Act or Acts in the said ensuing Session of Parliament, and the respective capitals, stock, shares, property, and effects of the Lynn and Ely Railway Company, the Lynn and Dereham Railway Company, and the Ely and Huntingdon Railway Company, and for the vesting, in a new Company, of the said railways, branch railways, and works respectively, and of all the said capitals, stock, shares, property, and effects, and of all the powers and privileges now vested in the said three Companies respectively, or in any or either of them, or which may be vested in them, any or either of them, by any Act or Acts of the said ensuing session of Parliament; and to authorise the incorporation of such new Company for the purposes above mentioned, and generally to enable the said Companies respectively to enter into mutual agreements and arrangements for carrying the above objects into full and complete effect.

And notice is hereby further given, that it is also intended by the said Bill to enable such new Company to levy tolls, rates, and duties upon or in respect of the Lynn and Ely Railway, the Lynn and Dereham Railway, and the Ely and Huntingdon Railway respectively, and any of the branches thereof respectively now authorised or which may be authorised by any Act or Acts of the said ensuing session of Parliament, or of any part or parts thereof respectively, and to alter the tolls, rates, and duties now authorised to be demanded and taken upon the same railways respectively, any or either of them, or any branches thereof, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties, and other rights and privileges, together with all other usual, necessary, and convenient powers for effecting the several objects and purposes aforesaid.

And notice is hereby also given, that in the said Bill power is intended to be applied for to enable the said new Company to grant a lease of or to sell the said respective railways and works, or some part or parts of the same, to the Eastern Counties Railway Company.

Dated this ninth day of November, 1846.

<i>Goodwin, Partridge, Williams, and</i>	} Joint Solicitors for the Bill.
<i>Edwards, King's Lynn, and 7,</i>	
<i>Millbank-street, Westminster,</i>	
<i>Rooper, Birch, and Ingram, 68, Lin-</i>	
<i>coln's-inn-fields, London,</i>	

South Eastern Railway,

(London Bridge Station Arrangement and Enlargement.)

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 authorised to be taken; and also to amend and enlarge some of the powers and provisions of the several Acts relating to the London and Greenwich Railway, passed respectively in the third and seventh years of the reign of King William the Fourth, and in the first, the second, the third and fourth, the sixth and the ninth years of the reign of her said present Majesty; and also to amend and enlarge the powers and provisions of the several Acts following, namely, 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;" also some of the provisos 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 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 to the making and enlarging a station for such railway at or near London Bridge; 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; also several Acts passed in the said last session of Parliament, relating to such railways and the London, Brighton, and South Coast Railway. And it is also intended to repeal any restrictive enactments in any of the said recited Acts contained, relative to the height, character, or position, or the mode of appropriating any platform, erection, or building now belonging to either of the before-mentioned Companies, in the parishes of Saint Olave, Saint Thomas, and Saint John, Horselydown, all in the borough of Southwark, in the county of Surrey, or either of them, or hereafter to be purchased or constructed by them in the same parishes, or either of them, or as to the use of locomotive engines on certain portions of the London Bridge Station, now occupied by the said Companies, or any or either of them.

And it is proposed by the said Act to authorise the South Eastern Railway Company to alter, widen, extend, and enlarge that part of the London Bridge Station which belongs to or is on lease to them, in the parish of Saint Olave Southwark,

in the county of Surrey, and also that part of the said station which now belongs to or is vested in or occupied by them jointly with the London, Brighton, and South Coast Railway Company; and such enlarged station, together with the diversion of the several streets and thoroughfares, and other works necessary, will be situate in the said several parishes of Saint Thomas, Saint Olave, and Saint John Horselydown, and in the parish of Saint Saviour Southwark, or some or one of them, and will be both on the north and on the south of the London and Greenwich Railway, extending on the south of such Greenwich Railway from the present approach at Joiner-street, thence from Joiner-street and New-street by Maze-pond, and the part of Webb-street immediately adjacent to Maze-pond, to the London and Greenwich Railway, on the north of Crucifix-lane, and also extending on the north of the said London and Greenwich Railway from the north side of the present approach to the said station from Wellington-street and Duke-street by Tooley-street, to a point near the junction of Tooley-street and Bermondsey street, and thence to the Greenwich Railway, at or near Parish-street and Crucifix-lane.

And it is proposed by the said Act to enable the South-Eastern Railway Company and the London, Brighton, and South Coast Railway Company to enter into or carry into effect mutual arrangements for a partition of that part of the London Bridge Station which is now vested in or occupied by them jointly, and for enabling them respectively to hold the portions which may be allotted to each of them in severalty; and also for enabling the same Companies to enter into mutual arrangements for the construction, use, and occupation of the said intended enlarged station and the works connected therewith.

And it is proposed by the said intended Act to take powers to divert or stop up all or any of the streets, passages, and thoroughfares which now pass under the said existing station and the London and Greenwich Railway, and which are within the limits of the enlarged station hereinbefore defined, and to stop up the streets called Dean-street and The Maze, and to substitute another street in lieu of Dean-street and The Maze, connecting Tooley-street and Weston-street, and to substitute other streets in lieu of such streets, thoroughfares and passages as may be so stopped up, or such as may be required for the accommodation of the district; and also to divert Bermondsey-street by carrying the same from or from near its junction with Tooley-street to Griffith's-rents, and from thence to a point in Bermondsey-street between Webb-street and Crucifix-lane, and to stop up Red Lion-court, and to make a new street in lieu thereof in a line with the proposed diversion of Webb-street; and also to divert a part of Webb-street and Saint Thomas's-street East; and which streets to be stopped up and diverted, and the streets to be substituted are or will be situate in the said parishes of Saint Olave, Saint Thomas, and Saint John Horselydown, or some or one of them; and also to alter the arches and works of the London and Greenwich Railway, and the adjoining station, for the purposes of such

substituted streets in the several parishes aforesaid, or some or one of them; and it is also intended to appropriate all streets or ways within the limit of the said intended enlarged station, and adjoining thereto, either for the purposes of the said station, or for the purpose of improving the access to such station and the thoroughfares of the adjacent district.

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 to levy and receive rates, tolls, and duties, or rents, for the use of the said new 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 purposes aforesaid.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line 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 and buildings proposed to be taken for the purposes thereof, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, and with the Clerk of the Peace for the Borough of Southwark, at his office in the Old Bailey; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through or in which the said intended works will be made, will be deposited, on or before the same thirtieth day of November, with the parish clerk of such parishes respectively, at their respective places of abode.

Dated this ninth day of November, 1846.

Fearon and Clabon,
Great George-street, Westminster.

Midland Railway.

From the Erewash Valley Railway to the Nottingham and Mansfield Railway, with branches to Mansfield, and also to the Alfreton Iron Works, and alteration and purchase of the Mansfield and Pinxton Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable the Midland Railway Company to make and maintain a railway, with all proper works and conveniences connected therewith, commencing by a junction with the line of the extension of the Erewash Valley Railway, as authorised to be made by "The Midland Railway Erewash Valley Branches Act, 1846," in the parish of Pinxton, in the county of Derby, in or near a certain field, numbered 47 on the plans referred to in the said recited 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) Pinxton in the county of Derby, Pinxton, Westwood, Underwood, Bagthorpe, Selston, Kirkby in Ashfield, Sutton in Ashfield, and Mansfield, in the county of Nottingham; and terminating by a junction with the Nottingham and Mansfield Railway, as authorised to be made by "The Midland Railway Nottingham and Mansfield Railway Act, 1846," in or near a certain field, numbered 61, in the said parish of Kirkby in Ashfield, on the plans referred to in the said last-mentioned Act: And also a branch railway, commencing from and out of the said first-mentioned intended railway, at or near the said field, number 61, in the said parish of Kirkby in Ashfield, 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) Kirkby in Ashfield, Sutton in Ashfield, and Mansfield, all in the county of Nottingham; and terminating at or near Bull's Head-lane, in the parish of Mansfield, in the county of Nottingham.

And it is also intended by such Act to authorise the said Midland Railway Company to make certain alterations in the width, gauge, direction, and levels (within the parishes, townships, and extra-parochial or other places, Pinxton in the county of Derby, Pinxton, Westwood, Underwood, Bagthorpe, Selston, Kirkby in Ashfield, Sutton in Ashfield, and Mansfield, in the county of Nottingham), of a certain railway or tramway, called the Mansfield and Pinxton Railway, and to adapt such railway or tramway, or some portion or portions thereof, to the purposes of the said intended railway, and also to authorise the Midland Railway Company to purchase the said Mansfield and Pinxton Railway or Tramway, and to abandon and discontinue the use of, and to dispose of such parts of the said railway or tramway as may be rendered unnecessary or useless in consequence of the construction of the said intended railway and branch railway: And it is also intended by the said Act to enable the said Midland Railway Company to make and maintain another railway, with all proper works and conveniences connected therewith, commencing by a junction with the line of the extension of the Erewash Valley Railway to Clay Cross, as authorised by an Act passed in the last session of Parliament, near the point at which the said extension railway crosses the Cromford Canal, in the hamlet or township of Somercoates, in the parish of Alfreton, in the county of Derby, passing thence from, in, through, or into the parish of Alfreton and township of Somercoates, or one of them, and terminating in the said township or hamlet of Somercoates, in the said parish of Alfreton, near certain iron works, known as the Alfreton Iron Works, the property of and occupied by James Oakes, esquire.

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, and other places, or any of them, which it may be necessary

to stop up, alter, or divert, by reason of the construction of the said intended railways, altered railways, and works, or any of them.

And it is also intended by such Act to authorise the Midland Railway Company to raise money for the completion and alteration of the said railway and works, and for the purchase of the said Mansfield and Pinxton Railway or Tramway, and to take powers for the purchase of lands, by compulsion or agreement, for the purposes of the said intended railways and works, and for levying tolls, rates, and duties in respect of the use of the said railways, altered railway and works, and to grant certain exemptions from such tolls, rates, and duties, and to alter existing 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 also intended by such Act to authorise the union and amalgamation into one undertaking of the said Mansfield and Pinxton Railway with the Midland Railway, and, if necessary, to dissolve the said Mansfield and Pinxton Railway Company, or to authorise the sale of the said Mansfield and Pinxton Railway, and all rights and privileges connected therewith, to the Midland Railway Company; and to authorise the said last-mentioned Company to purchase the same, and to enable such Companies respectively to enter into all necessary contracts and agreements in reference to such amalgamation, purchase, and sale.

And for the purposes aforesaid it is intended to alter, amend, and enlarge, and to repeal, so far as may be necessary, the powers and provisions of an Act passed in the seventh year of the reign of her present Majesty, intituled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways;" and also the powers and provisions contained in the several Acts of Parliament hereinafter mentioned relating to the Midland Railway, that is to say, in local and personal Acts, 8th and 9th Victoria, chapters 49, 56, and 90; and in local and personal Acts, 9th and 10th Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326, and 340; and also to alter or repeal the Act incorporating the Mansfield and Pinxton Railway Company, intituled "An Act for making and maintaining a Railway or Tramroad from Bull's Head-lane, in the parish of Mansfield, in the county of Nottingham, to communicate with the Cromford Canal at Pinxton Basin, in the parish of Pinxton, in the county of Derby."

And notice is hereby further given, that maps, plans, and sections of the said intended railways, altered railway, or tramway, and works, 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 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 Chester-

field; with the Clerk of the Peace for the county of Nottingham, at his office in Newark-upon-Trent; and that a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes in or through which the said intended railways, and altered railway, and works are intended to be made or altered, will be deposited, on or before the thirtieth day of November in the present year, with the parish clerks of such parishes respectively, at their respective residences.

Dated this sixth day of November, 1846.

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

Berridge and Macaulay, Leicester.

Samuel Carter, Birmingham.

An Act to purchase and define the Manorial and Market Rights of Stockport, to establish Public Parks, to Purchase or Lease Waterworks, to Build Bridges, and to make other communications within the Borough of Stockport.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts to authorise and enable the mayor, aldermen, and burgesses of the borough of Stockport, by the council of the said borough, to purchase the manor and barony of Stockport, in the said borough, with certain houses, buildings, and lands connected therewith, and all manorial tolls, rights, privileges, right of market, market, market tolls, dues, and accustomed payments of and relating to such manor and barony, market, and market place, and to enable certain parties in the said Act or Acts to be named to sell the same. And to authorise the said mayor, aldermen, and burgesses to purchase, and to enable the parties therein to be named to convey certain land for public parks and walks to the said mayor, aldermen, and burgesses, for the use of the inhabitants of the said borough, and to authorise the said mayor, aldermen, and burgesses to enclose, drain, lay out, and maintain the same.

And to authorise the said mayor, aldermen, and burgesses to purchase or to rent or take on lease any waterworks, pipes, and other works and apparatus for the supply of water now established, or which may hereafter be established within or through the said borough of Stockport.

And to authorise the construction and maintenance of a bridge across the river Goit, from or from near King Street East, in the township of Stockport, in the said borough, within the parish of Stockport, and in the county of Chester, to the opposite bank of the said river, at or near to Wharf Street, within the township of Brinnington, in the said borough, parish, and county; and of another bridge across the said river Goit, from or from near Newbridge Lane Street, in the said township of Stockport, in the said borough, parish, and county, to the opposite bank of the said

river, at near to the factory of Messrs. Marshall, in Brinnington aforesaid, in the said borough, parish, and county; and of another bridge across the river Tame, from or from near to Avenue Street, in Brinnington aforesaid, within the said borough, parish, and county, to the opposite bank of the said river, at or near to the works occupied by Mrs. Hulme, in the township of Heaton Norris, in the said borough, and within the parish of Manchester, in the county of Lancaster; and of another bridge across the river Mersey from or from near to King Street west, in the township of Stockport, in the said borough, in the said parish of Stockport, and county of Chester, to the opposite bank of the said river, at or near to the factory late of Mr. Charles Axon, in the township of Heaton Norris aforesaid, in the said borough, and within the parish of Manchester, in the said county of Lancaster; and to enable the said mayor, aldermen, and burgesses at all times hereafter to maintain and repair a bridge across the said river Mersey, called the Vernon Bridge, at present connecting the said two townships of Heaton Norris and Stockport, from a point at or near the Little Underbank, in the said township of Stockport, in the said borough, parish of Stockport, and county of Chester, to a point at or near Heaton Lane, in the said township of Heaton Norris, in the said borough, within the parish of Manchester, and in the county of Lancaster; together with all necessary or convenient stairs, landing-places, roads, avenues, approaches, works, and conveniences to the same respectively, all being in the said townships and parishes, some or one of them.

And it is intended by the said Act or Acts to obtain powers for the lighting, cleansing, regulating, and improving the said borough of Stockport, and for the erection and regulation of markets and market places within the said borough.

And it is intended by the said Act or Acts to enable the said mayor, aldermen, and burgesses to light with gas all such or any part or portion of the undermentioned townships as may be situate within four miles of the boundary of the said borough of Stockport, namely, Heaton Norris, Levenshulme, Reddish, Didsbury, and Burnage, in the parish of Manchester and county of Lancaster, and Cheadle Bulkeley, Cheadle Moseley, and Handforth-cum-Bosden, in the parish of Cheadle, and county of Chester, and Brinnington, Bredbury, Offerton, Bramhall, Norbury, and Torkington, in the parish of Stockport, and said county of Chester, with powers of levying rents from the parties who may agree to take such gas.

And it is also intended by the said Act or Acts to take powers for the compulsory purchase of the lands, houses, buildings, and other property required to be taken or purchased for the purposes of the said Act or Acts, or any of them, and to levy tolls, market tolls, rates, and duties, and to alter or extinguish any existing tolls, market tolls, rates, and duties, and to confer, vary, or extinguish all existing rights or privileges in any manner connected with the said lands, houses, buildings, and other property, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended works, or the

purposes aforesaid or any of them, and to confer other rights and privileges.

And powers will be taken by the said Act or Acts to enable the said mayor, aldermen, and burgesses to raise a sum of money upon the credit of the various tolls, rates, duties, and property now vested or hereafter to be vested in them, for the purpose of carrying out the several purposes aforesaid.

And notice is hereby further given, that a plan of the said intended works, showing the situation thereof and the lands proposed to be taken for the purposes thereof, and also a duplicate of such plan, 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 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 Lancaster, at his office in Preston; and with the Clerk of the Peace for the county of Chester, at his office in Chester; and at the office of the Commissioners of her Majesty's Woods, Forests, Lands, Revenues, Works, and Buildings, Whitehall, London; and a copy of so much of the said plan and book of reference as relates to each of the parishes in which such works will be situate, will be deposited with the parish clerks of such parishes respectively, on or before the said thirtieth day of November, at their respective residences.

Dated the tenth day of November, 1846.

Coppock and Woollam, Stockport,
Solicitors for the Bill,
James Coppock, 3, Cleveland Row, St. James's,
Westminster, Agent.

Wisbech Port and Harbour Act 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 continue, alter, explain, enlarge, or amend 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 establishing a Cattle Market within the town of Wisbech, in the Isle of Ely, for taking down and removing the shambles therein, for Paving, Cleansing, Lighting, and Watching the said town, and removing Nuisances therein, for preserving and improving the Port and Harbour of Wisbech, and for regulating the Pilots belonging thereto." By which Bill it is intended to authorise the mayor, aldermen, and burgesses of the borough of Wisbech to raise and borrow money on the credit of the duties payable in the said port and authorised to be received under the said Act, for preserving and improving the said Port and Harbour.

Dated this tenth day of November, 1846.

Edward Jackson, Solicitor, Wisbech.

Lynn and Ely Railway.

(Deviation and Lynn Docks.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, amend, and enlarge some of the powers and provisions of "The Lynn and Ely Railway Act, 1845," and to give to the Lynn and Ely Railway Company power to make a line of railway in substitution of a part of the line of the Lynn and Ely Railway as at present authorised to be constructed, such substituted line of railway commencing in a certain field delineated on the plans mentioned in the said Act as having been deposited with the Clerks of the Peace for the counties of Norfolk and Cambridge, and referred to thereon by the number 106 in the parish of All Saints, otherwise South Lynn All Saints, within the borough of King's Lynn, in the county of Norfolk, passing through the parish of Gaywood, in the said county of Norfolk, and terminating at or near a certain other field also delineated on the said plans, and referred to thereon by the number 6, in the parish of Saint Margaret, within the said borough of King's Lynn, instead of so much of the line of the Lynn and Ely Railway as is at present authorised to be constructed between such two several fields, and also power to abandon the making of so much of the said proposed railway as would otherwise be situate between such two several fields, and will thereby become unnecessary; and also power to construct and maintain a dock or docks to communicate with the river Ouze, or the river Nar or Setchy, or Sandringham Eau, at or near the harbour of King's Lynn aforesaid, at a point near the termination of the branch of the said Lynn and Ely Railway, called or known as "The Harbour Branch," with all necessary approaches, entrances, piers, yards, wharfs, works, and conveniences connected with such dock or docks, and which dock or docks, approaches, entrances, piers, quays, wharfs, works, and conveniences will be situate in the several parishes, of All Saints otherwise South Lynn All Saints, within the borough of King's Lynn aforesaid, and West Lynn Saint Peter, in the said county of Norfolk, or one of them.

And in the said Bill powers will be applied for to deviate from the lines laid down on the plans hereinafter mentioned, to the extent thereon defined and to alter, divert, and stop up, whether temporarily or permanently, all such turnpike-roads and other highways, streams, canals, aqueducts, navigable rivers, navigations, and railways within the parishes aforesaid, as it may be necessary so to alter, divert, and stop up for the purposes of such deviation and docks, and the approaches, entrances, works, and conveniences connected therewith respectively.

And notice is hereby also given, that it is intended to apply for power to levy tolls, rates, and duties for the use of the said substituted line of railway and docks, and also for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the said plans, and also for power to vary and ex-

tinguish all rights and privileges in any manner connected with the land proposed to be taken for the purpose of such substituted line of railway and docks, and to confer other rights and privileges; and also to enable the said Lynn and Ely Railway Company to raise a further sum of money, by the creation of new or additional shares, and by loan or otherwise 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 instant, duplicate plans and sections describing the line and levels of the said intended line of railway and docks, 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 also with a published map with the line of the said intended line of railway delineated thereon, will be deposited for public inspection at the office of the Clerk of the Peace for the county of Norfolk, at Aylsham; and a copy of so much of the said plans, sections, and books of reference, as relates to the several parishes from, in, through, or into which the said deviation and docks will pass or be situate, will also be deposited with the parish clerk of each such parish.

Dated this ninth day of November, 1846.

Goodwin, Partidge, Williams, and Edwards,
King's Lynn, and 7, Millbank Street,
Westminster.

Rooper, Birch, and Ingram,
68, Lincoln's-Inn-Fields, London.
Joint Solicitors for the Bill.

Runcorn Gas Amendment.

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session for leave to bring in a Bill to continue, alter, amend, and enlarge the powers and provisions of an Act passed in the seventh year of the reign of his Majesty King William the Fourth, intituled "An Act for lighting with Gas the town of Runcorn, otherwise called Higher Runcorn and Lower Runcorn, and also the township or chapelry of Halton, both in the parish of Runcorn, in the county of Chester;" and to authorise the Company thereby incorporated to supply and light with gas the following townships, hamlets, and places in the vicinity of the said town of Runcorn, in addition to the places authorised by the said Act to be lighted, viz., Astmore otherwise Astmore-with-Halton, Norton, Weston, Weston-Point, and Clifton otherwise Clifton-with-Rocksavage, all in the said parish of Runcorn and county of Chester, and also the townships, places, hamlets, parishes, or districts of Widnes, Widnes-with-Appleton, and Widnes Docks, in the parishes or parochial places of Prescott and Farnworth, in the county of Lancaster: By which Bill it is intended to take powers to increase the

capital stock of the said Company, to create and dispose of new and additional stock and shares, and to borrow or raise a further sum or further sums of money to be applied for the purposes of the said Act and the said Bill, and in and for the better and more fully completing and carrying out the said undertaking, and enlarging and extending the same: And it is also intended to take powers to purchase lands and houses, compulsorily or by agreement, and all such other powers as may be necessary for effecting the purposes aforesaid, to levy rates, duties, or rents, to vary or extinguish all existing rights and privileges which would impede or interfere with the carrying the said Bill or the said Act into execution, and to confer other powers, rights, and privileges.

Dated this seventh day of November, 1846.

Tindall and Varey, Solicitors, Runcorn.

Temple Bridge and South London Market.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill for making and constructing a bridge over or across the river Thames, at, from, or near to Essex-street, on the north side of the said river, in the parish of St. Clements Danes, in the county of Middlesex, to the opposite shore, at or near a certain wharf or piece of ground in the occupation of Joseph Dowson and Co., in the Marsh and Wall liberty, in the parish of St. Mary, Lambeth, in the county of Surrey; Also for making and maintaining a Market at or near the south end of the said proposed bridge, in the said liberty and parish of St. Mary, Lambeth, aforesaid, and to obtain powers for the compulsory purchase of lands and houses, and to levy rates, tolls, or duties in respect of the said bridge and market: Also for making and maintaining piers or landing-places on or near the said bridge, in the said parish of St. Clements Danes and liberty of Marsh and Wall, in the parish of St. Mary, Lambeth, aforesaid; and for opening and making suitable ways, avenues, roads, and approaches to the said bridge, market, and piers or landing-places in the said several parishes and liberty respectively; and to obtain powers for the compulsory purchase of lands and houses, and to levy tolls, rates, or duties, in respect of the above-mentioned piers or landing-places and approaches: Also to amalgamate the above-mentioned proposed undertakings with any Company, or to sell or lease the same.

Notice is also hereby given, that the necessary plans, sections, and books of reference, will be deposited with the Clerks of the Peace of the aforesaid counties, and with the clerks of the aforesaid parishes, the Private Bill and Parliament offices, and also at the office of the Board of Admiralty, on or before the thirtieth of November, 1846.

Dated this tenth day of November, 1846.

Lowestoft Railway and Harbour.

Alteration near Reedham.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorize and empower the Lowestoft Railway and Harbour Company and the Norfolk Railway Company to abandon the formation of the portion hereinafter mentioned, of the said Lowestoft Railway as at present authorized to be made, and to make and maintain other and new lines of railway, in lieu of such portion; that is to say, to abandon the formation of that part of the said railway which lies between the junction of the same with the Norfolk Railway, in the parish of Reedham, in the county of Norfolk, and a point on the said Lowestoft Railway, marked two miles and six furlongs from such junction on the plans and sections referred to in the Act authorizing the formation of the said last-mentioned railway, such point being in the parish of Raveningham, in the county of Norfolk, and to form a new and substituted railway in lieu thereof, commencing at the said last-mentioned point in the said parish of Raveningham, passing thence on the eastern side of a certain spot called Reedham Hills, and terminating by a double junction with the Norfolk Railway, in the parish of Reedham aforesaid, near the point where the said Norfolk Railway crosses a certain road leading from Low Common to Reedham Church, which said 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 or one of them; that is to say, Raveningham, Thurlton, Loddon, Chedgrave, Norton Subcorse, and Reedham, all in the county of Norfolk.

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, townlands, and extra-parochial or other places, or any of them which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended new or substituted line or lines of railway and other works, 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 of such new or substituted line or lines of railway, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from the payment of 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 new or substituted railways, 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 alter, amend, extend, and enlarge, and also to repeal some of the powers and provisions contained in the following Acts of Parliament, or some of them, that is

No. 20665.

Q

to say,—in An Act passed in the seventh and eighth years of the reign of Her present Majesty, intituled “An Act for making a Railway from Norwich to Brandon, with a Branch to Thetford.” In another Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled “An Act for the consolidation of the Yarmouth and Norwich, and Norwich and Brandon Railway Companies, and for authorizing the construction of certain Works at Norwich, in connexion with the Yarmouth and Norwich Railway.” In another Act passed in the said last-mentioned years of the reign of Her present Majesty, intituled “An Act for altering the Line of the Norwich and Brandon Railway, and for making a Branch therefrom to East Dereham, in the County of Norfolk.” In another Act passed in the last mentioned years of the reign of Her present Majesty, intituled “An Act for making a railway from Lowestoft, in the county of Suffolk, to the Yarmouth and Norwich Railway at Reedham, in the county of Norfolk, and for improving the harbour of Lowestoft.” In another Act passed in the ninth and tenth years of the reign of Her present Majesty, intituled “An Act to empower the Norfolk Railway Company to make a Railway Communication between the Dereham Branch of the Norfolk Railway, and the Towns of Wells and Blakeney, in the County of Norfolk.” And in another Act passed in the last-mentioned years of the reign of Her present Majesty, intituled “An Act for enabling the Norfolk Railway Company to Purchase or Lease the Lowestoft Railway, Harbour, and Navigation.” And it is also intended by such Act to enable the said Lowestoft Railway and Harbour Company to increase their capital, and to raise a further sum of money for the general purposes of the said Lowestoft Railway Company.

And notice is hereby further given, that maps, plans, and sections of the said intended new or substituted railways and works, 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 on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Norfolk, at his office in Aylsham, and 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 new or substituted line or lines of railway and works are intended to be made, will 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 sixth day of November, 1846.

Parker, Hayes, Barnwell and Twisden,
Solicitors,

1, Lincoln's Inn Fields, London.

Sowerby Bridge Improvement and Water Works.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for paving, repairing, lighting,

watching, draining, sewerage, cleansing, watering, and improving the roads, streets, lanes, and other, public passages and places within so much of the several townships of Warley, Sowerby, Norland, and Skircoat, in the parish of Halifax in the West Riding of the county of York, as forms the village called or known by the name of Sowerby Bridge, and the environs and neighbourhood thereof, and for removing and preventing nuisances, annoyances, and encroachments therein.

And notice is hereby also given, that in the said Act power will be applied for to supply the inhabitants of the said village and the environs and neighbourhood thereof with water, and for such purpose to construct and maintain reservoirs, aqueducts, and other works in certain fields adjoining or near to Sowerby Bridge church, in the said township of Warley, and to take, collect, and raise water from such fields, and to levy and collect rates or rents in respect of such supply of water; and it is also intended to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the plans hereinafter mentioned, and for power to vary or extinguish any existing rights or privileges which may in any manner interfere with the construction and maintenance of the aforesaid reservoirs, aqueducts, and other works, and to confer other rights and privileges as may be deemed necessary.

And notice is hereby also given, that on or before the thirtieth day of this instant November duplicate plans and sections of the before-mentioned reservoirs, aqueducts, and other works, together with books of reference thereto, will be deposited, for public inspection, at the office of the clerk of the peace for the west riding of the county of York, at Wakefield, and a copy of the same will also be deposited with the parish clerk of the said parish of Halifax.

And notice is hereby also given, that power will be applied for to authorize the levying and collecting of rates upon the owners and occupiers of property within the said village and the environs and neighbourhood thereof, for effecting the several purposes aforesaid.

Dated this ninth day of November, 1846.

<i>George Sutcliffe,</i>	} Solicitors for
Sowerby Bridge,	
<i>Craven and Rankin,</i>	
Halifax,	
	the Bill.

Regent's Canal Company (Paddington and Limehouse Railway and Branch).

NOTICE is hereby given; That application is intended to be made to Parliament, in the next Session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of the following Acts, or some of them, or to repeal the said Acts, or some of them, and to grant further powers and provisions in lieu thereof, namely, an Act passed in the fifty-second year of the reign of His late Majesty King George the Third, intituled "An Act for Making and Maintaining a Navigable Canal from the Grand Junction Canal, in the Parish of Paddington, to the River Thames, in the Parish of Limehouse, with a collateral Cut in the

Parish of Saint Leonard Shoreditch, in the County of Middlesex." Also an Act passed in the fifty-third year of the reign of His late Majesty King George the Third, intituled "An Act to Amend an Act of the last Session of Parliament for Making and Maintaining a Navigable Canal from the Grand Junction Canal, in the Parish of Paddington, to the River Thames, in the Parish of Limehouse, with a collateral Cut in the Parish of Saint Leonard Shoreditch, in the County of Middlesex." Also an Act passed in the fifty-sixth year of the reign of His late Majesty King George the Third, intituled "An Act for Altering and Amending an Act made in the fifty-second year of His present Majesty, for making a Canal from the Grand Junction Canal, in the Parish of Paddington, to the River Thames, in the Parish of Limehouse." Also an Act passed in the fifty-ninth year of His late Majesty King George the Third, intituled "An Act for Altering and Amending the several Acts passed for making a Canal from the Grand Junction Canal, in the Parish of Paddington, to the River Thames, in the Parish of Limehouse, in the county of Middlesex." Also an Act passed in the fifty-ninth year of His late Majesty King George the Third, intituled "An Act to vary and alter certain Acts of His present Majesty, relating to the Grand Junction Canal, the Grand Junction Water Works, and the Regent's Canal, in order to effect an exchange of Water for the better supply of the Regent's Canal Navigation, and Grand Junction Water Works." Also an Act passed in the first and second year of the reign of His late Majesty King George the Fourth, intituled "An Act to remove Doubts as to the power of the Commissioners of Exchequer Bills to advance a further sum of Money to the Regent's Canal Company, and to amend the Acts for making the said Canal." Also an Act passed in the seventh year of the reign of His late Majesty King George the Fourth, intituled "An Act to amend an Act of His late Majesty's Reign, for confirming certain articles of agreement between the Company of Proprietors of the Grand Junction Canal, and certain Persons, for supplying with Water the Inhabitants of Paddington, and places adjacent, in the County of Middlesex;" and also an Act of His said late Majesty's reign, to alter certain Acts relating to the Grand Junction Canal, the Grand Junction Water Works, and the Regent's Canal, in order to effect an exchange of Water for the better supply of the Regent's Canal Navigation, and Grand Junction Water Works; and for amending the powers vested in the Grand Junction Water Works Company, and for other purposes relating thereto;" in which said Bill it is intended to enable the Company of Proprietors of the Regent's Canal to make and maintain a Railway, with all necessary stations, erections, bridges, wharfs, warehouses, communications and other works connected therewith, to commence within the Paddington station of the Great Western Railway, at the eastern end of the north side of the said station, in the parish of Paddington, in the county of Middlesex, and to terminate at the southern end of the eastern side of the Regent's Canal dock or basin, in the parish of Saint Ann Limehouse, in the said county of Mid-

dlesex; which said railway and works will be made in, or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, (that is to say)—Paddington otherwise Saint Mary Paddington, Saint Mary-le-bone, Saint John Hampstead, Saint Pancras, Saint Mary Islington, Saint James Clerkenwell, Saint Luke commonly called Saint Luke Old Street, Saint Leonard Shoreditch, Saint John Hackney, Saint Matthew Bethnal Green, Saint Dunstan Stebonheath otherwise Stepney, Mile End Old Town, Mile End New Town, Saint Mary Stratford Bow, Saint Ann Limehouse, and Ratcliffe, all in the said county of Middlesex; also to make and maintain a branch railway, with all proper stations, works, and conveniences connected therewith, to commence from and out of the said line of railway hereinbefore described in the hamlet of Mile End Old Town, in the said county of Middlesex, at the first bridge over the said Regent's Canal, south of the Mile End-road, and to terminate in the parish of All Saints Poplar, in the said county of Middlesex, near Preston's Road, on the north side of the Timber Dock of the Blackwall basin of the East and West India Dock Company, which said branch railway and works will be made in or pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, (that is to say)—Saint Dunstan Stebonheath otherwise Stepney, Mile End Old Town, Mile End New Town, Saint Mary Stratford Bow, Saint Ann Limehouse, Ratcliffe, Bromley Saint Leonard, and All Saints Poplar, all in the said county of Middlesex, and which said railways and other works are intended to form part of the undertaking of the said company of proprietors of the Regent's Canal.

And it is also intended to apply for powers to make lateral deviations from the line of the said railways and works to the extent, or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, canals, sewers, pipes, navigations, bridges, railways, and tramroads within the said parishes, townships, extra parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railways and works, and particularly to vary, enlarge, widen, use, alter divert, or stop up such portions of the said Regent's Canal, in the said several parishes, townships, or places of Paddington, Saint Mary-le-bone, Saint John Hampstead, Saint Pancras, Saint Mary Islington, Saint James Clerkenwell, Saint Luke, Saint Leonard Shoreditch, Saint John Hackney, Saint Matthew Bethnal Green, Saint Dunstan Stebonheath otherwise Stepney, Mile End Old Town, Mile End New Town, Saint Mary Stratford Bow, Saint Ann Limehouse, and Ratcliffe, as may be necessary for the purpose of executing and making the said railways, or either of them, and of keeping open the navigation of the said Regent's Canal, and to divert into such variations, alterations, widenings, or enlargements the waters now supplying the said Regent's Canal.

And notice is hereby further given, that a plan of the said railways and works, and also a duplicate of such plan, and a section and duplicate thereof, 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 county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county, on or before the said thirtieth day of November, one thousand eight hundred and forty-six; and on or before the said thirtieth day of November, one thousand eight hundred and forty-six, 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 in the said Bill to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties upon or in respect of the said railways and works and the said Regent's Canal, and to alter the existing tolls, rates, or duties authorized to be taken by the said company of proprietors of the Regent's Canal; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges; and to enable the same company of proprietors to raise money by shares, mortgage, or otherwise, for the purposes of the said railways and works.

Dated the sixth day of November, 1846.

Lyon, Barnes, and Ellis,
Solicitors of the Regent's Canal Company.

**Birmingham, Wolverhampton, and Stour Valley
Railway, No. 1.
Smethwick Deviation.**

Proposed alteration of the line of the Birmingham, Wolverhampton, and Stour Valley Railway, with powers of subscription by the London and North-Western Railway Company, the Birmingham Canal Company, and the Shrewsbury and Birmingham Railway Company, and of amalgamation with the London and North-Western Railway Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter and enlarge some of the powers and provisions of "The Birmingham, Wolverhampton, and Stour Valley Railway Act, 1846, Birmingham, Wolverhampton, and Dudley Lines," and to enable the Birmingham, Wolverhampton, and Stour Valley Railway Company, incorporated by the said Act, to abandon the formation of so much of the line of the said railway, as authorised to be made by the said Act, as is situate between the points hereinafter named, and to make and maintain a new line of railway, with proper works, conveniences, and approaches thereto, in substitution thereof, between the same points, that is to say, from a point on the said line of railway, near a bridge over the Birmingham Canal, commonly called or known as Lee bridge, in the parish of All Saints Birmingham, in the county of Warwick, and at or about the twelfth mile and fifth furlong, as marked on the

maps or plans of the said railway referred to in the said Act, to a certain other point on the said line of railway, as at present authorised to be made, situate near the branch canal belonging to the Birmingham Canal Company, known as the Dunkirk Branch, and at or about the seventh mile, seventh furlong, and seventh chain of the said railway as marked in the said plans; which intended new or substituted line of railway will pass from, in, through or into the several parishes, townships, and extra-parochial or other places of Birmingham, the borough of Birmingham, All Saints Birmingham, and Nineveh, all or some of them, in the said county of Warwick; and Handsworth, Harborne, North Harborne, Smethwick, Westbromwich, Rowley, and Rowley Regis, all or some of them, in the county of Stafford; and Halesowen, and Oldbury, one or both of them, in the county of Worcester.

And it is also intended, by the said Act, to authorise the said Company to abandon the formation of so much of the branch railway to Dudley, authorised by the same Act, as lies between the intended junction thereof with the main line of the said railway, as at present authorised to be made, and the point where the said intended new or substituted line of railway will intersect the line of the said branch, that is to say, at or about the second furlong and fifth chain of the first mile of the said branch, as marked on the said plans, at which last-mentioned point it is intended that the said branch railway should form a junction with the said new or substituted line.

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

And it is also intended by such Act, to confer on the said Company powers for the compulsory purchase of lands and houses, for the purpose of the said new or substituted railway and works, and to levy tolls, rates, and duties in respect of the use thereof, 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 or buildings proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And it is further proposed by such Act, to authorise the union or amalgamation of the said Birmingham, Wolverhampton and Stour Valley Railway Company with the London and North-Western Railway Company, upon such terms and conditions as may be mutually agreed upon between the said two companies, or to empower the said first-named company to sell and transfer, or let on lease, their undertaking, and all or any of their powers in connexion therewith or in relation thereto, to the said London and North-Western Railway Company, and to enable the last-mentioned Company to purchase or rent, and to use, exercise, and work the same, and to raise such further sums of money as may be requisite for that purpose.

And it is also proposed by the said Act, to enable the London and North-Western Railway Company, the company of proprietors of the Birmingham Canal Navigations, and the Shrewsbury and Birmingham Railway Company respectively, to raise additional capital for, and to subscribe or contribute towards, the

formation of the said intended new or substituted line and also to alter and enlarge, so far as may be necessary for the purposes aforesaid, the powers and provisions of the Acts relating to, or whereby powers are conferred on, the said companies respectively, that is to say, the several Acts relating to the London and North-Western Railway Company, namely, 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, 8th and 9th Victoria, cap. 156, and local and personal Acts, 9th and 10th Victoria, cap. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396. The several Acts relating to the Birmingham Canal Navigations, that it is to say, 5th William IV., cap. 34; 2nd and 3rd Victoria, cap. 61; 3rd and 4th Victoria, cap. 24 and 56; 7th and 8th Victoria, cap. 11; 9th and 10th Victoria, cap. 269; and an Act passed in the 9th and 10th years of the reign of Her present Majesty Queen Victoria, intitled "An Act for carrying into effect certain arrangements between the London and Birmingham Railway Company and the company of proprietors of the Birmingham Canal Navigations, and for granting certain powers to the said respective companies;" and an Act passed in the 9th and 10th years of the reign of Her said present Majesty, intitled "An Act for making a Railway from Shrewsbury to Wolverhampton, with a Branch, to be called the Shrewsbury and Birmingham Railway.

And notice is hereby also further given, that maps, plans, and sections, showing the direction, line, and levels of the said proposed new or substituted railway 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 aforesaid, will be deposited on or before the thirtieth day of November instant, with the clerk of the peace of the county of Warwick, at his office in Stratford upon Avon; with the clerk of the peace of the county of Stafford, at his office in Stafford; and with the clerk of the peace of the county of Worcester, at his office in Worcester; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes, in or through which the said new or substituted railway and works are intended to be made, will be deposited, on or before the said thirtieth day of November instant, with the parish clerks of those parishes respectively, at their respective residences.

Dated this seventh day of November, 1846.

Ingleby, Wragge, and Cope,
Birmingham, } Solicitors.
S. Carter, Birmingham,

London and Brighton, and South Coast Railway, Extension to London Bridge.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to enable the London, Brighton, and South Coast Railway Company, to continue a new line of railway by the side of the London and Greenwich Railway, from the present station near the Maze, in the parish of Saint Olave, in the borough of Southwark, to the junction with the London, Brighton, and South Coast Railway, heretofore called the London and Croydon Railway, in the parish of Saint Mary, Rother-

hithe, in the county of Surrey, and which said new line of railway will be situate in the parishes of Saint Olave, Saint John Horsleydown, Saint Mary Magdalen Bermondsey, and Saint Mary Rotherhithe, in the county of Surrey.

And it is intended to authorise the levying of rates and tolls for the use of such new line of railway, and also the compulsory purchase of the property to be described in the plans hereinafter mentioned.

And it is also intended to enlarge the powers of the 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.

And notice is hereby further given, that maps and duplicate plans and sections of the said new line of railway, and other works before mentioned, with books of reference thereto, containing the names of the owners, lessees, and occupiers of the property to be taken, will be deposited with the clerk of the peace for the county of Surrey, at his office at Lambeth, on or before the thirtieth day of November instant, and a copy of so much of the said plans, sections, and books of reference as relates to each of the several parishes aforesaid, in which such new line of railway and works will be situate, will, on or before the said thirtieth day of November, be deposited with the parish clerk of each such parish, at his residence.

Dated this second day of November, 1846.

Burchell, Kilgour, and Parson.

Sutton, Ewens, Ommanney, and Prudence.

George and Henry Faithfull.

Shrewsbury and Birmingham Railway Act, Amendment and Branches.

(Amendment of Act and Branches to Madeley, to Ironbridge, to the London and North Western Railway near Willenhall, and extension of the proposed Ironbridge Branch to Shrewsbury.)

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 Shrewsbury and Birmingham Railway Act, 1846, and to authorize the Shrewsbury and Birmingham Railway Company, incorporated by such Act, to make and maintain the following Railways, or some of them, with all proper works, approaches, stations, and conveniences connected therewith, that is to say,—

Firstly.—A railway commencing by a junction with the Line of the Shrewsbury and Birmingham Railway as at present authorized to be made at or near a certain field in the parish of Shiffnal, in the county of Salop, numbered 133 on the plans, referred to in the said 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, Shiffnal, Shiffnal, Haughton, the Manor, Shaw and Wyke, the Hem, Kemberton, Kemberton, Brockton, Cuckoo Oak, Sutton Maddock, Stirchley, Dawley, Dawley Magna, Dawley Parva, Lightmoor, Madeley, Madeley Court, Madeley Wood, Coalbrookdale and Ironbridge, in the county of Salop, and terminating by a junction with the Coalbrookdale Branch Railway as authorized to be made by the said Act,

at, or near a certain field in the parish of Dawley, in the county of Salop, numbered 29 on the plans of the said branch railway, referred to in the said Act.

Secondly.—A railway commencing by a junction with the line of the said Coalbrookdale Branch Railway as at present authorized to be made, at, or near a certain field in the parish of Madeley, in the county of Salop, numbered 24 on the said last-mentioned plans, 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, Dawley, Dawley Magna, Dawley Parva, Lightmoor, Madeley, Madeley Court, Madeley Wood, Coalbrookdale, Ironbridge, Saint Luke, Ironbridge and Benthall, in the county of Salop, and terminating at or near Benthall Edge, in the parish of Benthall and county of Salop.

Thirdly.—A railway in extension of the said last mentioned intended branch railway, commencing by a junction therewith at the proposed termination thereof, hereinbefore described, at or near Benthall Edge, in the parish of Benthall and county of Salop, 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, Broseley, Broseley Swinny, Rowton, Burton, Marsh, Jackfield Madeley, Madeley, Coalport, Iron Bridge, Saint Luke Iron Bridge, Coalbrook, Coalbrookdale, Benthall, Buildwas, Buildwas Abbey and Lands, Burnt Houses, Much Wenlock, Much Wenlock Wyke and Bradley, Shineton, Leighton, Leighton Garmston, Belwardine, Cound, Cressage, Upper Cound, Lower Cound, Harnage, Golding, Eaton Constantine, Wroxeter, Eyton and Dryton, Wroxeter, Norton, Rushton, Donnington, Berrington, Berrington Brompton, Eaton Mascott, Canlop, Cross Houses, Betton, Great Betton, Abbots Betton, Betton Abbots, Saint Chad, Little Betton, Betton Strange, Betton and Alkmere, Atcham otherwise Attingham, Atcham otherwise Attingham Emstrey, Chilton, Cronk Hill, Berwick, Maviston, Uckington, Longner, Sutton, Sutton Mill, Meole Brace otherwise Brace Meole, Saint Julian, Saint Mary, Saint Alkmond, Shrewsbury, Coleham, Trinity Coleham, Abbey Foregate, Holy Cross and Saint Giles, and the Stone Ward Without, in the county of Salop, and terminating by a junction with the line of the said Shrewsbury and Birmingham Railway, as at present authorized to be made, in or near a certain field in the parish of Holy Cross and Saint Giles, in the borough of Shrewsbury and county of Salop, numbered 80 on the plans of the said railway referred to in the said Act.

Fourthly.—A railway commencing by a junction with the line of the said Shrewsbury and Birmingham Railway, as at present authorized to be made at or near a certain road in the parish of Wolverhampton in the county of Stafford, called New Mill Street, numbered 298, 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 following, or some of them, that is to say, Darlaston, Darlaston Green, Wednesbury, Saint Bartholomew Wed-

nesbury, Saint John Wednesbury, Wolverhampton, Wednesfield, Saint Giles Wednesfield, Wednesfield Heath, Moseley, Moseley Hole, Horseley Fields, Chillington Fields otherwise Chillington Works, Stowheath, Saint Peter Wolverhampton, Saint Mary Wolverhampton, Saint James Wolverhampton, Saint John Wolverhampton, Saint George Wolverhampton, Saint Paul Wolverhampton, Portobello, Willenhall, and Bilston, in the county of Stafford, and terminating by a junction with the line of the London and North-Western Railway, at or near the point where the said railway crosses the turnpike-road leading from Wolverhampton to Walsall, in the said parish of Wolverhampton.

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

And it is also intended by such Act to enable the said Company to raise a further sum of money for effecting the objects aforesaid, and to purchase lands by compulsion or agreement for the purposes thereof, and to vary or extinguish all existing rights and privileges in any manner connected with the lands so proposed to be purchased or taken, or which would impede or interfere with the construction, maintenance, and use of the said intended works, and to confer other rights and privileges, and to levy tolls, rates, and duties in respect of the use of the said intended works, and to grant certain exemptions from such tolls, rates, and duties.

And notice is hereby lastly given, that maps, plans, and sections, describing the direction line and levels of the said intended railways and works, and of the lands proposed to be taken for the purposes thereof respectively, together with books of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands, will be deposited on or before the thirtieth day of November instant, with the clerk of the peace for the county of Salop, at his office in Shrewsbury, and with the clerk of the peace for the county of Stafford at his office in Stafford, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways and works are intended to be made, will be deposited on or before the said thirtieth day of November, with the parish clerks of those parishes respectively at their respective residences.

Dated the ninth day of November, 1846.

Roy, Blunt, and Co.,
Westminster.

Lordale and Peelo,
Shrewsbury.

Leeds and Otley Road—Intended Act to enlarge Powers of existing Act, increase Tolls, &c.

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 to enlarge the term, and to alter, amend, and enlarge the powers and provisions of an Act passed in the seventh year of the reign of His late Majesty King William the Fourth, intituled "An Act for repairing, maintaining, and improving the line of the road from Leeds to Otley, in the West Riding of the county of York," or to repeal the said Act, and to obtain another Act in lieu thereof, with such enlarged powers and provisions; and which road passes through and over the townships of Leeds, Headingley, Addle, Cookridge, Breary, Bramhope, Pool, and Otley, in the several parishes of Leeds, Addle, and Otley, in the said West Riding of the county of York: And it is also intended to increase or alter the existing tolls on the said road, and to vary or extinguish exemptions from toll on manure, and other rights and privileges.

Dated this fourth day of November, 1846.

By order,
Upton and Clapham,
Solicitors, Leeds.
Mackley Browns and Son,
Parliament Street, London,
Parliamentary Agents.

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, in 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, Ancoats, 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.

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 canal, 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 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 Railway, 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.

East Indian Railway Company for making and maintaining one or more Railways from Calcutta to the North West Provinces of India, by way of Mirzapore and Delhi, with Extensions and Branches.

Incorporation.

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, commonly called or known by the name of the East Indian Railway Company, established for the purpose of making, constructing, working and maintaining one or more railways from Calcutta to the North West Provinces of India, by way of Mirzapore and Delhi in the East Indies, with all necessary and convenient extensions, branches, and works, and to enable the said Company to obtain and acquire all powers, rights, and privileges from the Supreme or local Government of India, necessary or convenient for the objects of the said undertaking, and also to confer on the Honourable East India Company or the Supreme or any local Government of India all powers necessary or convenient for the purpose of authorizing, constructing, maintaining, protecting, and regulating railways and railway works in India, and taking and purchasing lands for such purpose, and for the exercise of such powers in favour of, and to devolve and depute the said powers on the said East Indian Railway Company and any officer or officers thereof; and to enable the said East Indian Railway Company to make and enter into contracts with the Honourable East India Company and the Supreme and any local Government of India, and to do all acts necessary and convenient for the objects aforesaid; and also to enable the said East Indian Railway Company to sue and be sued in the name of one or more Directors or some public or other officer of the said Company, and to confer such other powers, rights, and privileges on the said Company as may be deemed necessary or convenient for the purposes of the said undertaking, including powers to take and hold lands in the East Indies and in Great Britain, and also powers and facilities for making, enforcing, and recovering calls, creating and transferring scrip and other shares, mortgages, debentures, and other like instruments and securities for increasing the capital of the company, and for raising and borrowing money by mortgage or otherwise, together with such further and other powers as may be deemed advisable.

Dated this 9th day of November 1846.

D. I. Noad, Secretary.

Harwich Docks.

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 obtain an Act or Acts for making and maintaining a dock or docks, with all proper piers, quays, bridges, basins, yards, wharfs, warehouses, buildings, and other works and conveniences connected therewith, and all necessary and convenient entrances thereto from the rivers Orwell, otherwise Orrell, and Stour, into the said dock or docks, and which said dock or docks and works will be situated in the several parishes or places hereinafter mentioned, some or all of them, that is to say, St.

No. 20665.

R

Nicholas Harwich, in the borough or town of Harwich, Dovercourt-cum-Harwich, Dovercourt and Ramsey, all in the county of Essex, and within or near to the port or harbour of Harwich aforesaid.

And it is also intended to apply by the said Bill or Bills for power to alter or divert any turnpike road or roads, highway or highways in the said parishes or places, or some or one of them to the extent shown or intended to be shown on the maps or plans and sections to be deposited as hereinafter mentioned. And also to divert such rivers, streams, drains, canals, navigations or running waters, and to alter and divert such roads, ways, and paths within the said parishes and places aforesaid as may be required to be diverted or altered for the proper construction of such docks and works aforesaid. And notice is hereby given, that it is intended to apply for powers to incorporate a company or companies for the purpose of carrying the same undertaking into effect, and to authorize the levying, taking, receiving, and collecting of tolls, dues, rates, duties, and sums of money in respect of the use of the said docks and works, and to take powers for the compulsory purchase of messuages, lands, houses, tenements, and hereditaments for the purposes aforesaid.

And it is further intended to vary, repeal, or extinguish all existing rights, privileges, or easements in any manner connected with the messuages, lands, houses, tenements, and hereditaments to be taken for the purposes aforesaid, 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 docks and works or any part thereof to any other Company, and to authorize such other Company so 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.

And notice is also hereby given, that on or before the thirtieth day of November in the present year, plans and sections of the proposed works, with duplicates of the same, and books of reference thereto, 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 for public inspection with the Clerk of the Peace for the said county of Essex, at his office at Chelmsford in the same county; and that on or before the said thirtieth day of November a copy of so much of the said plans and sections, together with a book of reference thereto, so far as relates to each of the several parishes in or through which the said works or any part thereof are intended to be made, will be deposited for public inspection with the Parish Clerk of each such parish at his place of abode.

Dated this 9th day of November 1846.

G. K. Pollock, 19, Essex street, Strand.

London and North Western Railway. Lease and purchase of the Huddersfield and Manchester Railway and Canal.

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 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 any branch, extension, or other railways or works belonging to or which may be authorized to be carried into effect by the said Huddersfield and Manchester Railway and Canal Company, 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 Company, and to have, use, exercise, and enjoy all such powers, rights, and privileges, and to disincorporate the said last-mentioned Company, and to amalgamate the said Company 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 Huddersfield and Manchester Railway and Canal Company respectively, 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 canal, 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 Company 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 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 Company, 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 Company, or in the said new Company, or by mortgage or otherwise, as well 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 Company, or of the said new Company, and also to convert the capital and shares of the

said amalgamated Company, 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 Companies respectively 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 Companies for or in respect of the traffic passing or which may pass on the lines or works of such Companies, 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; and the Huddersfield and Manchester Railway and Canal (Oldham Branch) 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 Railway, or some of them, that is to say, local and personal Act 8th and 9th Victoria, cap. 156, and local and personal Acts 9th and 10th Victoria, cap. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

Dated this 7th day of November 1846.

Worthington, Earle, and Berry, Manchester.

Brook and Freeman, Huddersfield.

Slater and Heelis, Manchester.

London and North Western Railway.

Lease and Purchase of 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 Leeds, Dewsbury, and Manchester Railway Company" 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 Leeds, Dewsbury, and Manchester Railway, and any branch extension, or other railways or works belonging to or which may be authorized to be carried into effect by the said Leeds, Dewsbury, and Manchester Railway Company 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 Leeds, Dewsbury, and Manchester Railway Company, and to have, use, exercise, and enjoy all such powers, rights,

and privileges, and to disincorporate the said last-mentioned Company, and to amalgamate the said Company 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 Leeds, Dewsbury, and Manchester Railway Company 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 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, 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 Company, 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 Companies respectively, and also to obtain such other powers and authorities as may be requisite or expedient for better affecting 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 Company, 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 Company, or in the said new Company, or by mortgage, or otherwise, as well for adjusting and equalizing and effecting the arrangements or otherwise for the purpose of the said amalgamation or consolidation, as also for the general purposes of the said amalgamated Company, or of the said new Company; and also to convert the capital and shares of the said amalgamated Company, 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 Companies respectively 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 Companies for or in respect of the traffic passing, or which may pass, on the lines or works of such Companies, or either of them; and with respect to the use and occupation of such railways 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 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 Railway, or some of them, that is to say, local and personal Act 8th and 9th Victoria, cap. 156, and local and personal Acts 9th and 10th Victoria, cap. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

Dated this 7th day of November 1846.

Atkinson, Dibb, and Bolland, Leeds.

E. L. Hesp, Huddersfield.

Slater and Heelis, Manchester.

Lancashire Water Works, for supplying water to Manchester, Salford, and Farnworth, and the neighbourhood thereof respectively.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for better supplying with water the several parishes, townships, and extra-parochial or other places of Tonge with Haulgh, Great Lever, Farnworth, Kearsley, Clifton Pendlebury, Worsley, Eccles, Pendleton, Salford, Manchester, Harpurhey, Stretford, Levenshulme, Withington, Moston, Broughton, Hulme, Chorlton-upon-Medlock, Ardwick, Clayton, Gorton, Openshaw, Bradford, Beswick, Newton, Crumpsall, Cheetham, Moss-side, and Rusholme, all in the county of Lancaster, or some of them; and for the purpose of affording such a supply of water as aforesaid it is proposed by the said intended Act to authorize the construction, enlargement, and maintenance of a reservoir or reservoirs with all proper embankments, sluices, drains, or other works in connexion therewith at or within the several townships of Turton, Entwisle, Edgeworth, Quarlton, Bradshaw, Harwood, Tonge with Haulgh, Darcy Lever, and Little Lever, all in the parish of Bolton-in-the-Moors, in the county of Lancaster, or some of them; and also the construction, enlargement, and maintenance of such cuts, canals, aqueducts, dams, weirs, main pipes, and all other works in connexion therewith from such reservoir or reservoirs, in, into, through, or near the several parishes, townships, and extra-parochial or other places of Over Darwen, Blackburn, Turton, Entwisle, Edgeworth, Quarlton, Bradshaw, Harwood, Breightmet, Tonge with Haulgh, Little Bolton, Great Bolton, Bolton-in-the-Moors, Great Lever, Farnworth, Middleton, Deane, Kearsley, Darcy Lever, Little Lever, Clifton, Prestwich, Pendlebury, Worsley, Pendleton, Salford, Manchester, Harpurhey, Stretford, Levenshulme, Withington, Moston, Broughton, Hulme, Chorlton-upon-Medlock, Ardwick, Clayton, Gorton, Eccles, Openshaw, Bradford, Beswick, Newton, Crumpsall, Cheetham Moss-side, and Rusholme, all in the county of Lancaster aforesaid, or some of them, as may be necessary for affording such supply of water as aforesaid; and to make all necessary tun-

nels, goits, feeders, drains, catch-waters, weirs, byewashers, and other conveniences in connexion or communication with the works aforesaid.

And notice is hereby further given, that the termini of the said intended works are respectively, the said reservoir, called "The Turton and Entwisle Reservoir, situated in the townships of Turton and Entwisle aforesaid; the termination of the aqueduct or main pipe, near the bottom of Bridge-street, in Manchester aforesaid; the termination, at its junction with Wayoh Brook, of a certain feeder or conduit extending from the said Turton and Entwisle Reservoir, in the said township of Entwisle, to the said Wayoh Brook, at or near Orrell's, in the township of Edgeworth aforesaid; the termination of a certain driftway or tunnel extending from the outlet of the said Turton and Entwisle Reservoir, in the said township of Entwisle, to the said Wayoh Brook, at or near Know Mill print-works in the said last-mentioned township; and the termination of a certain drain or catchwater extending from the said Turton and Entwisle Reservoir, in the township of Turton aforesaid, to a certain field or place, called Cheet-ham Close, in the same township.

And it is also proposed by such Act to incorporate a Company for the purpose of carrying the said undertaking into effect, and to enable the Company to be thereby incorporated to purchase and take lands, buildings, reservoirs, springs, streams, waters, and other hereditaments, by compulsion or agreement, and to hold the same for the purposes aforesaid, and to levy rates or rents in respect of such supply of water as aforesaid, and to grant certain exemptions from such rates and rents, and to vary, alter, or extinguish all existing rights or privileges in any manner connected with the lands, buildings, reservoirs, springs, streams, waters, and other hereditaments proposed to be purchased or taken for the purposes of the said undertaking, or any of them, which would in any manner prevent, impede, or interfere with any of the powers or purposes aforesaid, and to grant other and further rights and privileges. 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 obtain power and authority to take, impound, use, and apply the waters now flowing to, through, or into the several brooks or streams, called Cadshaw Brook, Wayoh Brook, otherwise Broadhead Brook, Whittlestone Brook, Edgesfold Brook, Hoblane Brook, Bradshaw Brook, Lithermans Brook, Hazlehurst Brook, Quarlton Brook, Walves Brook, Raikes Brook, and Fogg Brook, or some of them, all in the parish of Bolton-in-the-Moors aforesaid; and their respective tributaries or feeders, or some of them, all which said brooks or streams flow to or into, or unite, with the River Tonge, in the said parish of Bolton in-the-Moors, and afterwards flow to or into, or unite, with the River Irwell, at or near

a certain place, called Prestolee, in the same parish of Bolton-in-the-Moors; and some or some parts of which now flow or proceed into the said Turton and Entwisle Reservoir; and it is further intended by such Act to enable the said Company to be thereby incorporated, to enter into and carry into effect such arrangements and agreements as may be necessary or proper for accomplishing the several objects and purposes, or any of them, of the said intended Act, with the Commissioners of the Turton and Entwisle Reservoir, the Bolton Water Works Company, the Manchester and Salford Water Works Company, and the Blackburn, Darwen, and Bolton Railway Company, or any of them; and for the purposes last aforesaid it is intended to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament following, that is to say, the Acts relating to the Turton and Entwisle Reservoir passed respectively in the second year of the reign of His late Majesty King William the Fourth, and in the first year of the reign of Her present Majesty; the Acts relating to the Bolton Water Works passed respectively in the sixth and seventh years of the reign of Her said present Majesty, and in the last Session of Parliament; the Acts relating to the Manchester and Salford Water Works passed respectively in the forty-ninth, the fifty-third, and the fifty-sixth years of the reign of King George the Third, in the first and second and the fourth years of the reign of King George the Fourth, in the fourth year of the reign of Her present Majesty, and in the last Session of Parliament; and the Acts relating to the Blackburn, Darwen, and Bolton Railway, passed respectively in the eighth and ninth years of the reign of Her present Majesty, and in the last Session of Parliament, under which they now respectively act, or some of them.

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

Dated this 9th day of November 1846.

Robinson and Perfect, Solicitors, Blackburn.

Blackburn, Darwen, and Bolton Railway Acts Amendment Branch, from Turton to Bury, with diverging lines and Branch in the Township and Parish of Blackburn.

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 Blackburn, Darwen, and Bolton Railway Act, 1845, and the Blackburn, Darwen,

and Bolton Railway Act, 1846, and to authorize the Blackburn, Darwen, and Bolton Railway Company, to make and maintain the several branch railways hereinafter mentioned, with all necessary works and conveniences connected therewith respectively, that is to say,

A railway commencing by a junction with the said Blackburn, Darwen, and Bolton Railway, at or near a field numbered 165, in the township of Turton and parish of Bolton-in-the-Moors, on the plan of the said railway referred to in the first mentioned Act, and terminating at or near a field called the Brows, belonging to the Earl of Derby, and in the occupation of Edmund Hardman, in the township of Elton and parish of Bury, all in the county of Lancaster, there to form a junction with the line of the Liverpool and Bury Railway, which said intended railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say) Turton, Edgeworth, Quarlton, Bradshaw, Bolton-in-the-Moors, Tottington Lower End, Elton and Bury, all in the said county of Lancaster.

A railway from and out of the said last mentioned intended railway, commencing at or near to a field numbered 163 on the said plan, in the township of Turton and parish of Bolton-in-the-Moors, to form another junction with the said Blackburn, Darwen, and Bolton Railway, at or near to another field numbered 158 on the said plan, all within the township of Turton, in the parish of Bolton-in-the-Moors, in the said county of Lancaster.

A railway from and out of the first mentioned intended railway, commencing at or near a field called the Five Acres, belonging to the Earl of Derby, and in the occupation of John Bridge, in the township of Elton and parish of Bury, to form another junction with the said line of the Liverpool and Bury Railway, at or near a field called the Big Meadow, belonging to the Earl of Derby, and in the occupation of Edmund Hardman, all within the township of Elton, in the parish of Bury, in the said county of Lancaster.

A railway commencing by a junction with the said Blackburn, Darwen, and Bolton Railway, at or near a field numbered 85 on the plan of the said railway referred to in the said first mentioned Act, in the township and parish of Blackburn, and terminating at or near to a certain place, called Bank Top, in the same township and parish, the whole of which said last mentioned intended railway will be in the said township and parish of Blackburn, 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 proposed by the said Act, to authorize the said Blackburn, Darwen, and Bolton Railway Company to levy tolls, rates, and duties in

respect of the said intended branch railways, and other works before mentioned, and to grant exemptions from the payment of such tolls, rates, and duties, and also to purchase and take by compulsion, or otherwise, lands, houses, and other buildings for the several 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 several purposes aforesaid, and to confer other rights and privileges; and also to enable the said Blackburn, Darwen and Bolton Railway 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 also given, that maps, plans, and sections of the said intended new railways and works, 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 this present year, with the clerk of the peace of the county of Lancaster, at his office at Preston 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 intended works will pass and be made, will be deposited for public inspection with the parish clerks of those parishes at their respective places of abode, on or before the same thirtieth day of November.

Dated the 9th day of November 1846.

Robinson and Perfect, Solicitors, Blackburn.

Blackburn, Darwen, and Bolton Railway Acts' Amendment: diversions of line in the parishes of Blackburn and Bolton-in-the-Moors.

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 Blackburn, Darwen, and Bolton Railway Act, 1845," and the Blackburn, Darwen, and Bolton Railway Act, 1846, and to authorize the Blackburn, Darwen, and Bolton Railway Company to make and maintain the several alterations or diversions hereinafter mentioned in the line of the railway as authorised by the said first-mentioned Act, (that is to say)—

An alteration or diversion to commence from and out of the main line of the same railway at or near a field numbered 302 in the township of Over Darwen, in the parish of Blackburn, on the plan of the said railway referred to in the said first-mentioned Act, and to terminate by a junction with the said main line at or near to a field numbered 43 on the said plan, in the township of Entwisle and parish of Bolton-in-the-Moors, which said intended alteration or diversion, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say,) Blackburn, Over Darwen, Entwisle, and Bolton-in-the-Moors, all in the said county of Lancaster.

An alteration or diversion to commence from and

out of the main line of the said railway at or near a field numbered 280 on the said plan of the said railway, in the township of Tonge with Haulgh, in the said parish of Bolton-in-the-Moors, and to terminate by a junction with the said main line at or near to a coal-yard numbered 55 on the plan of the said railway referred to in the Blackburn, Darwen, and Bolton Railway Act, 1846, in the township of Great Bolton, in the said parish of Bolton-in-the-Moors, which said last-mentioned intended alteration or diversion, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say,) Tonge with Haulgh, Little Bolton, Great Bolton, and Bolton-in-the-Moors, all in the county of Lancaster.

And it is intended by the said Act to enable the said Blackburn, Darwen, and Bolton Railway Company to abandon and relinquish the formation of so much of the said railway, as authorised by the said recited Acts, in the several parishes, townships, and extra-parochial or other places aforesaid, as will become unnecessary in consequence of such alterations or diversions.

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 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 proposed by the said Act to authorise the said Blackburn, Darwen, and Bolton Railway Company to levy tolls, rates, and duties in respect of the said intended new or altered lines of railway and other works 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 several 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 several purposes aforesaid, and to confer other rights and privileges.

And notice is hereby also given, that maps, plans, and sections of the said intended new railways and works, 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 this present year with the Clerk of the Peace of the county of Lancaster, at his office at Preston, in the said county, 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 works will pass and be made, will be deposited for public inspection with the parish clerks of those parishes at their respective places of abode on or before the same thirtieth day of November.

Dated the ninth day of November 1846.

Robinson and Perfect, Solicitors, Blackburn.

Payne's Patents' Assignment.

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 authorise the assignment to, and purchase by, a Company, or persons consisting of more than twelve individuals, of the following letters patent, and the privileges thereby respectively granted; that is to say, letters patent under the Great Seal of the United Kingdom, bearing date at Westminster on or about the ninth day of July, in the fifth year of the reign of Her present Majesty, granting unto Charles Payne the sole use of his invention of "Improvements in preserving vegetable matters where metallic and earthy solutions are employed," within England, Wales, and the town of Berwick-upon-Tweed, in the islands of Guernsey, Jersey, Alderney, Sark, and Man, and in all the colonies and plantations abroad. Also certain other letters patent under the said Great Seal, bearing date at Westminster, on or about the twenty-ninth day of June, in the tenth year of the reign of Her present Majesty, granting unto the said Charles Payne the sole use of his invention of "Improvements in preserving vegetable matters" within England, Wales, and the town of Berwick-upon-Tweed, in the islands of Guernsey, Jersey, Alderney, Sark, and Man, and in all the colonies and plantations abroad.

And also to authorise the assignment to, and purchase by, the said Company or persons, of any partial or other interest or interests, licence or licences, in or under the said several letters patent, any or either of them. And also to enable such Company or persons to make, use, exercise, and vend such inventions and improvements; and to enable such Company or persons to grant licences to make, use, exercise, and vend such inventions and improvements as aforesaid; and also to enable such Company or persons to sell or otherwise dispose of the privileges granted by such letters patent as aforesaid, or any of them, or any part thereof, or interest therein respectively; and to incorporate the said Company, or to grant to the said Company power to sue and be sued in the name or names of the said Company, or one or more of the Directors or officers thereof; and also to make provision and grant powers for the constitution and regulation of the said Company.

Dated this 9th day of November 1846.

*Macdougall and Co., 44, Parliament-street,
Parliamentary Agents.*

Southampton and Dorchester Railway (Blandford Branch), with power to transfer same to the London and South Western 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 Southampton and Dorchester Railway Company, or the London and South Western Railway Company, to make and maintain a railway, with all proper works and conveniences connected therewith, commencing by a junction with the Southampton and Dorchester Railway at or near a field in the parish of Great

Canford, in the county of Dorset, the property of Sir Josiah John Gues', Baronet, in the occupation of Mr. Stephen Gaudern, and numbered as to the said parish 73 in the plans referred to by the Southampton and Dorchester Railway Act, 1845, and terminating at or near a house and premises situate in the East-street, in the town of Blandford Forum, in the said county of Dorset, belonging to Mr. Septimus Smith, late in the occupation of Henry Lees, M.D., and now unoccupied; which said intended railway and works will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some or one of them; that is to say, Great Canford, otherwise Canford Magna, Wimborne Minster, Cowgrove, Corfe Mullen, Corfe St. Nicholas, Lytchett Minster, Henbury, Barford, Sturminster Marshall, Shapwick, Tarrant Crawford, Tarrant Antioch, Tarrant Rushton, Spettisbury, Tarrant Keystone, Charlton Marshall, Langton otherwise Langton Long Blandford, Littleton, Blandford St. Mary, Bryanstone, Pimperne, and Blandford Forum, all in the county of Dorset.

And it is intended to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, rivers, streams, sewers, pipes, canals, navigations, bridges, railways, or tramroads within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to cross, alter, divert, or stop up for the purposes of the said works.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels of the said intended railway and works, and of the lands required for the purposes thereof, together with books of reference to such plans, and also a published map with the line of railway delineated thereon, 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, or on or before the thirtieth day of November instant; and 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 railway and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

And notice is hereby further given, that it is intended by the said Act to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties upon or in respect of the said railway and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges, and in the event of the said intended new works being executed by the said Southampton and Dorchester Railway Company, to enable such Company to raise a further sum of money.

And it is also proposed in and by the said Act, if the said railway and works shall be made by the

said Southampton and Dorchester Railway Company, to authorise such Company to lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to the London and South Western Railway Company, and to delegate to the said London and South Western Railway Company the execution of all or any of the powers of the said intended Act, and to authorise 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 railway and works, or any part thereof, or to purchase, take, or lease, rent, work, or construct the said intended railway and works, or any part of the same, and to take tolls and duties upon, or in respect thereof, or to guarantee to the said Southampton and Dorchester 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 it is further proposed by the said Act to authorise the union and consolidation into one undertaking of the Southampton and Dorchester Railway and the London and South Western Railway, and the respective capital stock, shares, property, and effects of the said Southampton and Dorchester Railway Company and the said London and South Western Railway Company, and the vesting in one Company of all the capital stock, shares, property, and effects, powers, and privileges now vested, or which during the next session of Parliament may become vested, in the said Companies, or either of them; and to authorise the incorporation of a new Company for the purposes aforesaid; and to authorise such new Company to use and work the said Southampton and Dorchester Railway and the London and South Western Railway and works, and to take tolls upon or in respect thereof. And for the purpose of 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 Act relating to the said Southampton and Dorchester Railway; that is to say, "The Southampton and Dorchester Railway Act, 1845," and 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 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 Hampton Court Branch Act, 1846;" "The London and South Western

Railway Company's Basingstoke and Salisbury Extension Act, 1846;" "The London and South Western Railway Farnham and Alton Branch Act, 1846;" "The London and South Western Railway Company's London Bridge Extensions Act, 1846."

Dated the 2nd day of November 1846.

Bircham, Dalrymple, and Drake, Bedford-row, London,
Charles Castleman, Ringwood,
Solicitors for the proposed Bill or Bills.

Birmingham, Wolverhampton and Stour Valley
Railway, No. 1.
Smethwick Deviation.

Proposed Alteration of the Line of the Birmingham, Wolverhampton, and Stour Valley Railway, with Powers of Subscription by the London and North Western Railway Company, the Birmingham Canal Company, and the Shrewsbury and Birmingham Railway Company, and of Amalgamation with the London and North Western Railway Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter and enlarge some of the powers and provisions of "The Birmingham, Wolverhampton, and Stour Valley Railway Act, 1846, Birmingham, Wolverhampton, and Dudley Lines," and to enable the Birmingham, Wolverhampton, and Stour Valley Railway Company, incorporated by the said Act, to abandon the formation of so much of the line of the said railway, as authorised to be made by the said Act, as is situate between the points hereinafter named, and to make and maintain a new line of railway, with proper works, conveniences, and approaches thereto, in substitution thereof, between the same points, that is to say, from a point on the said line of rails, near a bridge over the Birmingham Canal, commonly called or known as "Lee Bridge," in the parish of All Saints, Birmingham, in the county of Warwick, and at or about the twelfth mile, fifth furlong, and sixth chain, as marked on the maps or plans of the said railway, referred to in the said Act, to a certain other point on the said line of railway, as at present authorised to be made, situate near the Branch Canal belonging to the Birmingham Canal Company, known as the Dunkirk Branch, in the parish of Westbromwich, in the county of Stafford, and at or about the seventh mile, seventh furlong, and seventh chain of the said railway, as marked on the said plans; which intended new or substituted line of railway will pass from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Birmingham, the borough of Birmingham, All Saints Birmingham, and Nineveh, all or some of them, in the said county of Warwick; and Handsworth, Saint Mary Handsworth, Saint James Handsworth, Harborne, North Harborne, Holy Trinity North Harborne, Smethwick, Holy Trinity Smethwick, Saint Peter Harborne, Westbromwich, Christchurch and Holy Trinity Westbromwich, Spon Lane, Bromford, Saint James Westbromwich, All Saints Westbromwich, Rowley, and

Rowley Regis, all or some of them, in the county of Stafford; and Halesowen, Oldbury, and Saint Nicholas Oldbury, all or some of them, in the county of Worcester.

And it is also intended, by the said Act, to authorise the said Company to abandon the formation of so much of the branch railway to Dudley, authorised by the same Act, as lies between the intended junction thereof with the main line of the said railway, as at present authorised to be made, and the point where the said intended new or substituted line of railway will intersect the line of the said branch, that is to say, at or about the third furlong and fifth chain of the first mile of the said branch, as marked on the said plans, at or near which last-mentioned point it is intended that the said branch railway should form a junction with the said new or substituted line.

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

And it is also intended, by such Act, to confer on the said Company powers for the compulsory purchase of lands and houses for the purpose of the said new or substituted railway and works, and to levy tolls, rates and duties in respect of the use thereof, 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 or buildings proposed to be purchased or taken for the purposes of the said undertaking, or which would, in any manner, impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And it is further proposed, by such Act, to authorise the union or amalgamation of the said Birmingham, Wolverhampton, and Stour Valley Railway Company with the London and North Western Railway Company, upon such terms and conditions as may be mutually agreed upon between the said two Companies, or to empower the said first-named Company to sell and transfer, or let on lease, their undertaking, and all or any of their powers in connexion therewith, or in relation thereto, to the said London and North Western Railway Company, and to enable the last mentioned Company to purchase or rent, and to use, exercise, and work the same, and raise such further sums of money as may be requisite for that purpose.

And it is also proposed, by the said Act, to enable the London and North Western Railway Company, the Company of Proprietors of the Birmingham Canal Navigations, and the Shrewsbury and Birmingham Railway Company respectively, to raise additional capital for, and to subscribe or contribute towards, the formation of the said in-

tended new or substituted line, and also to alter and enlarge, so far as may be necessary for the purposes aforesaid, the powers and provisions of the Acts relating to, or whereby powers are conferred on, the said Companies respectively, that is to say, the several Acts relating to the London and North Western Railway Company, namely, 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 Acts, 8th and 9th Victoria, cap. 156, and local and personal Acts, 9th and 10th Victoria, cap. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 246, 261, 269, 309, 328, 331, 359, 368, 369, and 396; the several Acts relating to the Birmingham Canal Navigations, that is to say, local and personal Acts, 5th and 6th William IV, cap. 34; 2nd and 3rd Victoria, cap. 61; 3rd and 4th Victoria, cap. 24 and 56; 7th and 8th Victoria, cap. 11; 9th and 10th Victoria, cap. 269; and an Act passed in the 9th and 10th years of the reign of Her present Majesty Queen Victoria, entitled "An Act for carrying into effect certain arrangements between the London and Birmingham Railway Company and the Company of Proprietors of the Birmingham Canal Navigations, and for granting certain powers to the said respective Companies;" and an Act passed in the 9th and 10th years of the reign of Her said present Majesty, entitled "An Act for making a Railway from Shrewsbury to Wolverhampton, with a Branch, to be called the Shrewsbury and Birmingham Railway."

And notice is hereby further given, that maps, plans, and sections showing the direction, line, and levels of the said proposed new or substituted railway 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 aforesaid, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace of the county of Warwick, at his office in Stratford-upon-Avon; with the Clerk of the Peace of the county of Stafford, at his office in Stafford; and with the Clerk of the Peace of the county of Worcester, at his office in Worcester; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes, in or through which the said new or substituted railway and works are intended to be made will be deposited, on or before the said thirtieth day of November instant, with the parish clerks of those parishes respectively, at their respective residences.

Dated this seventh day of November, 1846.

Ingleby, Wragge, and Cope,
Birmingham,
S. Carter, Birmingham,
No. 20665. } Solicitors.
S

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

Alteration of Main Line and Hawes Branch, with power to Purchase, Rent, or Use the Northern Counties Union Railway, and amendment of Acts relating to the Liverpool, Manchester, Newcastle-upon-Tyne Junction Railway, and to the Northern Counties Union Railway Companies.

NOTICE is hereby given, That application is intended to be made to Parliament in the ensuing session for an Act to enable the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Company, to abandon the formation of so much of the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway, as at present authorised to be made, as lies between a point in or near a certain field, numbered 35, in the township of Bishopdale and parish of Aysgarth, in the north riding of the county of York, on the plans described in the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Act, 1846, as the plans according to which such railway is to be constructed, in and through the township of Bishopdale aforesaid, and the junction of such Railway with the Richmond Branch of the York and Newcastle Railway, as shown on the plans aforesaid, in the township of Uckerby, in the parish of Catterick, in the north riding of the county of York, and to make and maintain certain new or substituted lines of Railway hereinafter respectively described, with all proper works and conveniences connected therewith, in lieu of that part of the said first mentioned railway so proposed to be abandoned, that is to say, a new or substituted line of railway, commencing by a junction with the line of the said Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway, in or near the aforesaid field, in the said township of Bishopdale and parish of Aysgarth, 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, Aysgarth, Aysgarth, Bishopdale, Thoraby, Newbiggin, Burtun otherwise West Burton otherwise Burton-cum-Walden otherwise Burton-in-Bishopdale, Carperby otherwise Carperby-cum-Thorseby, West Witton, West Witton, Swinethwaite, the Temple at or near Swinethwaite, Wensley, Wensley, Bolton otherwise Castle Bolton, Bolton otherwise Castle Bolton, Redmire, Redmire, Preston otherwise Preston-under-Scar, Leyburn, and Leyburn, in the north riding of the county of York; and terminating by a junction with the line of the Northern Counties Union Railway in or near a certain wood numbered 97, in the township of Leyburn, in the parish of Wensley, in the north riding of the county of York aforesaid, on the plans referred to in "The Northern Counties Union Railway Act, 1846;" also another new or substituted line of railway commencing by a junction with the line of the said Northern Counties Union Railway, in or near a certain field numbered 7, in the township of Newton-le-Willows, in the parish of Patrick Brompton otherwise Brompton Patrick, in the north riding of the county of York,

on the plans referred to in the 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, Patrick Brompton otherwise Brompton Patrick, Patrick Brompton otherwise Brompton Patrick, Newton-le-Willows, Bedale, Bedale, Crakehall, Crakehall, Aiskew otherwise Askew, Aiskew with Leeming otherwise Askew with Leeming, Rand Grange otherwise Rands Grange otherwise Wrands Grange, Langthorne, Hornby, Hornby, Hackforth, Holtby otherwise Ainderby with Holtby otherwise Ainderby Myers with Holtby, Catterick, Killerby, Ellerton otherwise Ellerton-upon-Swale, Kirkby Fleetham otherwise Kirby Fleetham, Kirkby Fleetham otherwise Kirby Fleetham, Great Fencote, Little Fencote, Scruton, Scruton, Great Langton, Great Langton, Little Langton, Kiplin, Danby-Wiske, Danby-Wiske, Whitwell, Birkby, Birkby, Gilling, South Cowton, North Cowton, East Cowton otherwise Long Cowton, and East Cowton otherwise Long Cowton, and terminating by a junction with the York and Newcastle Railway at or near the Cowton Station of the said last-mentioned railway, in the parish of East Cowton otherwise Long Cowton, in the said north riding of the county of York.

And it is also intended by such Act to enable the said Company to abandon the formation of so much of the Hawes branch of the said Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway, as lies between the point of divergence of such branch from the main line of such railway as at present authorized to be constructed, and a point upon a certain highway numbered 83, in the parish of Aysgarth, (at or near the spot where the same abuts upon a certain field numbered 91 in such parish) on the said plans described in the said first mentioned Act, as the plans according to which such branch railway is to be constructed; and to make and maintain a new or substituted railway in lieu of that part of such branch railway so proposed to be abandoned, commencing from and out of the first of the said new or substituted lines of railway hereinbefore mentioned, near the ruins of a certain building, in or near a certain field, the property of Lord Bolton, and in the occupation of Thomas Willis, in the township of Carperby, otherwise Carperby cum Thoresby, in the said parish of Aysgarth, 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, Aysgarth, Aysgarth and Carperby, otherwise Carperby cum Thoresby, in the said north riding in the county of York, and terminating in the township and parish of Aysgarth aforesaid, by a junction with the line of the aforesaid Hawes branch, as at present authorized to be made, at or near the aforesaid spot upon the said highway.

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 new or substituted railways and works, or any of them.

And it is also intended by such Act to enable the said Company to purchase lands by compulsion or agreement for effecting the objects aforesaid, and to levy tolls, rates, and duties in respect of the use of the said new or substituted railways and works, 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 also intended to authorise the said Company to increase their capital for the general purposes of the Company, and also for the purpose of enabling them to execute the said new or substituted railways and works; and it is also intended by such Act to authorise the sale or lease by the Northern Counties Union Railway Company to the said Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Company of the Northern Counties Union Railway, or any part thereof, together with all rights and privileges connected therewith, and to enable the said last-mentioned Company to purchase or rent the same, and generally to enable the said two Companies respectively to enter into such agreements with reference to the construction, maintenance, and use of the said Northern Counties Union Railway, or any part or parts thereof as may be mutually agreed upon between them; and also to authorise the passage on the said Northern Counties Union Railway of engines and carriages coming to or proceeding from the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway, and to alter and limit the tolls, rates, and duties now authorised to be levied upon the said Northern Counties Union Railway; and for the purposes aforesaid it is intended, so far as may be necessary, to alter, amend, vary, enlarge, or repeal the powers and provisions contained in the "Liverpool, Manchester, and Newcastle-upon-Tyne Railway Act, 1846," and to extend the provisions thereof to the new or substituted railways, and the works connected therewith proposed to be made, as aforesaid; and also to alter, amend, vary, enlarge, or repeal the powers and provisions contained in the "Northern Counties Union Railway Act, 1846."

And notice is hereby further given that maps, plans, and sections, describing the direction, line, and levels of the said intended new or substituted railways and works, and of the lands proposed to be taken for the purposes thereof respectively, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the North Riding of the county of York, at his office in Northallerton, in the said North Riding of 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 intended new or substituted railways and works respectively are intended 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 ninth day of November, 1846.

John Parson,
H. and W. Toogood, } Joint Solicitors.
R. and E. Bennett,

Eastern Counties Railway.

(Peterboro' to Folkingham.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the construction and maintenance of a railway, with all proper works, stations, approaches and conveniences connected therewith, commencing by a junction with the Syston and Peterboro' Railway, at or near a certain field in the parish of Etton, in the county of Northampton, the property of the Rev. John Hopkinson, and now in the occupation of James Webster, passing thence from, in, through, or into, or being situate within the several parishes, townships, and extra-parochial and other places following or some of them, that is to say, Etton, and Maxey, in the liberty or soke of Peterboro', in the county of Northampton; Langtoft, Baston, Thurlby, Bourn, Morton, Hanthorpe, Stainfield otherwise Stenfield, Hacconby, Dunby, Rippingale, Kirkby Underwood, Ringstone, Dowsby, Graby, Aslackby, Millthorpe, Pointon, Sempringham, BIRTHORPE, Sempringham cum BIRTHORPE, Stow Green, Neslam Fen otherwise Neslam otherwise Nestlam, Billingborough, Horbling Bridge End, Horbling cum Bridge End, Laughton, Falkingham otherwise Folkingham, Threackingham otherwise Threekingham, Threekingham with Stow, Pickworth and Walcot, in the parts of Kesteven, in the county of Lincoln, and terminating by a junction with the line of the Ambergate, Nottingham, and Boston Junction Railway, as at present authorised to be made, in or near a certain field, the property of Sir Gilbert Heathcote, or the said Ambergate, Nottingham, and Boston Junction Railway Company, and now in the occupation of William Ward, in the parish of Folkingham, in the parts of Kesteven, in the county of Lincoln.

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, streets, paths, passages, aqueducts, canals, streams, pipes, sewers, waters and watercourses, within the aforesaid parishes, townships, and extra-parochial and other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works, or any of them.

And it is also intended by such Act to take powers for the purchase of lands and houses by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties in respect of the use

thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament, local and personal, following, (that is to say,) of the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

And notice is hereby further given, that maps plans and sections, showing the direction, situation, and levels of the said intended railway and works, and the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the 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 Northampton, at his office at Northampton, in the same county, and with the Clerk of the Peace for the parts of Kesteven, in the county of Lincoln, at his office at Sleaford, in the same county; and that a copy of so much of the said plans, sections and books of reference as relates to each of the parishes in or through which the said works 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.

John Duncan, Solicitor, 7, New Palace-yard, Westminster.

Southampton and Dorchester Railway.

New Forest Deviation and Branches to Lymington and Eling. Amalgamation of Southampton and Dorchester Railway Company, with the London and South Western Railway Company, and enlargement of powers of such Companies.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to enable the Southampton and Dorchester Railway Company, or the London and South-Western Railway Company, to make a deviation or alteration in the line of the Southampton

and Dorchester Railway as at present authorised to be made, with all proper works and conveniences connected with such deviated or altered line; and also to abandon so much of the original line of the said Southampton and Dorchester Railway as may be rendered unnecessary by reason of the making of such deviated or altered line; which said proposed deviation or alteration will commence in a field in the parish of Eling, numbered 10 in the said parish in the plans referred to in the Southampton and Dorchester Railway Act, 1845, and passing thence from, through, or into the several parishes, townships, and extra-parochial places following: that is to say, Houndsdown, Eling, the uninclosed and extra-parochial parts of the New Forest, Beaulieu, Lyndhurst, and Brockenhurst, or some of them, in the said county of Southampton, and terminating in a field in the said parish of Brockenhurst, numbered 120 in such parish on the plans before referred to; and also to make and maintain the branch railways hereinafter mentioned, with all proper stations, works, and conveniences connected therewith; one thereof commencing by a junction with the said Southampton and Dorchester Railway as at present authorised to be made in a field in the parish of Brockenhurst, in the county of Southampton, numbered 13 in such parish on the plans before referred to, and terminating on a certain quay, store, or dock, in the parish of Lymington, in the said county of Southampton, belonging to and in the occupation of Mr. James Goodfellow; and which said last-mentioned intended branch railway and works will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Brockenhurst, the extra-parochial and uninclosed parts of the New Forest, Battramsley, Setley Bottom, Shirley Holmes, Sway, Sway Quarr, Boldre, Passford, and Lymington, all in the said county of Southampton; and the other of such intended branch railways commencing by a junction with the said Southampton and Dorchester Railway, in a field in the parish of Eling, in the county of Southampton, numbered 267 in such parish on the plans before referred to, passing thence from, in, through, or into the several parishes, townships, and extra-parochial and other places of Totton, Rumbidge, and Eling, all in the said county of Southampton, and terminating on a certain quay or wharf in the said parish of Eling, next the Southampton Water there, belonging to Sir John Barker Mill, Bart., and occupied by Marrall Lee and John Bull; and it is intended to apply for powers to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, rivers, streams, sewers, pipes, canals, navigations, bridges, railways, or tramroads, within the parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to cross, alter, divert, or stop up, for the purposes of the said proposed works.

And notice is hereby further given, that maps, plans, and sections, describing the direction lines and levels of the said deviated or altered line of railway, and of the said intended branch railways

and works, and of the lands required for the purposes thereof respectively, together with books of reference to such plans, containing the names of the reputed owners and lessees, of the occupiers of such lands; and also a published map, with the said several proposed lines of railway delineated thereon, 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 Hants, at his office at Winchester, in the said county; 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 parish in or through which the said deviated or altered line of railway, and the said proposed branch railways and works, respectively, are intended to be made, together with a book of reference thereto, will be deposited with the Parish Clerk of each such parish at his place of abode.

And notice is hereby further given, that it is intended by the said Act 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 deviated or altered line of railway, branch railways and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges, and in the event of the said intended new works being executed by the said Southampton and Dorchester Railway Company, to enable such Company to raise a further sum of money.

And it is also proposed in and by the said Act, if the said works shall be made by the said Southampton and Dorchester Railway Company, to authorise the said Company to lease, sell, or transfer the said works, or any part of the same, or the tolls thereof, to the London and South-Western Railway Company, and to enable the said London and South-Western Railway Company to exercise all or any of the powers of the intended Act, and to authorise 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 works, or any part thereof, or to purchase, take, or lease, rent, work, or construct the said intended works, or any part of the same, and to take tolls and duties upon, or in respect thereof, or to guarantee to the said Southampton and Dorchester 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 it is further proposed, by the said Act, to authorise the union and consolidation into one undertaking of the Southampton and Dorchester Railway and the London and South-Western Railway, and the respective capital stock, shares, property, and effects of the said Southampton and Dorchester Railway Company, and the said London and South-Western Railway Company, and the vesting in one Company of all the capital, stock, shares, property, and effects, powers, and privileges now vested, or

which during the next Session of Parliament may become vested in the said Companies, or either of them, and to authorise the incorporation of a new Company for the purposes aforesaid, and to authorise such new Company to use and work the said Southampton and Dorchester Railway and the London and South-Western Railway and works, and to take tolls upon or in respect thereof; and it is also intended to apply for powers to alter, amend, extend, and enlarge the powers and provisions of the Act relating to the said Southampton and Dorchester Railway, that is to say, "The Southampton and Dorchester Railway Act, 1845," and of the several Acts following relating to the said London and South-Western Railway; "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 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 Hampton Court Branch Act, 1846," "The London and South-Western Railway Company's Basingstoke and Salisbury Extension Act, 1846," "The London and South-Western Railway Farnham and Alton Branch Act, 1846," "The London and South-Western Railway Company's London Bridge Extension Act, 1846."

Dated the 2nd day of November 1846.

Bircham, Dalrymple, and Drake, Bedford-row, London.

Charles Castleman, Ringwood.

Solicitors for the proposed Bill or Bills.

North Staffordshire Railway.

(Alterations and Branches.)

Amendment and Consolidation of Acts, Alterations of Pottery Line on the Crewe Branch, and of the Churnet Valley Line, near its Junction with the Midland Railway at Willington, and formation of Branches to the Apedale Iron Works, to Earl Granville's Iron Works, and to Hanley, and also of a Loop Line to and from the Pottery Line through Burslem.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to alter, repeal, amend, and enlarge, and to consolidate into one Act, the several provisions, or some of them, of the Acts relating to the North Staffordshire Railway, intituled respectively "The North Staffordshire Railway (Pottery Line) Act, 1846," "The North Staffordshire Railway (Churnet Valley Line) Act, 1846,"

and "The North Staffordshire Railway (Harecastle and Sandbach Line) Act, 1846," and also of an Act passed in the first year of the reign of King William the Fourth, intituled "An Act to consolidate and extend the Powers and Provisions of the several Acts relating to the Navigation from the Trent to the Mersey," and it is intended by the said proposed Act to empower the North Staffordshire Railway Company to make the alterations in the line of the said North Staffordshire Railway, and the additional branches and lines next hereinafter mentioned, together with all proper works and conveniences connected therewith (that is to say):—

First. To alter and abandon the formation of so much of the said railway, known as the Crewe Branch of the Pottery Line, as lies between a point in or near to a field, in the parish of Barthomley and county of Chester, numbered 261 on the plans of the said railway referred to in the Act relating thereto, and the terminations of the said Crewe Branch (as shown on the same plans), at or near the Crewe Station, on the London and North Western Railway, described on the same plans as the Grand Junction Railway, in the parish of Barthomley, and county of Chester, and to make and maintain a new or altered line of railway in lieu thereof, commencing at the said point in or near to the said field, numbered 261 on the same plans, in the said parish of Barthomley, and county of Chester, and terminating by a junction with the said London and North Western Railway, at a point about one quarter of a mile south of the Crewe Station, on that railway, in the said parish of Barthomley, and county of Chester, which new or altered line and works will pass from, in, through, or be situate within the several parishes, townships, and extra-parochial places following, or some of them, (that is to say), Barthomley, Alsager, Haslington, Crewe, Wybunbury, Weston, Basford, Gresty otherwise Shevington-cum-Gresty, and Wistaston, all in the county of Chester.

Second. Also to alter and abandon the formation of so much of the said railway known as the Churnet Valley Line, as lies between a point in or near to a field in the parish of Marston-on-Dove, and county of Derby, numbered 129 on the plans of the said last-mentioned railway referred to in the Act relating thereto, and the point of junction with the Birmingham and Derby Line of the Midland Railways in the parish of Willington, and county of Derby, near the Willington Station of that railway, as shown on the same plans, and thereon described as the point of junction with the Midland Railway West Branch, and to make and maintain a new or altered line of railway in lieu thereof, commencing at the said point in or near to the said field numbered 129 in the said parish of Marston-on-Dove, and county of Derby, and terminating by a junction with the said Birmingham and Derby Line of the Midland Railways, at a point about half a mile east of the said Willington Station on that railway, in the said parish of Willington, and county of Derby, which new or altered line and works will pass from, in, through, or be situate within the several parishes, townships, and extra-

parochial places following, or some of them, (that is to say), Hatton, Marston-on-Dove, Hilton, Hargate, Hargate Manor, Egginton, Etwall, Burnaston, Willington, Findern, Mickleover, and Stenson, all in the county of Derby.

Third. Also to make and maintain a branch railway, diverging from the line of the said North Staffordshire Railway, known as the Newcastle Branch of the Pottery Line, at or near to a field in the parish of Newcastle-under-Lyme, and county of Stafford, numbered 58 on the plans of the said last-mentioned line referred to in the Act relating thereto, passing thence in or through the several parishes, townships, and extra-parochial places following, or some of them, (that is to say), parish of Newcastle-under-Lyme, township of Newcastle-under-Lyme, Knutton, Chesterton, Chatterley, Dimsdale, parish of Wolstanton, and township of Wolstanton, all in the county of Stafford, and terminating at or near to the Apedale Iron Works, in the parish of Wolstanton and county of Stafford.

Fourth. Also to make and maintain a branch, or additional, or loop line of railway in connexion with the line of the said North Staffordshire Railway, known as the Pottery Line, commencing at or near to a field in the parish of Wolstanton, and county of Stafford, numbered 131 on the plans of the said last-mentioned line, referred to in the Act relating thereto, passing thence in or through the several parishes, townships, and extra-parochial places following, or some of them, (that is to say), parish of Wolstanton, township of Wolstanton, Oldcot otherwise Oldcote, Chatterley, Bradwell, Tunstall, Chell, parish of Burslem, township of Burslem, Sneyd, Abbey Hulton, Rushton otherwise Rushton Grange, Stoke-upon-Trent, Hanley, Shelton, and Penkhull with Boothen, all in the county of Stafford, and terminating by a junction with the said Pottery Line in or near to a field in the said parish of Wolstanton, and county of Stafford, numbered 195 on the said last-mentioned plans, together with a short branch wholly within the township of Burslem and parish of Burslem, and county of Stafford, from the said last-mentioned proposed branch, additional or loop line at or near to Saint Paul's Church, in the same parish, to or near to a mill belonging to Ralph Sneyd, Esquire, commonly called Burslem Mill, in the same parish.

Fifth. Also, to make and maintain a branch railway, diverging from the line of the said North Staffordshire Railway known as the Pottery Line, at or near to a certain road in the parishes of Wolstanton and Stoke-upon-Trent, and county of Stafford, numbered 199 in Wolstanton and 6 in Stoke-upon-Trent on the plans of the said last-mentioned line referred to in the Act relating thereto, passing thence through or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say, Wolstanton, Burslem, Rushton otherwise Rushton Grange, Stoke-upon-Trent, Penkhull with Boothen, Shelton, and Hanley, all in the county of Stafford, and terminating at or near the iron-works of the Earl Granville, in the said parish of Stoke-upon-Trent and county of Stafford.

Sixth. And also to make and maintain a branch

railway diverging from the line of the said North Staffordshire Railway known as the Pottery Line, at or near to the said road in the parishes of Wolstanton and Stoke-upon-Trent, numbered 199 in Wolstanton and 6 in Stoke-upon-Trent on the said last-mentioned plans, passing thence in, through, or into the said several parishes, townships, and extra-parochial places of Wolstanton, Burslem, Rushton otherwise Rushton Grange, Stoke-upon-Trent, Penkhull with Boothen, Shelton, and Hanley, all in the county of Stafford, and terminating at or near the New Hall toll-gate, in the said parish of Stoke-upon-Trent and county of Stafford.

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, extra-parochial or other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works, or any of them.

And it is further intended by the said proposed Act to empower the North Staffordshire Railway Company to purchase lands and buildings, by compulsion or agreement, for the purposes aforesaid, and to levy tolls in respect of the said intended new works, and also to alter the tolls authorized to be taken by the said recited Acts relating to the said railway, and to the said canal navigation respectively.

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 objects aforesaid, and to confer other rights and privileges.

And it is further intended by such Act to take power to stop up and discontinue the use of a certain part of the said navigation from the Trent to the Mersey, commonly known as or called the Burslem Branch Canal, situate within the townships of Burslem, and Rushton otherwise Rushton Grange, in the parish of Burslem and county of Stafford, and to appropriate the same or parts thereof to the purposes of the said undertaking.

And it is also proposed by the said intended Act to enable the said North Staffordshire Railway Company to raise additional capital for the purposes aforesaid.

And notice is hereby lastly given, that maps or plans, and sections, describing the line or situation and levels of the said proposed new works respectively, and of the lands proposed to be taken for the purposes thereof, with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, and also a published map with the lines of railway delineated thereon, so as to show their general course or direction, will be deposited on or before the thirtieth day of November 1846 with the Clerk of the Peace for the county of Stafford at his office in Stafford, with the Clerk of the Peace for the county of Chester at his office in Chester, and with the

Clerk of the Peace for the county of Derby at his office in Chesterfield; and that on or before the same date so much of the said plans and sections as relates to the several parishes in or through which the said proposed 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 1846.

J. Samuda, Secretary.

North Staffordshire Railway (Churnet Valley Line and Trent Valley Railway Junction). Formation of a Line of Railway from the North Staffordshire Railway (Churnet Valley Line), at or near Marchington, to the Trent Valley Railway, at or near Hademore.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize the North Staffordshire Railway Company to make and maintain a branch or additional line of railway, with all proper works and conveniences connected therewith, commencing by a junction with the line of the North Staffordshire Railway known as the Churnet Valley Line, in or near to a field in the parish of Hanbury, and county of Stafford, numbered 28 on the plans of the said line referred to in the Act relating thereto; passing thence in or through the several parishes, townships, and extra-parochial places following, or some of them, that is to say,—Marchington, Houndhill, Marchington and Houndhill, Marchington Woodlands, Stubby Lane, Moreton, Draycott-in-the-Clay, Stubby Lane Moreton and Draycott-in-the-Clay, Needwood Forest, Hanbury, Hanbury Wood End, Coton-in-the-Clay, Fauld, Coton and Fauld, Hanbury, Hanbury Wood End, Coton-in-the-Clay, and Fauld united, Agardsley, Agardsley Park, Newborough, Newborough in Hanbury, Thorney Lanes, Newborough in Tutbury, Newborough with Thorney Lanes, Tutbury, Rolleston, Anslow, Calingwood, Hoar Cross, Abbots Bromley, Hadley End, Hamstall, Hamstall Ridware, Tatenhill, Barton-under-Needwood, Dunstall, Yoxall, Scropton, Morrey, Olive otherwise Gallows Green, Kings Bromley, Bromley Hay, Wichnor, Wichnor Park, Alrewas, Alrewas Hay, Orgreave, Overley, Fradley, Fradley Heath, Curborough, Elmhurst, Curborough and Elmhurst, Farewell and Chorley, Streethay, Whittington, Whittington Hurst, Elford, Fulfin, Fisherwick, Huddlesford, Lichfield, Stowe Lichfield, Saint Michael Lichfield, Saint Chad Lichfield, Hademore, and Tamhorn, or some of them, in the county of Stafford; Lichfield, Stowe Lichfield, Saint Michael Lichfield, Saint Chad Lichfield, or some of them, in the city and county of the city of Lichfield; and terminating by a junction with the Trent Valley line of Railway authorised to be made by "The Trent Valley Railway Act, 1845," in the parish of Whittington, and county of Stafford, at or near a certain field, numbered 96 on the plan of the said lastmentioned railway referred to in the said Act relating thereto.

And also a branch railway or siding within the said parish of Alrewas, for the purpose of connect-

ing the said branch or additional line of railway with the Trent Valley, Midlands, and Gaand Junction line of railway, and commencing and terminating at or near Brookhay Wood, in the said parish of Alrewas and county of Stafford.

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, 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 empower the North Staffordshire Railway Company to purchase lands and buildings, by compulsion or agreement, for the purposes aforesaid, and to levy tolls in respect of the said intended new works.

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 proposed by such Act to enable the said North Staffordshire Railway Company to raise additional capital for the purposes aforesaid.

And notice is hereby lastly given, that plans, and sections, describing the line and situation and levels of the said proposed new works, and of the lands proposed to be taken for the purposes thereof, with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, and also a published map, with the lines of the railway delineated thereon, so as to show their general course and direction, will be deposited on or before the thirtieth day of November 1846, with the Clerk of the Peace for the county of Stafford, at his office in Stafford, and with the Clerk of the Peace for the city and county of the city of Lichfield, at his office in Lichfield, and that on or before the same date so much of the said plans and sections as relates to the several parishes in or through which the said proposed works are intended to pass will be deposited with the parish clerks of those parishes respectively at their respective residences.

Dated this 2nd day of November 1846.

J. Samuda, Secretary.

South Metropolitan Water Works.

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 supplying with water the several parishes or places of Woolwich, Charlton, Lee, Greenwich otherwise Saint Alphage or Alphege, Greenwich, Saint Paul Deptford, Saint Nicholas Deptford, Lewisham, and Beckenham, or some of them, in the county of Kent; Christchurch, Saint George the Martyr, Saint John Horselydown, Saint Olave, Saint Saviour's, Saint Thomas, and the

Clink Liberty, or some of them, in the borough of Southwark, in the county of Surrey; and Rotherhithe, otherwise Saint Mary Rotherhithe, Saint Paul Deptford, Bermondsey otherwise Saint Mary Magdalen Bermondsey, Camberwell, Saint Mary Newington, Lambeth, and Battersea, or some of them, in the county of Surrey; and for that purpose to construct from, in, through, or into the several parishes, townships, and extra-parochial places aforesaid, proper adits, tunnels, shafts, cuts, canals, conduits, drains, pipes, reservoirs, aqueducts, sluices, overfalls, tumbling bays, communications, bridges, fences, and other works and conveniences for obtaining, preserving, and conveying the same water; the termini of which said works will be at or near the following places, that is to say, Nunhead Hill, and the turnpike road near the toll-gate at New Cross, both in the parish of Saint Paul Deptford, and county of Surrey; Cross-street, in the parish of Lewisham, and county of Kent; and Grove Dock, in the parish of Saint Paul Deptford, and county of Kent; and by which Bill powers will be obtained for levying rates, tolls, and duties upon the inhabitants of the aforesaid parishes and places for supplying the same with water; for the compulsory purchase of lands and houses for the purposes aforesaid; for stopping, altering, or diverting, whether temporarily or permanently, all turnpike and other roads, and highways and railways, which may interfere with the objects aforesaid; and to incorporate a Company and raise a capital to carry out the same.

And further notice is hereby given, that maps, plans, and sections of the aforesaid works, together with books of reference thereto, will be deposited at the office of the Clerk of the Peace for the county of Surrey, at Lambeth, and at the office of the Clerk of the Peace for the county of Kent, at Maidstone, on or before the thirtieth day of November next, and also on or before that day 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 works are intended to be made, will be deposited with the parish clerks of such parishes respectively, at their respective residences.

Dated this 29th day of October, 1846.

Liverpool, Manchester, and Newcastle-upon-Tyne Junction, and Northern Counties Union Railways, Amalgamation.

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, or consolidate the powers and provisions of the several Acts hereinafter mentioned, that is to say, "The Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Act, 1846;" and "The Northern Counties Union Railway Act, 1846;" and to authorise and empower the union and consolidation into one undertaking, of the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway, and the Northern Counties Union Railway, and the respective capital, stock,

and shares, property, and effects of the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Company, and the Northern Counties Union Railway Company, and the vesting in one company of all the capital, stock, shares, property, and effects, powers and privileges now vested, or which, during the next Session of Parliament, may become vested in the said two Companies, or either of them, and to authorise the incorporation of a new Company for the purpose of exercising all powers which may be vested in the said Companies respectively at the time of such amalgamation.

And it is also intended by the same Act to enable such new Company, to levy tolls, rates, and duties, for and in respect of the use of the said Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway, and the Northern Counties Union Railway respectively, or any of the branches thereof, and to alter the tolls, rates, or duties now authorised to be levied upon the same railways respectively, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and other rights and privileges; and in such Act 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 9th day of November, 1846.

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

Railway from the East Lancashire Railway near Burnley, to join the Burnley Branch of the Manchester and Leeds Railway, with power to sell or lease to the East Lancashire Railway Company, or to the 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 alter, amend, and enlarge the powers and provisions of an Act passed in the last session of Parliament, called "The Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Act, 1846," and to enable the Company incorporated by such Act to make and maintain a railway, with all proper works and conveniences connected therewith, commencing by a junction with the line of the Burnley branch of the Manchester and Leeds Railway as at present authorized to be made in the township of Habergham Eaves, in the parish of Whalley, in the county Palatine of Lancaster, at or near the point where the turnpike road leading from Burnley to Manchester is intended to be crossed by the said Burnley branch of the Manchester and Leeds Railway, passing thence wholly in and through the said township of Habergham Eaves and parish of Whalley, and terminating by a junction with the line of the East Lancashire Railway, as at present authorized to be made in the said township of Habergham Eaves, in the parish of Whalley aforesaid, at or near a certain reservoir belonging to and occupied by Messrs. Margerison and Company, and attached to certain works adjacent thereto, called the Calder Vale Print Works.

And it is intended also to apply for powers in and

by the said Act to cross, divert, alter, or stop up all turnpike roads, parish and other roads, highways, streams, rivers, canals, navigations, railways, and tramroads within the said parish and township, which it may be necessary to cross, divert, alter, or stop up for the purposes of the said intended railway and works, or any of them.

And notice is hereby further given, that it is intended by the said Act to enable the said Company to purchase lands and houses by compulsion or agreement, for the purposes of the said intended works, and to alter, vary, or extinguish all or any rights and privileges in any manner connected with such lands and houses, or which would interfere with the construction, maintenance, and use of the said intended railway and works; and also to levy tolls, rates, or duties for, upon, or in respect of the said intended railway and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and to confer other rights and privileges. And it is further intended by such Act to enable the said Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Company to sell or let and transfer the said intended railway and works, or any part thereof, and all or any of the powers of such Company in connexion therewith, or in relation thereto, to the East Lancashire Railway Company, or to the Manchester and Leeds Railway Company, and to enable such last-mentioned Companies, or either of them, to purchase or rent the said intended railway and works, or any part thereof, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway and works, and generally to enter into and carry into effect such arrangements in reference thereto as may have been or may be mutually agreed upon between the said Companies, or either of them; and for the purpose of carrying into effect the objects aforesaid, it is proposed to alter, amend, and enlarge the powers and provisions contained in the several Acts relating to the East Lancashire Railway; that is to say, in local and personal Acts, 7th and 8th Victoria, cap. 60; 8th and 9th Victoria, cap. 35; 8th and 9th Victoria, cap. 101; 9th and 10th Victoria, cap. 276; 9th and 10th Victoria, cap. 302; and also in "The Blackburn and Preston Railway Act, 1844," and in "The Blackburn and Preston Railway Act, 1845," and in "The Blackburn and Preston Railway Act, 1846;" and also in the several Acts relating to the Manchester and Leeds Railway, that is to say, in local and personal Acts, 6th and 7th William the Fourth, cap. 111; 7th William the Fourth and 1st Victoria, cap. 24; 2nd and 3rd Victoria, cap. 55; 4th and 5th Victoria, cap. 25; 7th and 8th Victoria, cap. 16; 8th and 9th Victoria, cap. 54; 8th and 9th Victoria, cap. 171; 9th and 10th Victoria, cap. 282; 9th and 10th Victoria, cap. 306; 9th and 10th Victoria, cap. 378.

And notice is hereby lastly given, that maps, plans, and sections describing the direction, line, and levels of the said intended railway and works, and of the lands required for the purposes thereof, together with books of reference to such plans, con-

taining 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 Lancaster, at his office in Preston; and that on or before the said thirtieth day of November a copy of the said plans, sections, and books of reference will also be deposited for public inspection with the parish clerk of the parish of Whalley, at his residence.

Dated this 7th day of November, 1846.

Edw. and R. W. Bennett,
John Parson,
H. and W. Toogood, } Joint Solicitors.

Leeds and Thirsk Railway, Knaresborough and Boroughbridge Branch.

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, or some part or parts thereof, with proper works and conveniences connected therewith, and approaches thereto; to commence from the north of the line of the East and West Yorkshire Junction Railway, as authorised by the "East and West Yorkshire Junction Railway Act, 1846," in a field numbered 210 on the plans of the said East and West Yorkshire Junction Railway (referred to in the said East and West Yorkshire Junction Railway Act,) in the township of Knaresborough, and parish of Knaresborough, thence to pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places of Knaresborough, Scriven-with-Tentergate, Ferensby, Arkendale, Farnham, Staveley, Minskip, Roecliffe, Aldborough and Boroughbridge, or some of them, all in the West Riding of the County of York, and to terminate at the River Ure, at or near a certain mill in the occupation of Mr. — Lofthouse, in the townships of Boroughbridge and Aldborough, or one of them, and parish of Aldborough 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 or 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 vary or extinguish all existing rights and privileges connected with such lands and houses, or which im-

pede 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 works, and to grant such exemptions from such tolls, rates, and duties as to such Company may seem meet.

And it is also proposed by the said intended Act, 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 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 at 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 of such parishes at his place of abode.

Dated this 2nd day of November 1846.

Payne, Eddison, and Ford, Solicitors, Leeds.

Eastern Counties Railway.

(Wisbech to Spalding).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the construction and maintenance of a railway, with all proper works, stations, approaches, and conveniences connected therewith, commencing by a junction with the Wisbech, Saint Ives, and Cambridge Junction Railway, at or near the terminus thereof at the River Nene, in the parish of Wisbech Saint Peter, in the Isle of Ely, and county of Cambridge, passing thence, from, in, through, or into, or being situate within the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say:—Wisbech Saint Peter, Wisbech Saint Mary, Leverington otherwise Leverington Saint Leonard's, Newton and Tyd Saint Giles, in the Isle of Ely, in the county of Cambridge; Walsoken and West Walton, in the county of Norfolk; Tyd Saint Mary, Hamlet of Sutton Saint James, Sutton Saint Mary otherwise Long Sutton, Hamlet of Sutton Saint Edmond's, Hamlet of Sutton Saint Nicholas otherwise Sutton Gedney, Fleet, Holbeach, Whaplode, Moulton, Weston, and Spalding, in the parts of Holland, in the county of Lincoln; and terminating by a junction with the Spalding Branch of the Ambergate, Nottingham, and Boston Railway, as at present authorized to be made at or near Stepping Stone Lane, in the parish of Spalding aforesaid; and also a branch railway commencing from or out of the said intended railway, near a road or lane in the said parish of Spalding, called

Thomazine-lane, at a point about 300 yards to the southward of Vyse's Walk, in the said parish of Spalding, passing wholly into or through the same parish, and terminating by a junction with the Great Northern Railway as at present authorised to be made at or near a field, the property of David Morgan and Mary Ann his wife, and now in the occupation of William Earl, in the same parish.

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, streets, paths, passages, aqueducts, canals, streams, pipes, sewers, waters, and watercourses, within the aforesaid parishes, townships, and extra-parochial and other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works, or any of them.

And it is also intended by such Act to take powers for the purchase of lands and houses by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties, in respect of the use thereof, and of the docks after mentioned, 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 and privileges in any manner connected with the lands and houses proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to enable the Eastern Counties Railway Company to construct and maintain a dock or docks at Wisbech aforesaid, with all proper basins, cuts, piers, wharfs, bridges, locks, warehouses, and other works connected therewith, in connection with the said Wisbech and Spalding Railway, between the River Nene, at Wisbech aforesaid, and the turnpike road leading from Long Sutton to Wisbech, and situate within the parish of Leverington, in the Isle of Ely, and county of Cambridge; and to purchase lands by compulsion or agreement for such purposes, and to vary or extinguish all existing rights connected with such lands, or which would in any manner impede or interfere with the construction or use of the docks or works aforesaid.

And it is also intended by such Act to alter, amend and enlarge some of the powers and provisions of the several Acts of Parliament, local and personal, following, that is to say, of the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria cap. 81; 4th Victoria, cap. 14; 7th Victoria cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap.

24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35; and of the Wisbech, St. Ives, and Cambridge Junction Railway Act, 1846.

And notice is hereby further given, that maps, plans, and sections showing the direction, situation, and levels of the said intended railways and works, and the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the 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 Cambridge, at his office at Cambridge, in the same county, with the Clerk of the Peace for the Isle of Ely, at his office at Wisbech, in the Isle of Ely, and county of Cambridge, and with the Clerk of the Peace for the Holland division of the county of Lincoln, at his office at Spalding, 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 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.

John Duncan, Solicitor,
7, New Palace Yard, Westminster,

Bristol and Exeter Railway, Branch from Bleadon to Wells, Glastonbury, and Street.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to enable the Bristol and Exeter Railway Company to make and maintain the branch railway following, or some part or parts thereof, with all proper works and conveniences connected therewith; that is to say, a branch railway to commence by a junction or junctions with the line of the Bristol and Exeter Railway at or near the Southern Bridge in the Uphill Cutting, in the parish of Bleadon in the county of Somerset, passing from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Uphill, Bleadon, Shipplate otherwise Sheplate, Winscombe, Lymsham, East Brent, Loxton, Badgworth, Biddisham otherwise Biddesham, Bittesham, Bitsham or Bitsum, Compton Bishop, Ripley, Dunyate, Cross, Weare, Upper Weare, Lower Weare, Churchland, Axbridge, Cheddar otherwise Chedder, Draycot, Wedmore, Rodney Stoke otherwise Stoke Rodney, Nyland and Batcombe, Westbury, Windmill Hill, St. Cuthbert Wells, the In-parish of St. Cuthbert Wells, the Out-parish of St. Cuthbert Wells, Priddy or Eastwater, Easton, Wookey, Yarley, Wookey Tything, Worth, Oar, Walcomb, and Milton Burcot, Dulcote, and Worminster Coxley, Coxley pound, the liberty of St. Andrew within the city of Wells, Dinder, Wick, Polsham, Southway, Meare, the united parishes of Saint John the Baptist, and Saint Benedict, Glastonbury, North Wootton, Street, Lower Leigh and Middle Leigh, or some of them,

all in the said county of Somerset, and terminating in the said parish of Street, at or near the turnpike road leading from Street to Walton, where it is intended to form a junction or junctions with an intended line of branch railway from the Bristol and Exeter Railway, at or near Durston near Taunton to or near to Castle Cary in the county of Somerset; and power will be applied for by such Act to alter, divert, or stop up, whether temporarily or permanently, all such turnpike and other roads, streets, railways, tramways, aqueducts, canals, streams, and rivers, upon or adjoining the line of the said intended branch railway or works within the several parishes, townships, and extra-parochial places aforesaid as it may be necessary to interfere with in the construction or for the purposes of the said intended branch railway or works, or any of them.

And it is further intended by such Act to vary, repeal, or extinguish all existing rights or privileges which would in any manner impede or interfere with the construction, maintenance, or use of the said intended branch railway or works or any of them, and to confer other rights and privileges.

And it is also intended by such Act to enable the Bristol and Exeter Railway Company to make the said branch railway, and to raise further capital for such purpose; and it is intended to amend and enlarge the provisions of the several Acts following relating to the Bristol and Exeter Railway, (that is to say,) An Act passed in the sixth year of his late Majesty King William the Fourth, for making the Bristol and Exeter Railway; and several Acts passed in the first, third, fourth, and fifth, eighth and ninth, and ninth and tenth years of the reign of Her present Majesty, for amending the Acts relating to the Bristol and Exeter Railway, and for making various branches therefrom.

And it is further intended to make powers for the purchase of land by compulsion or agreement for the purposes of the said intended branch railway and works, and for levying tolls, rates, and duties in respect thereof, and to grant certain exemptions from such tolls, rates, and duties. And notice is hereby further given, that maps and duplicate plans and sections describing the direction line and levels of the said intended branch railway 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, will on or before the thirtieth day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Somerset, at Taunton in that county; and that on or before the said thirtieth day of November a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through or into which the said intended branch railway and works will pass or be situate, will be deposited with the parish clerk of each such parish at his residence.

Savery Clark and Co. } Solicitors, Bristol.
J. Gibbs, Jun.
November 9, 1846.

Bristol and South Wales Junction Railway and Aust Ferry.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill to alter, amend, and enlarge some of the powers and provisions of the Bristol and South Wales Junction Railway Act, 1846; and in the said Bill powers will be applied for to enable the Bristol and South Wales Junction Railway Company to purchase, improve, and maintain the Aust or Old Passage Ferry across the River Severn at the termination of the branch railway authorised to be constructed by the said Act; and also to purchase the several houses, lands, and buildings held, used, or connected therewith, and which said Ferry commences in the Tything of Aust, in the parish of Henbury, in the county of Gloucester, and extends over the said River Severn, and terminates in the Hamlet of Beachley, in the parish of Tidenham, in the said county of Gloucester; and which said several houses, lands, and buildings held, used, or connected with the said Ferry are respectively situated in the said Tything of Aust and parish of Henbury, and Hamlet of Beachley, and parish of Tidenham in the county of Gloucester aforesaid. And in the said Bill powers will be applied for to levy tolls, rates, and duties in respect of the use of the said Ferry, and to vary, repeal, 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 also to enable the said Bristol and South Wales Junction Railway Company to raise a further sum of money by the creation of new or additional shares and by loan or otherwise for the purposes aforesaid. And notice is hereby also given, that duplicate plans, describing the situation of the said Ferry and the works connected therewith, and the houses, lands, and buildings to be purchased for the purposes of the same, 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 ferry houses, lands, and buildings, will on or before the thirtieth day of November instant be deposited for public inspection at the office of the Clerk of the Peace for the county of Gloucester at Gloucester, and that a copy of so much of the said plans and books of reference as relates to each of the parishes before mentioned, will likewise be deposited with the parish clerk of each such parish.

Dated this 10th day of November 1846.

Savery, Clark, and Co. Solicitors, Bristol.

Southampton and Dorchester Railway Acts Amendment (Weymouth Branch), with power to transfer same to the London and South Western 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 Southampton and Dorchester Railway Company, or the London and South-Western Railway Company, to make

and maintain a Railway, with all proper works and conveniences connected therewith, commencing by a junction with the Southampton and Dorchester Railway as at present authorised to be made in the parish of Moreton, in the county of Dorset, on a piece of heath land belonging to James Frampton, Esquire, about midway between a plantation numbered 13 in the said parish of Moreton, on the plans referred to by the Southampton and Dorchester Railway Act, 1845, and a level crossing over the said Southampton and Dorchester Railway, situate west of the said plantation, and terminating in the parish of Melcombe Regis, in the said county of Dorset, in a piece of void land bounded on the east by the turnpike road leading from Weymouth to Dorchester, near to the range of houses known as the Belvedere, and to the cottage called the Belvedere Cottage, and which piece of void land is now held on lease by Messrs. Robert Williams, Robert Williams, junior, and Herbert Williams and Philip Dodson; and also by a junction with the line of the Wilts, Somerset, and Weymouth Railway, as at present authorised to be made in the parish of Melcombe Regis, in a piece of waste land belonging to the mayor, aldermen, and burgesses of Weymouth, and let to Mr. Charles Beyen Fooks, situate in a place called or known as the Park, and adjoining a row of unfinished houses called Park Terrace, and which said intended railway and works will be made in or pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Melcombe Regis within and without the borough of Weymouth, Radipole within and without the borough of Weymouth, Southdown, Nottingham, Broadway, Upway, Elwell, Thornhill, Bincombe, Chalbury, Preston, Sutton Poyntz, Osmington, Upton, Poxwell, Broadmayne, Friar Mayne, Warmwell, Watercombe, Little Mayne, Holworth, South Holworth, West Chaldon, Moigne's Down, Ower Moigne, otherwise Ower Moigne, Mount Skippett, Dick of the Banks, otherwise Dickery Banks, Galton, Tadnoll, Lower Fossil, Five Meers, Chaldon Herring, East Chaldon, Middle Fossil, Higher Fossil, Winfrith, Winfrith Newburgh, Portway Moreton, East Knighton, West Burton, and East Burton, or some or one of them, all in the said county of Dorset.

And it is intended to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, rivers, streams, sewers, pipes, canals, navigations, bridges, railways, or tramroads, within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to cross, alter, divert, or stop up, for the purposes of the said intended railway and works.

And notice is hereby further given, that maps, plans, and sections, describing the direction line and levels of the said intended railway and works, and of the lands required for the purposes thereof, together with books of reference to such plans; and also a published map with the line of railway delineated thereon 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 instant; and 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 parish in or through which the said railway and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

And notice is hereby further given, that it is intended by the said Act to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties, upon or in respect of the said railway and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges; and in the event of the said intended new works being executed by the said Southampton and Dorchester Railway Company to enable such Company to raise a further sum of money.

And it is also proposed in and by the said Act, if the said railway and works shall be made by the said Southampton and Dorchester Railway Company, to authorise such other Company to lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to the London and South-Western Railway Company, and to delegate to the said London and South-Western Railway Company the execution of all or any of the powers of the said intended Act, 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 railway and works, or any part thereof, or to purchase, take, or lease, rent, work, or construct the said intended railway and works, or any part of the same, and to take tolls and duties upon, or in respect thereof, or to guarantee to the said Southampton and Dorchester 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 it is further proposed by the said Act to authorize the union and consolidation into one undertaking of the Southampton and Dorchester Railway, and the London and South-Western Railway, and the respective capital stock, shares, property, and effects, of the said Southampton and Dorchester Railway Company, and the said London and South-Western Railway, and the vesting in one Company of all the capital stock, shares, property and effects, powers and privileges now vested, or which during the next Session of Parliament may become vested in the said Companies, or either of them, and to authorize the incorporation of a new Company for the purposes aforesaid, and to authorize such new Company to use and work the said Southampton and Dorchester Railway, and the London and South-Western Rail-

way and works, and to take tolls upon or in respect thereof.

And for the purpose of 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 Act relating to the said Southampton and Dorchester Railway; that is to say, "The Southampton and Dorchester Railway Act, 1845," and 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 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 Hampton Court Branch Act, 1846;" "The London and South-Western Railway Company's Basingstoke and Salisbury Extension Act, 1846;" "The London and South-Western Farnham and Alton Branch Act, 1846;" "The London and South-Western Railway Company's London Bridge Extension Act, 1846."

Dated the 2nd day of November 1846.

Bircham, Dalrymple and Drake, Bedford-Row, London;

Charles Castleman, Ringwood;

Solicitors for the proposed Bill or Bills.

Bristol and Exeter Railway. (Taunton and Castle Cary Branch.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to enable the Bristol and Exeter Railway Company to make and maintain a branch railway with all proper works and conveniences connected therewith, to commence by a junction with the line of the Bristol and Exeter Railway at or near the northern bridge in the Durston cutting, in the parish of Lyng in the county of Somerset, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Lyng, East Lyng, West Lyng, Durston, Creech Saint Michael, North Curry, North Petherton, Stoke Saint Gregory, Borough Bridge, Curry Load, Othery, Middlezoy, Weston Zoyland, Aller, Greinton otherwise Grenton, Huish Episcopi, Moorlinch, Shapwick, Ashcot, Pipers Inn, Pedwell, Walton, Street, Lower Leigh, Middle Leigh, the united parishes of Saint John

the Baptist and Saint Benedict Glastenbury, Butleigh, Butleigh Wooton, West Pennard, Baltonsborough otherwise Baltonsbury, Southwood, Tillingham, Ham-street, Barton Saint David, West Lydford, East Lydford, Lovington, Hornblotton, Alford, Ditchat, Alhampton, Sutton, Lattisham otherwise Lattisham, Castle Cary, Clauville, Cat Ash, Ansford otherwise Almsford, or some of them, in the said county of Somerset, and terminating by a junction with the Wilts, Somerset, and Weymouth Railway, in the said parish of Ansford otherwise Almsford, at or near to the turnpike road leading from Shepton Mallett to Castle Cary.

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

And in the said Act powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned to the extent thereon defined, and to alter, divert, or stop up, whether permanently or temporarily, all such turnpike roads, aqueducts, canals, navigations, and railways within the parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up for the purposes of such intended branch railway.

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

And it is also intended by such Act to enable the Bristol and Exeter Railway Company to make the said branch railway, and to raise further capital for such purpose; and it is intended to amend and enlarge the provisions of the several Acts following relating to the Bristol and Exeter Railway, that is to say, an Act passed in the sixth year of the reign of His late Majesty King William the Fourth for making the Bristol and Exeter Railway; and several Acts passed in the first, third, fourth and fifth, eighth and ninth, and ninth and tenth years of the reign of Her present Majesty for amending the Acts relating to the Bristol and Exeter Railway, and for making various branches therefrom.

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

owners, lessees or reputed lessees, and occupiers of such lands, will on or before the thirtieth day of November instant be deposited for public inspection at the office of the Clerk of the Peace for the county of Somerset at Taunton; and on or before the said thirtieth day of November a copy of so much of the said plans, sections, and books of reference, as relates to each of the said parishes in or through which the said intended branch railway will pass or be situate, will be deposited with the parish clerk of each such parish at his residence.

Dated this 9th day of November, 1846.

Savery, Clark, and Co., Solicitors, Bristol.

Bristol and Exeter Railway Extension.

(Crediton to Launceston.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable the Bristol and Exeter Railway Company to make and maintain the railway hereinafter mentioned, or some part or parts thereof, that is to say, a railway to commence by a junction with the Exeter and Crediton Railway near Four Mills, in the parish of Crediton in the county of Devon, 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, Crediton, Tedburn Saint Mary, Colebrook, Clannaborough, Bow otherwise Nymett Tracey, Zeal Monachorum, Spreyton, Broad Nymett, South Tawton, North Tawton, Sampford Courtney, Honeychurch, Exbourne, Jacobstow, Inwardleigh, Oakhampton otherwise Okehampton, Kigbeare, Meldan, Belstone, Sourton, Lydford otherwise Lidsford, Wilsworthy, Mary-Tavy, Bridestowe, Bratton-Clovelly, Thrushelton, Broadwood-Wiger, Lamerton, Coryton, Brentor, Milton Abbot, Kelly, Lew-Trenchard, Stowford, Maristowe otherwise Marystowe, Lifton, Bradstone, and Werrington, all in the county of Devon; and South Petherwyn, Lezant, Lawhitton, Saint Mary Magdalene, Saint Thomas Street otherwise Hamlet of Saint Thomas, Saint Stephens by Launceston, and Saint Thomas the Apostle in the county of Cornwall, and to terminate at or near the junction of the Exeter New-road, and the road or street called Race Hill, near the south gate in the said parish of Saint Mary Magdalene, in the borough of Dunheved otherwise Launceston in the county of Cornwall.

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

And in the said Act powers will be applied for to deviate from the line or lines laid down on the

plans hereinafter mentioned to the extent thereon defined, and to alter, divert, or stop up, whether permanently or temporarily, all such turnpike roads, aqueducts, canals, navigations, and railways within the parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up for the purposes of such intended railway.

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

And it is also intended by such Act to enable the Bristol and Exeter Railway Company to make the said railway, and to raise further capital for such purpose; and it is intended to amend and enlarge the provisions of the several Acts following, relating to the Bristol and Exeter Railway (that is to say), An Act passed in the sixth year of the reign of His late Majesty King William the Fourth, for making the Bristol and Exeter Railway; and several Acts passed in the first, third, fourth and fifth, eighth and ninth, and ninth and tenth years of the reign of Her present Majesty for amending the Acts relating to the Bristol and Exeter Railway, and for making various branches therefrom.

And notice is hereby further given, that maps and duplicate plans and sections describing the direction, line, and levels of the said intended railway, and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter, and with the Clerk of the Peace for the county of Cornwall at his office at Saint Austell, and on or before the said thirtieth day of November a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes in or through which the said intended railway will pass or be situate, will be deposited with the parish clerk of each such parish at his residence.

Dated this 9th day of November 1846.

Savery, Clark, and Co., Solicitors, Bristol.

Eastern Counties Railway
(Wisbech to Spalding).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize the construction and maintenance of a railway, with all proper works, stations, approaches, and conveniences con-

nected therewith, commencing by a junction with the Wisbech, Saint Ives, and Cambridge Junction Railway, at or near the terminus thereof at the River Nene, in the parish of Wisbech Saint Peter, in the Isle of Ely, and county of Cambridge, passing thence from, in, through, or into, or being situate within the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say:—Wisbech Saint Peter, Wisbech Saint Mary, Leverington otherwise Leverington Saint Leonard's, Newton and Tyd Saint Giles, in the Isle of Ely, in the county of Cambridge; Walsoken and West Walton, in the county of Norfolk; Tyd Saint Mary, hamlet of Sutton Saint James, Sutton Saint Mary otherwise Long Sutton, hamlet of Sutton Saint Edmund's, hamlet of Sutton Saint Nicholas otherwise Sutton Gedney, Fleet, Holbeach, Whaplode, Moulton, Weston, and Spalding, in the parts of Holland, in the county of Lincoln; and terminating by a double junction with the Great Northern Railway as at present authorised to be made, one of such junctions being at the turnpike-road leading from Bourn to Spalding, in the parish of Spalding; and the other of such junctions being at or near a field, the property of David Morgan and Mary Ann, his wife, and now in the occupation of William Earl, in the parish of Spalding, in the parts of Holland, in the county of Lincoln.

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

And it is also intended by such Act to take powers for the purchase of lands and houses by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties, in respect of the use thereof, and of the docks after mentioned, 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 and privileges in any manner connected with the lands and houses proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to enable the Eastern Counties Railway Company to construct and maintain a dock or docks at Wisbech aforesaid, with all proper basins, cuts, piers, wharfs, bridges, locks, warehouses, and other works connected therewith, in connection with the said Wisbech and Spalding Railway, between the river Nene

and Wisbech aforesaid, and the turnpike road leading from Long Sutton to Wisbech, and situate within the parish of Leverington, in the Isle of Ely and county of Cambridge, and to purchase lands by compulsion or agreement for such purposes, and to vary or extinguish all existing rights connected with such lauds, or which would in any manner impede or interfere with the construction or use of the docks or works aforesaid.

And it is also intended by such Act to alter, amend, and enlarge, some of the powers and provisions of the several Acts of Parliament, local and personal, following, that is to say, of the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35; and of the Wisbech, Saint Ives, and Cambridge Junction Railway Act, 1846.

And notice is hereby further given, that maps, plans, and sections, showing the direction, situation, and levels of the said intended railways and works, and the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the 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 Cambridge, at his office at Cambridge, in the same county, with the Clerk of the Peace for the Isle of Ely, at his office at Wisbech, in the Isle of Ely, and county of Cambridge, and with the Clerk of the Peace for the Holland division of the county of Lincoln, at his office at Spalding, 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 works are intended to be made, will be deposited on or before the thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.

Dated the 7th day of November 1846.

John Duncan, Solicitor, 7, New Palace-yard, Westminster.

Northam Bridge Acts Amendment.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill for altering, extending, amending and enlarging the powers of an Act passed in the thirty-sixth year of the reign of His late Majesty King George the Third, intituled "An Act for building a Bridge over the River Itchin at or near Northam, within the liberties of the town and county of the town of Southampton, and for making a Road from the said town to the said Bridge, and from thence to communicate with the road leading from West End to Botley, in the county of Southampton;" and also

of another Act passed in the thirty-eighth year of the reign of His said Majesty George the Third, intituled "An Act to alter and enlarge the powers of an Act passed in the thirty-sixth year of the reign of His present Majesty, intituled 'An Act for building a Bridge over the River Itchin at or near Northam, within the liberties of the town and county of the town of Southampton, and for making a Road from the said town to the said Bridge, and from thence to communicate with the road leading from West End to Botley, in the county of Southampton,'" and to vest in the Company of Proprietors of Northam Bridge and Roads certain lands, tenements and hereditaments of the said Company of Proprietors in the parishes of Saint Mary, in the town and county of the town of Southampton, and Saint Mary Extra and South Stoneham, in the county of Southampton, and situate on either side of the approaches or roads leading to the Northam Bridge authorised to be made by the said Company of Proprietors, and also all allotments of lands which have been made to the said Company of Proprietors in respect of such lands as aforesaid under or by virtue of any Inclosure Act, or otherwise, or any parts or portions of the said lands, allotments, hereditaments, and premises, so as to enable the said Company of Proprietors from time to time to demise and lease and also to sell and exchange the said lands, hereditaments, allotments, and other premises, or any parts or portions thereof, and to confer, vary, or extinguish all rights or privileges connected with the said lands and hereditaments.

Dated this 9th day of November 1846.

Eastern Counties Railway Extension

(Ilford to Tilbury Fort and Southend, with a Branch from Vange to Wickford).

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorize the construction and maintenance of a railway, with all proper works, stations, approaches, and conveniences connected therewith, in extension of the Eastern Counties Railway, commencing by a junction with the last-mentioned railway at or near the second bridge over the Eastern Counties Railway to the eastward of the Forest Gate station, passing from, in, through, or into, or situate within the several parishes, townships, and extra-parochial and other places following, or some of them (that is to say); East Ham, Little Ilford, Great Ilford, Barking, Dagenham, Hornchurch, Rainham, Wennington, Aveley, West Thurrock, Stifford, Grays Thurrock, Little Thurrock, Chadwell, West Tilbury otherwise Tilbury cum Lee, East Tilbury, Mucking, Muckingford, Horndon-on-the-Hill, Stanford-le-Hope, Hasenbroke, Corringham, Langdon Hill otherwise Laindon Hill, Fobbing, Vange, Pitsea, Bowers Gifford otherwise Buers Gifford, South Benfleet otherwise South Bemfleet, Hadleigh otherwise Hadlee, Leigh otherwise Lee, Milton, Southend, and Prittlewell, all in the county of Essex, and

terminating at or near the pier-head at Southend, in the parish of Prittlewell, in the county of Essex : and also a Branch Railway commencing at Tilbury Fort, in the county of Essex, and terminating by a double junction with the lastly-mentioned proposed railway, one of such junctions being at or near a field in the parish of Chadwell, in the county of Essex, the property of George Henry Errington, and now in the occupation of Robert Surridge ; and the other junction being at or near a field in the said parish of West Tilbury, in the same county, the property of William Baker, and now in the occupation of Edward Kelly, which said branch railways will be wholly constructed within the said parishes of Chadwell and West Tilbury.

And also another Branch Railway commencing from or out of the said first-mentioned intended railway, at or near Vange Wharf, in the parish of Vange, in the county of Essex, passing in or through or situate within the parishes, townships, or extra-parochial places following : that is to say, Pitsea, Vange, North Benfleet otherwise North Bemfleet, Basildon, Nivendon, Runwell, Ramsden, Bellhouse, South Hanningfield, and Wickford, all in the county of Essex, and terminating at a field on the south side of the turnpike-road leading from Rayleigh to Wickford, in the parish of Wickford, the property of Messrs. Wells and Perry, and now in the occupation of Charles Houghton.

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, streets, paths, passages, aqueducts, canals, streams, pipes, sewers, waters, and watercourses within the aforesaid parishes, townships, and extra-parochial and other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works, or any of them.

And it is also intended by such Act to take powers for the purchase of lands and houses by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties, in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose ; and also to grant building leases of surplus lands.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament, local and personal, following ; that is to say, of the 6th and 7th William the Fourth, cap. 106 ; 1st and 2nd Victoria, cap. 81 ; 4th Victoria, cap. 14 ; 7th Victoria, cap. 20 ; 7th and 8th Victoria, cap. 62 ;

No. 20665.

U

8th and 9th Victoria, caps. 110 and 201 ; and 9th and 10th Victoria, cap. 258 ; 6th and 7th William the Fourth, cap. 103 ; 2nd and 3rd Victoria, caps. 77 and 78 ; 3rd Victoria, cap. 52 ; 4th Victoria, cap. 24 ; 4th and 5th Victoria, cap. 42 ; 6th Victoria, cap. 28 ; and 7th Victoria, cap. 35.

And notice is hereby further given, that maps, plans, and sections, showing the direction, situation, and levels of the said intended 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 in the present year, with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in the same 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 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.

John Duncan, Solicitor, 7, New Palace-yard, Westminster.

Eastern Counties Railway

(Hertford to Hitchin ; with power to sell to the Great Northern Railway Company so much of the intended Line as will be situate between Broadwater and Hitchin).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize the construction and maintenance of a railway, with all proper works, stations, approaches, and conveniences connected therewith, commencing by a junction with the Hertford branch of the Northern and Eastern Railway near the terminus of the said branch in the parish of Saint John Hertford, in the borough of Hertford and county of Hertford, passing thence from, in, through, or into, or being situate within the several parishes, townships, and extra-parochial and other places following, or some of them ; that is to say, Saint John Hertford, Saint Andrew Hertford, Bengoe in the borough of Hertford, and Bengoe in the county of Hertford, Stapleford, Watton, Aston, Datchworth, Broadwater, Knebworth, Sheephall, Stevenage, Little Wymondley, Much Wymondley, Ippolits, and Hitchin, in the county of Hertford, and terminating by a junction with the line of the Great Northern Railway as at present authorized to be made, and by a junction with a certain proposed extension of the Midland Counties Railway from Leicester to Hitchin, at or near a certain road leading from Hitchin to Baldock, and in the parish of Hitchin and county of Hertford.

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, streets, paths, passages, aqueducts, canals, streams, pipes, sewers, waters, and water-

courses, within the aforesaid parishes, townships, and extra-parochial and other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works or any of them.

And it is also intended by such Act to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties, in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended by such Act to vary or extinguish all existing rights and 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 right and privileges.

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is further intended by such Act to enable the said Eastern Counties Railway Company to sell or let and transfer, upon such terms and conditions as may be agreed upon, so much of the said intended railway works as will be situate between Broadwater and Hitchin to the Great Northern Railway Company, together with all powers of the Eastern Counties Railway Company, in relation to such portion of the said intended railway, and to enable the said Great Northern Railway Company to purchase or lease the same, and all or any powers of the said Eastern Counties Railway Company in connexion therewith or in relation thereto, and to raise capital for the purpose, or to construct such part of the said intended railway as shall be so transferred to them as aforesaid, and to enable the said Companies respectively to enter into contracts and agreements in reference to the purposes aforesaid, or as to the working or using of the said portion of the said intended railway; and for the purposes of the said Act it is intended to amend, vary, or enlarge, so far as may be necessary, the powers and provisions of the Great Northern Railway Act, 1845, and the several Acts of Parliament relating to the Eastern Counties Railway, local and personal, following, that is to say, passed in the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

And notice is hereby further given, that maps, plans, and sections showing the direction, situation, and levels of the said intended railway and works, and the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be de-

posited on or before the thirtieth day of November in the present year with the Clerk of the Peace for the county of Hertford, at his office at Saint Alban's in the same 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 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.

John Duncan, Solicitor, 7, New Palace-yard, Westminster.

Eastern Counties Railway.
(Braintree to Halstead.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize the construction and maintenance of a railway or railways, with all proper works, stations, approaches, and conveniences connected therewith, commencing by a double junction with the line of the Maldon, Witham, and Braintree Railway, as at present authorized to be made, one of such junctions being at or near a field in the parish of Braintree, in the county of Essex, the property of the Governors of the Foundation Charity of Felsted, and now in the occupation of Richard Lacey; and the other of such junctions being at or near a field in the same parish, the property of Thomas Morgan Gepp, and now in the occupation of William Joyce, and terminating by a double junction with the Colchester, Stour Valley, Sudbury, and Halstead Railway, as at present authorized to be made, one of such last-mentioned junctions being at or near a field in the parish of Colne Engaine, in the said county of Essex, the property of Isaac Baker Brown, and now in the occupation of James Boyer Brown; and the other of such last-mentioned junctions being at or near the highway from Earls Colne to Colne Engaine: which said intended railway or railways, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Braintree, Bocking, Bradwell otherwise Blackwater, Pattiswick, Stisted, Earls Colne, Colne Engaine, Greenstead Green, Halsted otherwise Halstead, all in the county of Essex.

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, streets, paths, passages, aqueducts, canals, streams, pipes, sewers, waters and water-courses, within the aforesaid parishes, townships, and extra-parochial and other places, or any of them, which it may be necessary to stop up, alter, or divert by reason of the construction of the said intended works, or any of them.

And it is also intended by such Act to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof,

and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament, local and personal, following, that is to say: of the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

And notice is hereby further given, that maps, plans, and sections, showing the direction, situation, and levels of the said intended railway and works, and the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the 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 Essex, at his office at Chelmsford in the same 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 intended 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.

John Duncan, Solicitor, 7, New Palace Yard, Westminster.

Eastern Counties Railway, Spalding to Newark, with Branches from Heckington to Lincoln, and from Ewerby to Kirkby Laythorpe.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the construction and maintenance of the railway and branch railways hereinafter mentioned, with all proper works, stations, approaches, and conveniences connected therewith respectively; that is to say, a railway commencing by a junction with the line of the Great Northern Railway, as at present authorised, at or near the turnpike-road leading from Bourn to

Spalding, in the parish of Spalding, in the parts of Holland, in the county of Lincoln, at or near the point where the intended extension of the Eastern Counties Railway from Wisbeach to Spalding will terminate, 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, Moulton, Weston, Spalding, Pinchbeck, Surfleet, Gosberton, Risegate in Surfleet and Gosberton, Quadring, Quadring hundred, Quadring Fen, Donington, Gibbet Fen, Donington Ings, Donington Westdale, Donington Fen, Bicker, Bicker Fen, Holt Hills and Swineshead, in the parts of Holland, in the county of Lincoln; Swaton, Swaton Fen, Helpringham, Helpringham Fen, Little Hale, Little Hale Fen, Great Hale, Great Hale Fen, Garrick, Garrick Fen, Heckington, Heckington Fen, Howell, Burton Pedwardine, Asgarby, Boughton, Evedon, Kirkby Laythorpe, Old Sleaford, Quarrington, New Sleaford, Holdingham, Leasingham, North Rauceby, South Rauceby, Cranwell, Byards Leap, Normanton, Caythorpe, Frieston, Southorpe otherwise Gibraltar, Fulbeck, Leadenham, Hough-on-the-Hill, Brandon, Broughton-upon-Brant otherwise Brant Broughton, Stragglethorpe, Fenton, Beckingham, Greenfield, Sutton, Stubton, Claypole, in the parts of Kesteven, in the county of Lincoln; Flawford otherwise Flawforth, in the counties of Nottingham and Lincoln, or one of them; Barnby-in-the-Willows, Coddington, Balderton, Hawton, Newark-upon-Trent, Farndon, Averham, East Stoke, and Kelham, in the county of Nottingham; and terminating by a junction with the Nottingham and Lincoln Branch of the Midland Counties Railway, in the parish of East Stoke, in the county of Nottingham, at a certain field belonging to the Duke of Newcastle, and now in the occupation of Robert Bishop. Also a branch railway, commencing from and out of the line of the said last-mentioned intended railway, at or near the public road leading from the Heckington high road to Burton Pedwardine, near a field in the parish of Heckington aforesaid, the property of Captain Banks, and now in his occupation, 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, Heckington, Howell, Boughton, Asgarby, Ewerby, Ewerby Thorpe, Haverholme, Anwick, Ruskington, Dorrington, Rowston or Rowlston, Scopwick, Timberland, Blankney, Metherringham, Nocton, Potter Hanworth, Branston, Washingborough, Heighington, Washingborough cum Heighington, in the parts of Kesteven in the county of Lincoln; Branston and Canwick, in the county of the city of Lincoln; extra-parochial land in the city of Lincoln, and county of the same city; Saint Mary-le-Wigford, Saint Mark, and Saint Peter at Gowts, in the city of Lincoln, and county of the same city; and terminating at the Lincoln station of the Nottingham and Lincoln Branch of the Midland Counties Railway: and also a branch railway commencing from the said first-mentioned intended railway, at or near a field in the parish of Ewerby, in the parts of Kesteven, in the county of Lincoln,

the property of and now in the possession of William Newton, 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, Kirkby Laythorpe, Asgarby, Howell, Ewerby, and Ewerby Thorpe, in the parts of Kesteven, in the county of Lincoln, and terminating by a junction with the line of the said last-mentioned intended branch railway, at or near a field in the parish of Kirkby Laythorpe, in the parts of Kesteven, in the county of Lincoln, the property of the Most Noble the Marquis of Bristol, and now in the occupation of John Green, William Green, and Matthew Wilson, or one of them.

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, streets, paths, passages, aqueducts, canals, streams, pipes, sewers, waters, and water-courses within the aforesaid parishes, townships, and extra-parochial and other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works or any of them.

And it is also intended by such Act to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament, local and personal, following; that is to say, the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

And notice is hereby further given, that maps, plans, and sections, showing the direction, situation, and levels of the said intended railways and works, and the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the 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 Holland division of the county of Lincoln, at

his office at Spalding, in the same county; with the Clerk of the Peace for the Kesteven division of the county of Lincoln, at his office at Sleaford in the said county; with the Clerk of the Peace for the Lindsey division of the county of Lincoln, at his office at Spilsby; with the Clerk of the Peace for the city of Lincoln, and county of the city of Lincoln, at his office at Lincoln; and with the Clerk of the Peace for the county of Nottingham, at his office at Newark 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 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.

John Duncan, Solicitor, 7, New Palace Yard, Westminster.

Eastern Counties Railway.

(Maldon, Witham, and Braintree Railway-Purchase.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the sale or lease by the Maldon, Witham, and Braintree Railway Company, upon such terms and conditions as have been or may be agreed upon, to the Eastern Counties Railway Company, of the Maldon, Witham, and Braintree Railway, authorized to be made by an Act passed in the last session of Parliament, called "The Maldon, Witham, and Braintree Railway Act, 1846," together with all powers (especially powers for the compulsory purchase of lands and houses), rights, privileges, lands, buildings, property, and effects, of the Maldon, Witham, and Braintree Railway Company, incorporated by the said Act; and to enable the said Eastern Counties Railway Company to effect such purchase, or accept such lease, and to proceed (if necessary) with and complete the construction of the said railway, and to hold, use, exercise, and enjoy the said railway (as and when the same shall be completed), and all the powers, rights, privileges, lands, buildings, property, and effects aforesaid.

And it is further proposed by such Act to dissolve the said Maldon, Witham, and Braintree Railway Company, and to alter or repeal the said Act relating to the said railway, and to amalgamate the same railway with the Eastern Counties Railway, so that the same may form part of that undertaking, and as such be subject to the provisions (so far as the same may be applicable) of the several Acts relating thereto, that is to say, 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

And it is further proposed by such intended Act to alter, amend, and enlarge the powers and provisions of the several Acts hereinbefore-mentioned relating to the Eastern Counties Railway, or some of them; and also to enable the said Eastern Counties Railway Company to levy and raise tolls, rates, and duties, in respect of the said Maldon, Witham, and Braintree Railway; and to alter the tolls, rates, and duties, at present authorized to be levied thereon, and to vary or extinguish all rights or privileges which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

Dated this 7th day of November 1846.

John Duncan, 7, New Palace Yard, Westminster.

Eastern Counties Railway. (Newmarket and Chesterford Railway Purchase.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the sale or lease by the Newmarket and Chesterford Railway Company, upon such terms and conditions as have been or may be agreed upon, to the Eastern Counties Railway Company of the Newmarket and Chesterford Railway, authorised to be made by an Act passed in the last session of Parliament, called "An Act for making a Railway from Chesterford to Newmarket, with a Branch to Cambridge," together with all powers (especially powers for the compulsory purchase of lands and houses, rights, privileges, lands, buildings, property, and effects of the Newmarket and Chesterford Railway Company, incorporated by the said Act,) and to enable the said Eastern Counties Railway Company to proceed, if necessary, with and complete the construction of the said railway, and to effect such purchase or accept such lease, and to hold, use, exercise, and enjoy the said railway (as and when the same shall be completed) powers, rights, privileges, lands, buildings, property, and effects aforesaid.

And it is further proposed by such Act to take powers to dissolve, if need be, the said Newmarket and Chesterford Railway Company, and to alter or repeal the said Act relating to the said railway, and to amalgamate the same railway with the Eastern Counties Railway, so that the same may form part of that undertaking, and, as such, be subject to the provisions (so far as the same may be applicable) of the several local and personal Acts following; that is to say, of the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

And it is further proposed by such intended Act, to enable the said Eastern Counties Railway Com-

pany to levy and raise tolls, rates, and duties in respect of the said Newmarket and Chesterford Railway, and to alter the tolls, rates, and duties at present authorised to be levied thereon, and to vary or extinguish all rights or privileges which would in any manner impede or interfere with the object aforesaid, and to confer other rights and privileges.

Dated this 7th day of November, 1846.

John Duncan, Solicitor, 7, New Palace Yard, Westminster.

Eastern Counties Railway.

(Enlargement of London and Stratford Stations 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 enable the Eastern Counties Railway Company further to enlarge the station called the Bishopsgate Station of the said railway, in the parishes of Saint Leonard's Shoreditch, Christ Church Spitalfields, Saint Matthew Bethnal Green, Mile End Old Town, Mile End New Town, Old Ford, Stratford-le-Bow, and Saint Mary-le-Bow, or some of them, in the county of Middlesex; and also to enlarge the station called the Stratford Station, in the parish of West Ham, in the county of Essex; and to purchase by compulsion or agreement lands and buildings within the aforesaid parishes, for the purpose of such enlargements, and to erect thereon such warehouses, buildings, and other works and conveniences as may be necessary in connexion therewith.

And it is also proposed to enable the said Company to stop up, alter, or divert such roads, streets, public passages, sewers, pipes, and drains within the aforesaid parishes as may be necessary, for the purposes aforesaid; and also to vary or extinguish all existing rights and privileges which would impede or interfere with the objects aforesaid.

And notice is hereby further given, that maps, plans, and sections of the said proposed enlargements of the said stations, and books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of the lands and buildings proposed to be taken for the purposes aforesaid, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace of the county of Middlesex, at his office in Clerkenwell, and with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, and also with the parish clerks of each of the before-mentioned parishes through which the said works are intended to be made, at their respective residences.

And notice is hereby further given, that, by the said intended Act, it is proposed to alter, amend, and enlarge some of the powers and provisions of the several Acts hereinafter specified relating to the Eastern Counties Railway, local and personal, and the railways forming part of that undertaking following; that is to say, passed in the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap.

20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

And also to amend and enlarge some of the powers and provisions of the said Saint Ives and Wisbeach Railway Act, 1846, and of the Eastern Counties Cambridge and Huntingdon Railway Act, 1845, and of the Eastern Counties Ilford and Epping Railway Act, 1846, and to authorise the construction of the said three last-mentioned Railways, by means of monies to be raised and appropriated, otherwise than as provided by the said three last-mentioned Acts.

And it is also proposed to enable the said Eastern Counties Railway Company to increase their capital for the purposes aforesaid, and for other purposes connected with their undertaking, and to consolidate the shares in the said undertaking, and to limit and define the nominal amount and value thereof respectively.

And it is also further proposed by the Act so to be applied for to enable the said Eastern Counties Railway Company to subscribe and contribute funds towards the establishment and maintenance of steam boats, and other conveniences, to be used and employed in connexion with the said railway, and also to take powers to sell or to let on building leases such lands and buildings belonging to them as are not required for the purposes of the said railway.

Dated the 7th day of November 1846.

John Duncan, Solicitor, 7, New Palace Yard, Westminster.

Eastern Counties Railway Extension.

(Cambridge to Bedford, with a Branch to Royston, and two Branches to Biggleswade).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the construction and maintenance of the railway and branch railways hereinafter mentioned, with all proper works, stations, approaches, and conveniences connected therewith, in extension of the Eastern Counties Railway, that is to say, a railway commencing by a junction with the last-mentioned railway, at or near a field in the parish of Great Shelford, in the county of Cambridge, the property of the Master, Fellows, and Scholars of Saint John's College, Cambridge, and now in the occupation of Henry Grain, passing thence, from, in, through, or into or being situated within the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say, Trumpington, Stapleford, Great Shelford, Little Shelford, Newton, Hauxton otherwise Hawkston, Harston, Foxton, Barrington, Shepreth, Meldreth, Bassingbourn, Abington otherwise Abington Piggotts, otherwise Abington in the Clay, Waddon otherwise Whaddon, Wendy, Shingay otherwise Shengy, Tadlow, Steeple

Morden otherwise Little Morden, Guilden Morden otherwise Great Morden, in the county of Cambridge; Wrestlingworth, Eyworth, Duntun, Sutton, Biggleswade, Northill, Lower Caldecote, Upper Caldecote, Ickwell, Old Warden, Willington, Cople, Cardington, Harrowden, Fenlake, Elstow, Saint John's Bedford, and Saint Mary's Bedford, in the county of Bedford, and terminating in the parish of Saint Mary's Bedford, by a junction with the Bedford and Bletchley Railway, near to a timber yard, the property of his Grace the Duke of Bedford, and now in the occupation of George Dilley; and also a branch railway commencing by a junction with the said last mentioned intended railway, at or near a farmhouse in the parish of Steeple Morden, in the county of Cambridge, known by the name of Flush Leys, passing thence from, in, through, or into, or being situate within, the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say, Steeple Morden otherwise Little Morden, Guilden Morden otherwise Great Morden, Abington otherwise Abington Piggotts, otherwise Abington in the Clay, Litlington, Bassingbourn, Kneesworth, Melbourne, and Royston, all in the county of Cambridge, and terminating by a junction with a certain proposed line of railway from Cambridge to Royston and Ware, in extension of the Eastern Counties Railway, in the parish of Melbourne, in the county of Cambridge, at the turnpike-road leading from Royston to Newmarket, near to a field, the property of the Right Honourable Thomas Lord Dacre, and now in the occupation of Thomas Symm Maling; and also a branch railway commencing from and out of the said first-mentioned intended railway, at or near a field in the parish of Biggleswade, in the county of Bedford, the property of John Foster, and now in the occupation of Thomas White, and terminating by a junction with the Great Northern Railway, as at present authorized to be made at the road from Biggleswade to Potton; and also another branch railway, commencing from or out of the lastly described branch railway at or near a piece of garden ground in Biggleswade aforesaid, the property of the Reverend Edward Lindsell, and now in the occupation of Thomas Hockett and James Daniels, and terminating by a junction with the said first-mentioned intended railway, at a drift-way near to Shortmead House, in the said parish of Biggleswade, which said two last-mentioned railways will be wholly constructed within the said parish of Biggleswade.

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, streets, paths, passages, aqueducts, canals, streams, pipes, sewers, waters, and watercourses, within the aforesaid parishes, townships, and extra-parochial and other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works, or any of them.

And it is also intended by such Act to take powers for the purchase of lands and houses by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties in respect of

the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament, local and personal, following, that is to say, passed in the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

And Notice is hereby further given, that maps, plans, and sections, showing the direction, situation, and levels of the said intended railways and works, and the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the 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 Bedford, at his office at Bedford, and with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge; and that a copy of so much of the said plans, sections and books of reference as relates to each of the parishes in or through which the said works 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.

John Duncan, Solicitor, 7, New Palace Yard,
Westminster.

Bishop Wearmouth Water Works Extension.

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 the proprietors of shares in and subscribers to "The Bishop Wearmouth Water Company," and to give to such Company all necessary powers for supplying with water the inhabitants of the town and borough of Sunderland and the neighbourhood

thereof, within the limits of the several parishes and townships hereinafter named.

And for such purpose, powers will be applied for to enable the said Company to make and maintain new wells and reservoirs and other works, and also to enlarge their present wells, reservoirs, and other works, and to maintain and to extend their present mains, pipes, and works, and to convey water from their existing stations, wells, and reservoirs, and also in the several streets, squares, roads, lanes, and highways, within the several parishes and townships hereinafter mentioned, to lay down and place and from time to time alter and remove the mains or pipes for the conveyance or supply of water to the said inhabitants, which said several works or some parts thereof are situate in or will be made, maintained, and extended, or will pass, and such supply of water be furnished from, through, or into the several parishes and townships of Bishop Wearmouth, Bishop Wearmouth Panns, Sunderland near the Sea, Monk Wearmouth, Monk Wearmouth Shore, Southwick, Tunstall, Silksworth, Fulwell, and Ford, or some of them, all in the county of Durham.

And by the said Act, it is intended to enable the said Company of Proprietors to increase their capital by the creation and issuing of new shares, or by the admission of additional subscribers, and by mortgage or otherwise, and to alter and vary the provisions of the deed of settlement of the said proprietors; and by the said Act, it is intended to take powers to purchase by compulsion or otherwise lands, houses, tenements, and hereditaments for the purposes aforesaid, and to alter, vary, or extinguish all or any rights or privileges in any manner connected with or incident to such lands, houses, tenements, and hereditaments respectively, which can in any manner impede or interfere with the execution of the works; and also powers to make lateral deviations from the lines of the said works to the extent defined on the plans hereinafter mentioned.

And it is intended to take powers for levying tolls, rates, and duties in respect of the supply of water, to be afforded by the Company and to confer such exemptions from payment of tolls, rates, and duties, and to confer, vary, and extinguish such other rights and privileges as to such other Company shall seem meet.

And notice is hereby also given, that duplicate plans and sections of the intended works together with a book of reference thereto, will, on or before the thirtieth day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the said county of Durham at Durham, and that on or before the said thirtieth day of November instant, a copy of so much of the said plan and section and book of reference, as relates to each of the parishes in or through which the said intended works are intended to be made or be situate, will be deposited with the parish clerk of each such parish.

Dated this 9th day of November, 1846.

Eastern Counties Railway.

(Tottenham to Guildford-street).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorise the construction and maintenance of a Railway, with all proper works, stations, approaches, and conveniences connected therewith, commencing by a junction with the Northern and Eastern Railway at or near the Tottenham Station thereof, at the cattle pens belonging to the Northern and Eastern Railway Company, and in the occupation of the Eastern Counties Railway Company, in the parish of Tottenham, in the county of Middlesex, passing thence from, in, through, or into, or being situate within the several parishes, townships, and extra-parochial and other places following or some of them, that is to say, Tottenham, Saint John's Hackney, Lower Clapton, South Hackney, Hackney West, Stamford Hill, Upper Clapton, Kingsland, Shacklewell, Dalston and Beauvoir Town, Stoke Newington, Hornsey, Saint Mary Islington, Highbury, Holloway, Ball's Pond, Saint Leonard's Shoreditch, Saint Luke, Liberties of City Road and Old Street, Saint James Clerkenwell, Pentonville, Saint John Clerkenwell, Saint Pancras, Saint Andrew Holborn above the bars, Saint Andrew Holborn, and Saint George-the-Martyr, and terminating in Gough-street, at or near to Wilson-street, Gray's Inn Road, in the parish of Saint Pancras, in the county of Middlesex. And also two Branch Railways commencing from the said intended Railway, at or near to a field in the parish of Saint Mary Islington, in the county of Middlesex, the property of Lady Mildmay, and now in the occupation of William Hanley, and terminating by junctions with the intended East and West India Dock and Birmingham Junction Railway, one of such junctions being at or near a field in the said parish of Saint Mary Islington, the property of Lady Mildmay, and now in the occupation of Thomas Rhodes and William Rhodes, bounded on the south-east by the King Henry Walk, and the other of such junctions being at or near a field in the same parish, the property of Lady Mildmay, and now in the occupation of the said Thomas and William Rhodes, bounded on the west by the Albion Road. And also two other Branch Railways commencing from the Railway first described at or near to a field in the parish of Saint Mary Islington, the property of the said Lady Mildmay, and now in the occupation of the said Thomas and William Rhodes, bounded on the south by the Ball's Pond Road, and terminating by junctions with the said intended East and West India Dock and Birmingham Junction Railway, one of such junctions being at or near the said field bounded on the west by the Albion Road, and the other at or near the said field bounded on the south-east by the King Henry Walk, all which said four lastly mentioned Railways will be wholly constructed within the said parish of Saint Mary Islington.

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, streets, paths, passages, aqueducts, canals,

streams, pipes, sewers, waters, and watercourses, within the aforesaid parishes, townships, and extra-parochial, and other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works or any of them.

And it is also intended by such Act, to take powers for the purchase of lands and houses, by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties, in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to authorise the Eastern Counties Railway Company to let on building leases any surplus lands which may have been purchased, or which they may purchase under the powers of the said Act for the purposes of the said Act.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament, local and personal, following, that is to say, of the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 26; and 7th Victoria, cap. 35.

And notice is hereby further given, that maps, plans and sections, showing the direction, situation and levels, of the said intended Railways and works, and the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Middlesex, at his office at Clerkenwell, in the said county, and with the clerk of the peace for the city of London, at his office at the Old Bailey, in the same city; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said works 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.

John Duncan, Solicitor, 7, New Palace Yard, Westminster.

London and South Western and London, Brighton, and South Coast Railway Companies.

Confirmation of Agreement relating to Tolls and Stations.

NOTICE is hereby given, that it is intended to apply to Parliament in the next Session for an Act to authorise the London and South Western Railway Company, and the London, Brighton, and South Coast Railway Company, to carry into effect such agreement as may be or may have been entered into between them respecting the use by the last mentioned Company of the stations of the London and South Western Railway Company, on so much of the London and South Western Railway as lies between the intended terminus thereof at or near Waterloo Bridge and the point where the intended Wandsworth branch of the London, Brighton, and South Coast Railway shall or may form a junction therewith; and also respecting the amount of tolls to be levied upon the said London, Brighton, and South Coast Railway Company, for the use of the said Stations, and of such part of the said London and South Western Railway; and to authorise the said London and South Western Railway Company to alter the existing Tolls, Rates, and Duties on such part of their said line, and to confer exemptions from such Tolls, Rates, and Duties.

And for the purposes aforesaid it is proposed by such intended Act to alter, amend, and enlarge or repeal, so far as may be necessary, the powers and provisions of the several Acts of Parliament 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;" and the following 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

No. 20665.

X

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; and also the Act, passed in the last session of Parliament, for consolidating the London and Brighton and London and Croydon Railway Companies.

Dated this sixth day of November 1846.

Cornwall and Devon Central and Plymouth Railway.

Lines from Exeter by Okehampton to Truro and Plymouth, and Branches to St. Austell, to the West Cornwall Railway, St. Columb, Padstow, to the Taw Vale Railway, and Crediton, and at Plymouth, with powers for the London and South Western Railway Company to make, or to purchase, or hire or subscribe towards same, and provisions for authorizing arrangements with several other Companies.

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 the London and South Western Railway Company, or a company to be incorporated by the said Bill, to make and maintain the several railways hereinafter mentioned, or some of them, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, that is to say; a railway commencing in land now used as a stone yard, in the occupation of the Commissioners of Improvement for the city and county of the city of Exeter, situate on the north-east side of Queen-street, or Queen-street-road, in the parish of Saint David, in the county of the city of Exeter, and passing from thence from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that

is to say; Saint Sidwell and Saint David, in the county of the city of Exeter; Cowley, Bramford Speke otherwise Bramford Speeke, Saint Thomas otherwise Saint Thomas the Apostle, Saint David, Cutridge otherwise Gutter-ridge, Kenton, Whitstone otherwise Whitestone, Alphington, Newton Saint Cyres, Upton Pyne, Oldridge, Dunsford, Holcomb-Burnel, Tedburn Saint Mary otherwise Saint Mary Tedburn, Kerton otherwise Crediton otherwise Kyrtton, the town of Crediton, Veny Tedburn, Neopardy, Yeoford otherwise Uford, Cheriton-Bishop, Cheriton, Fitzpaine, Shrobrook otherwise Shoebrook otherwise Shobrooke, Clannaborough otherwise Clannaborough, Morchard Bishop, Colebrooke otherwise Colebrook or Bishop's Colebrook, Penson, Sandford, Zeal Monachorum, Down Saint Mary, Bow otherwise Nymet Tracey, Loosebeer otherwise Loosebere, Broadnymet, Drewsteignton otherwise Teignton-Drew, Hittesleigh, Spreyton, Newland, North Tawton, South Tawton, South Zeal, Sampford Courteney, Stickle-path, Bondleigh, Honeychurch, Broadwood Kelly, Iddesleigh, Exbourne, Monk-oakhampton otherwise Monkoekhampton, Belstone, Okehampton otherwise Oakhampton, Chichacott, Meldon, Kigbear, Jacobstowe, Inwardleigh, Sourton, Lydford otherwise Lidford, and Widdicombe in the Moor, Bridestowe, Thruselton, Bratton-clovely, Lew Trenchard, Lew Down, Germansweek otherwise Week Saint Germans otherwise Week Langford, Broadwoodwiger otherwise Bradwoodwiger, Marystowe otherwise Maristowe, Coryton, Sydenham otherwise South Sydenham otherwise Sydenham Damarell, Kelly, Bradstone, Dunterton, Stowford, Werrington, Finney, and Lifton in the said county of Devon; the river Tamar, and the beds and shores thereof in the counties of Devon and Cornwall, or one of them, and Werrington, Saint Stephens by Launceston, Newport otherwise Newport by Launceston, Saint Thomas otherwise Saint Thomas the Apostle, Lawhitton, Saint Thomas-street Hamlet otherwise the Hamlet of Saint Thomas-street, Saint Mary Magdalene, borough of Dunheved otherwise Launceston, Launceston, Egloskerry, Trewen otherwise Trewenn, South Peiherwin otherwise South Petherwyn, Lezant, Trewarlet, Lewannick, Northhill, Laneast, Saint Cleather, Davidstow, Altarnun otherwise Alternun, Saint Breward otherwise Simonward, Blisland, Temple, Saint Neot, Cardinham otherwise Cardynham, Helland, Bodmin, town and borough of Bodmin, Lanhydrock, Lanivet, Luxulian, Withiel, Roche otherwise Roach, Saint Wenn, Saint Dennis, Saint Columb Major, Saint Enoder, Colan otherwise Little Colan, Mitchell otherwise Saint Michael, Newlyn in Pyder otherwise Newlyn East, Ladock, Saint Erme, Saint Allen, Perranzabuloe otherwise Saint Piran in the Sands, Kenwyn, Saint Clement otherwise Saint Clements, Saint Mary Truro, borough of Truro, Feock otherwise La Feock, and Kea, or some of them in the county of Cornwall, and to terminate by a junction with the proposed Cornwall Railway at Pyder-street near the Almshouses, the property of the trustees of the Truro Charities, in the said parishes of Kenwyn and St. Mary Truro, one or both of them, in the same county; also a railway commencing by a

junction with the above described proposed new railway on a certain common called Prewley Moor, situate in the said parish of Sourton, about half a mile west of the point at which the turnpike roads leading from Oakhampton to Launceston, and from Oakhampton to Tavistock diverge, and passing in, from, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Okehampton otherwise Oakhampton, Sourton, Bridestowe, Lidford otherwise Lydford, Widdecombe in the Moor, Brentor, Lamerton, Mary Tavy, Peter Tavy, Willsworthy, Tavistock, Town and Borough of Tavistock, Sampford Spiney, Whitchurch, Buckland Monachorum otherwise North Buckland, Shaw otherwise Shaw Prior, Sheepston, Meavy, Walkhampton, Bickleigh, Tamerton Foliot, Saint Budaux otherwise Budock, Egg Buckland, Penny-cross otherwise Weston Peverell, Compton Gifford, Stoke Damerell, Plympton St. Mary, the bed and shores of the river Plym and of the water of the Lary, Saltram, Chelson otherwise Shelson Marsh, Plymstock, Lary bridge, Lary otherwise Laira green, Lipson marshes, Tothill marshes, Saint Andrew, Charles otherwise Charles the Martyr, and the town and borough of Plymouth, in the county of Devon, and terminating in a garden in the occupation of Mr. Peter Blatchford, abutting on the west side of the turnpike road leading from Plymouth to Tavistock, adjacent to the Higher Grist Mills, occupied by the said Peter Blatchford, in the said parish of Charles in the county of Devon.

And it is also intended to take power in the said Bill to make the following Branch Railways, or some of them, out of the last above-mentioned railway, that is to say; a branch commencing in a field called Rowfield, in the occupation of William Gloyn, situate in the said parish of Saint Andrew, on the south of Huntscombe Farm House, and passing from, through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them, that is to say; Saint Andrew, Charles otherwise Charles the Martyr, and the town and borough of Plymouth, all in the said county of Devon, and terminating at the Modbury Inn, in the occupation of Thomas Adam, abutting on the north side of Exeter-street, Plymouth, near Sutton Pool, in the said parish of Charles, otherwise Charles the Martyr, in the said county of Devon.

A branch commencing in the said parish of Saint Andrew, in the said field, called Row Field, and passing from, through, or into the several parishes, townships, extra-parochial, and other places following, or some or one of them, that is to say, Saint Andrew, Charles otherwise Charles the Martyr, and the town and borough of Plymouth, all in the said county of Devon, and terminating on the north side of Union-road, in the said parish of Saint Andrew, opposite to and on the south side of a dwelling-house, Number 17, Devonshire Terrace.

A branch diverging from the said last-described branch, commencing in a field called the Little Field, in the occupation of William Leathlean, in the said parish of Saint Andrew, and passing

from, through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them, that is to say; Saint Andrew, and the town and borough of Plymouth, in the said county of Devon, and terminating by a junction with the proposed Mill Bay Branch of the South Devon Railway, in a field occupied by Charles Williams, in the said parish of Saint Andrew, abutting on the east side of Densham Terrace, and on the south side of Five-field Lane.

A branch commencing by two junctions with the first before-described intended line of railway, between Sourton and Truro, the easternmost of such junctions in a field occupied by John Rundle, and the westernmost of such junctions in a field occupied by Thomas Varcoe, and both the said fields adjoining Mount Pleasant Farm, in the occupation of John Thomas, and being near the point where the old and new turnpike roads leading from Bodmin to Truro diverge, in the said parish of Roche otherwise Roach, in the said county of Cornwall, and passing from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say; Roche otherwise Roach, Withiel, Lanivet, Luxulian, Saint Stevens in Branwell, Saint Blazey, Saint Austell, town of Saint Austell, Saint Mewan, all in the said county of Cornwall, and terminating in the said parish of Saint Austell, in a field adjoining the parish road leading from the town of Saint Austell to the Wrestling Green, in the same parish, and nearly opposite the Fair Park there.

A branch commencing at or from the before-described terminus at Pyder-street, in the parishes of Kenwin and Saint Mary Truro, or one of them, and passing from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Kenwyn Saint Mary, town and borough of Truro, and Kea, all in the said county of Cornwall, and terminating in a certain field in the occupation of John Nicholls, in the said parish of Kenwyn, by a junction with the proposed West Cornwall Railway there.

A branch commencing in certain lands, called Deep Tie, the property of Sir Charles Lemon, Baronet, near a dwelling-house in the occupation of Joseph Bray the younger, and Elizabeth Tonkyn, in the parish of Saint Columb Major, in the said county of Cornwall, and passing from, through, or into the several parishes, townships, and extra-parochial and other places following, or one of them, that is to say; Saint Columb Major, Town of Saint Columb, and terminating at the Town Head of Saint Columb in the parish of Saint Columb aforesaid, in land occupied by George Buckthought, near the convergence of the highways leading from Saint Columb, to Saint Columb Minor, Truro, and Newlyn, respectively, in the same parish.

A branch commencing in a field in the said borough of Bodmin, occupied by George Hill, near Carminow Cross, and abutting on the turnpike road leading from Bodmin to Liskeard, 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; Lanhy-

drock, Bodmin, town and borough of Bodmin, Eglosayle, Saint Breoke otherwise Saint Breock, Little Petherick, Saint Issey, Padstow, the Haven of Padstow, and the bed and shores thereof, Little Petherick Creek, Pinxon Cove, Dinas Cove and other creeks connected with Padstow Haven aforesaid, and the beds and shores thereof respectively, the River Camel or Allen, and the bed and shores thereof, all in the said county of Cornwall, and terminating at the south quay of the basin opposite the Harbour Master's office at Padstow, in the said parish of Padstow.

A branch commencing in a field in the said parish of North Tawton, occupied by Mr. John Shillson, abutting south on the turnpike-road leading from Okehampton to Crediton, and adjoining Greenslade Moor, and passing from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say; North Tawton, Week, Sampford Courtenay, Broadnymet, Bow otherwise Nymel Tracy, Bondleigh, Honeychurch, Broadwood Kelly, Wempworthy, South Tawton, Winkleigh, Brushford, Eggesford, Coleridge, otherwise Coldridge, Chawleigh, Lapford, Rowland Nymet, Chenson, Loosebeare and Chulmleigh, all in the said county of Devon, and terminating by a junction with the proposed Taw Vale Extension Railway in a field in the said parish of Chawleigh occupied by John Saunders, abutting north on the turnpike-road leading from Barnstaple to Exeter, about three furlongs north of Chenson turnpike-gate.

A branch commencing in a coppice wood occupied by Richard Davie, about one furlong north of Meetford Bridge, in the said parish of Saint Thomas, otherwise Saint Thomas the Apostle, in the said county of Devon, and passing from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say; Saint Thomas, otherwise Saint Thomas the Apostle, Oldridge, Tedburn Saint Mary, otherwise Saint Mary Tedburn, Kerton, otherwise Crediton, otherwise Kyrtton, and the town of Crediton, all in the said county of Devon, and terminating in the said parish of Crediton, on the south side of East-street, in the town of Crediton, at its junction with Charlotte-street, in the same town.

And notice is also hereby given, that it is intended to take powers in the said Bill to make certain alterations in the width and direction and levels of the Bodmin and Wadebridge Railway, and the several branches thereof, or part and parts thereof, within the parishes, townships, and extra-parochial places of Saint Breoke, otherwise Saint Breock, Eglosayle, Bodmin, town and borough of Bodmin, Pendewey, and Dunmeer, Berrycombe, Helland, Blisland, and Simonward, otherwise Saint Breward, or some of them, in the said county of Cornwall, to such extent and in such manner as will be shown on the plans and sections to be deposited as hereinafter mentioned.

And it is intended to apply for powers to make lateral deviations from the line of the proposed railways and works, to the extent or within the limits defined

upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike-roads, parish-roads, and other highways, streets, harbours, docks, bridges, creeks, rivers, streams, sewers, canals, navigations, railways, and tramroads, within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purpose of the said railways and works.

And notice is hereby further given, that duplicate plans and sections of the said railways and works, together with books of reference thereto, and also a published map, with the line of railway delineated thereon, will be deposited for public inspection with the Clerk of the Peace for the county of Cornwall, at his office at Saint Austell, in the said county of Cornwall, and with the Clerk of the Peace for the county of the city of Exeter, at his office in the said city, and with the Clerk of the Peace for the county of Devon, at his office at the Castle at Exeter, in the said county of Devon, on or before the thirtieth day of November one thousand eight hundred and forty-six; and that on or before the said thirtieth day of November, one thousand eight hundred and forty-six, a copy of so much of the said plans and sections as relates to each parish in or through which the said railways and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

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

And it is also proposed in and by the said Bill, if the said railways and works shall be made by any other company than the said London and South Western Railway Company, to authorise such other company to 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 the London and South Western Railway Company the execution of all or any of the powers of the intended Bill, and to authorise 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 railways and works, or any part thereof, or to purchase and take on lease, rent, work, or construct the said intended railways and works, or any part of the same, and to take tolls and duties upon or in respect thereof, or to guarantee to such other 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 it is further proposed by the said Bill to authorise the union and amalgamation of such other company with the said London and South Western Railway Company, upon such terms and conditions as may be mutually agreed upon, and to authorise such company when so united or amalgamated to use and work the said proposed railways and works, and to take tolls upon or in respect thereof.

And it is further intended by the said Bill to enable the said London and South Western Railway Company, or any other company incorporated by the said Bill, and the owners or owner for the time being of the Newquay Harbour and tramroads, and the Company of Proprietors of the Bodmin and Wadebridge Railway, and the Company of Proprietors of the Delabole and Rock Railway, and the Company of Proprietors of the Exeter and Crediton Railway, and the Company of Proprietors of the Taw Vale Railway and Dock, and of the Taw Vale Extension Railway, and the Company of Proprietors of the Cornwall Railway, and the Company of Proprietors of the West Cornwall Railway, and the Company of Proprietors of the Sutton Pool Company, and the Company of Proprietors of the proposed Sutton Harbour and Dock Company, to enter respectively into and carry into effect such mutual arrangements as to them may seem expedient for the sale or leasing, or for the purchase and hiring respectively, of any or either of the said last-mentioned railways, harbours, docks, and works, or any portion thereof, or of the tolls and duties payable in respect thereof, and of all or any of the powers of either of the said last-mentioned companies or proprietors in relation to the said railways, harbours, docks, and works, or any of them, to the London and South Western Railway Company, or any other company to be incorporated as aforesaid, to take tolls, rates, and duties upon or in respect thereof, and for adapting the said railways, harbours, docks, and works, or any or either of them, to the purposes of the said London and South Western Railway Company, or any other company to be incorporated as aforesaid.

And notice is hereby further given, that 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 Railways Deviation 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 Southampton and Dorchester Railway Act, 1845," "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 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 (Farnham and Alton Branch) Act, 1846," "The London and South Western Railway (Hamppton 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."

And also the powers and provisions of the following Acts relating to the said Newquay Harbour and tramroad, that is to say; an Act passed in the first and second years of the reign of Her present Majesty Queen Victoria, intituled "An Act for maintaining the Pier and Harbour of Newquay, in the county of Cornwall;" an Act passed in the seventh year of the reign of Her present Majesty Queen Victoria, intituled "An Act to amend an Act for maintaining the Pier and Harbour of Newquay, in the county of Cornwall, and to make certain tramroads in connexion therewith."

And also the powers and provisions of the following Acts relating to the Bodmin and Wadebridge Railway Company, that is to say, an Act passed in the second year of the reign of his late Majesty King William the Fourth, intituled "An Act for making and maintaining a Railway from Wadebridge, in the parish of Saint Brooke, to Wenford Bridge, Saint Breward, with a collateral branch to the borough of Bodmin, and certain other branches, all in the county of Cornwall;" and of an Act passed in the fifth and sixth years of the reign of His late Majesty King William the Fourth, intituled "An Act to amend an Act relating to the Bodmin and Wadebridge Railway."

And also the powers and provisions of the following Act relating to the said Delabole and Rock Railway Company, that is to say, an Act passed in the eighth year of the reign of Her present Majesty Queen Victoria, intituled "An Act for making a Railway from Mellom, in the parish of Minster, to Black Rock, in the parish of Saint Michael in Saint Minver Lowlands, in the county of Cornwall."

And also the powers and provisions of the following Act relating to the Exeter and Crediton Railway Company, that is to say, an Act passed in the eighth and ninth years of the reign of Her present Majesty Queen Victoria, intituled "An Act for making a Railway from Exeter to Crediton, in the county of Devon."

And also the powers and provisions of the following Acts relating to the Taw Vale Railway and Dock Company, that is to say: An Act passed in the first year of the reign of Her present Majesty Queen Victoria, intituled "An Act for making a Railway from Penhill, in the parish of Fremington, in the county of Devon, to the town of Barnstaple, and for constructing a Dock, in the said parish of Fremington, to be called 'The Taw Vale Railway and Dock;'" and an Act passed in the ninth year of the reign of Her said Majesty, intituled, "An Act to amend the Act relating to the Taw Vale Railway and Dock;" and an Act passed in the tenth year of the reign of Her said Majesty, intituled, "An Act for amending the Acts relating

to the Taw Vale Railway and Dock, and for making an extension therefrom to the Exeter and Crediton Railway, in the county of Devon."

And also the powers and provisions of "The Cornwall Railway Act, 1846."

And also the powers and provisions of "The West Cornwall Railway Act, 1846."

And also the powers and provisions of the following Acts relating to the Sutton Pool Company, that is to say, 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 an 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 late Majesty King George the Third, for the improvement of the Harbour of Sutton Pool, in the port of Plymouth, in the county of Devon."

And it is also proposed by the said intended Bill to authorise the London and South Western Railway Company, or the Company to be incorporated by the said Bill, to advance money on loan, at interest, to the Commissioners appointed under or by virtue of a certain Act passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for regulating, maintaining, and improving the Port of Padstow, in the county of Cornwall, and the navigable parts of the River Camel or Allen, in the same county, for the purposes of the said Act, and to amend the said Act for carrying the said object into effect."

Dated this eleventh day of November, 1846.

Bircham, Dalrymple, and Drake, Bedford-row, London.

T. Harry Tilly, Falmouth.

Eastern Counties Railway.

(Lynn and Ely Railway, and Ely and Huntingdon Railway, and Lynn and Dereham Railway Purchase or Lease.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize the sale or lease by the Lynn and Ely Railway Company, upon such terms and conditions as have been or may be agreed upon, to the Eastern Counties Railway Company of the Lynn and Ely Railway, authorized to be made by an Act passed in the session of Parliament held in the 8th and 9th years of the reign of Her present Majesty, and also to authorise the sale or lease by the Ely and Huntingdon Railway Company to the said Eastern Counties Railway Company of the Ely and Huntingdon Railway, also authorised to be made by an Act passed in the Session of Parliament held in the 8th and 9th years of the reign of Her present Majesty; and also to authorise the sale or lease by the Lynn and Dereham Railway Company to the said Eastern Counties Railway Company of the Lynn and Dereham Railway, also authorised to be

made by the Lynn and Dereham Railway Act, 1845, together with all the powers (including powers for the compulsory purchase of lands and houses), rights, privileges, lands, buildings, property, and effects, at present vested in the Lynn and Ely Railway Company, or in the Ely and Huntingdon Railway Company, or in the Lynn and Dereham Railway Company; and to enable the said Eastern Counties Railway Company to proceed, if necessary, with and complete the construction of the Lynn and Ely Railway, and the Ely and Huntingdon Railway, and the Lynn and Dereham Railway, and to effect such purchases, or accept such leases, and to hold, use, exercise, and enjoy the said Railways, as and when completed, together with all the rights, powers, privileges, lands, buildings, and effects aforesaid.

And it is further proposed by such Act to take powers to dissolve (if need be) the said Lynn and Ely Railway Company, the Ely and Huntingdon Railway Company, and the Lynn and Dereham Railway Company or either of them, and to alter or repeal the Lynn and Ely Railway Act, 1845, and the Ely and Huntingdon Railway Act, 1845, and the Lynn and Dereham Railway Act, 1845, or either of them, and to amalgamate the said Lynn and Ely Railway, the Ely and Huntingdon Railway, and the Lynn and Dereham Railway, with the Eastern Counties Railway, so that the same may form part of that undertaking, and as such be subject to the provisions (so far as the same may be applicable) of the several Acts following; that is to say, the 6th and 7th William the Fourth, cap. 106; 1st and 2d Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2d and 3d Victoria, caps. 77 and 78; 3d Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35; and for the purposes aforesaid it is intended to alter, amend, extend, vary, or enlarge, so far as may be necessary, the powers and provisions contained in the said last-mentioned Acts.

And it is further proposed by such intended Act to enable the said Eastern Counties Railway Company to levy and raise tolls, rates, and duties in respect of the said Lynn and Ely Railway, the Ely and Huntingdon Railway, and the said Lynn and Dereham Railway, and to alter the tolls, rates, and duties at present authorised to be levied on such last-mentioned railways respectively, and to vary or extinguish all rights or privileges which would in any manner impede or interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

Dated this 7th day of November 1846.

John Duncan, Solicitor, 7, New Palace-yard, Westminster.

Eastern Counties Railway (Somersham to Ramsey.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next

session for an Act to authorise the construction and maintenance of a railway, with all proper works, stations, approaches, and conveniences connected therewith, commencing by a junction with the Wisbech, St. Ives, and Cambridge Junction Railway as at present authorised to be made, in the parish of Somersham, in the county of Huntingdon, at or near a field, the property of the trustees under the will of the late Evan Edwards, and now in the occupation of William Wakefield Woods, passing thence from, in, through, or into, or being situate within the several parishes, townships, and extra-parochial and other places following or some of them, that is to say:—Colne, Somersham with the Soake, Somersham, Pidley, Pidley cum Fenton, Warboys, Wistow, Bury with Hepmangrove, Bury, Hepmangrove, Ramsey with the Members, and Ramsey, all in the county of Huntingdon, and terminating in the parish and town of Ramsey, in the same county, in or near a field, the property of Edward Fellowes, Esquire, and now in the occupation of Timothy Potton.

And it is also intended by such Act to take power to stop up, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, streets, paths, passages, aqueducts, canals, streams, pipes, sewers, waters and water-courses within the aforesaid parishes, townships, and extra-parochial and other places, or any of them, which it may be necessary to stop up, alter or divert, by reason of the construction of the said intended works or any of them.

And it is also intended by such Act to take powers for the purchase of lands and houses by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament following, that is to say:—of the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; and 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

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

works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, and a published map showing the general course and direction of the said railway, 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 Huntingdon, at his office at St Ives; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said works 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.

John Duncan, Solicitor, 7, New Palace-yard, Westminster.

Eastern Counties Railway.

Purchase or Lease of the North Woolwich Railway, of the East and West India Docks and Birmingham Junction Railway, and of the Pepper Warehouses and Wharfs of the East and West India Dock Company upon the River Lea, and Construction of Docks in connexion with the North Woolwich Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act or Acts to authorize the sale or lease by the North Woolwich Railway Company, upon such terms and conditions as have been or may be agreed upon, to the Eastern Counties Railway Company of the North Woolwich Railway, and also the sale or lease by the East and West India Docks and Birmingham Junction Railway Company, upon such terms and conditions as may be agreed upon, of the East and West India Docks and Birmingham Junction Railway, or any portion thereof, to the said Eastern Counties Railway Company, together with all powers (including powers for the compulsory purchase of lands), rights, privileges, lands, buildings, property, and effects at present vested in the North Woolwich Railway Company, or in the East and West India Docks and Birmingham Junction Railway Company, and to enable the said Eastern Counties Railway Company to purchase or lease such railways, or either of them, or any portions thereof, and to proceed with and complete the construction of such of the works, which the said North Woolwich Railway Company, or the said East and West India Docks and Birmingham Junction Railway Company, are now by law authorised to construct, as may be unfinished or not constructed at the time of the passing of the said intended Act, and to hold, use, exercise, and enjoy the said North Woolwich Railway, and the said East and West India Docks and Birmingham Junction Railway, or either of them, or such portion thereof as shall have been purchased or leased, as and when completed, together with all the rights, privileges, lands, buildings, and effects aforesaid.

And it is further intended by such Act or Acts to take powers to dissolve if need be the said last mentioned Companies, or either of them, and to amalgamate the said North Woolwich Railway and the said East and West India Docks and Birmingham Junction Railway, or either of them, with the Eastern Counties Railway, so that the same respectively may form part of that undertaking, and as such be subject to the several Acts hereinafter mentioned relating thereto; and it is also intended by such Acts to authorise the Eastern Counties Railway Company to let on building leases any surplus lands which may have been purchased, or which they may purchase under the powers of the said Act or Acts, for the purposes of the said Act or Acts.

And it is also intended by such Act or Acts to authorise the sale or lease by the East and West India Dock Company to the Eastern Counties Railway Company of certain warehouses and wharfs now vested in the East and West India Dock Company, situate upon and adjoining the river Lea, in the parishes of Poplar and St. Leonard's Bromley, or one of them, in the county of Middlesex, together with all rights and privileges at present possessed by the said East and West India Dock Company in connexion therewith, and to enable the Eastern Counties Railway Company to effect such purchase or accept such lease, and to hold, use, exercise, and enjoy the said warehouses and wharfs, together with all the rights and privileges last aforesaid.

And it is also intended by such Act or Acts to enable the Eastern Counties Railway Company to construct and maintain a dock or docks, with all proper basins, cuts, piers, wharfs, bridges, locks, warehouses, and other works connected therewith, at a point near the terminus of the said North Woolwich Railway, at or near the Barge House Ferry on the river Thames, and situate within the parishes, townships, and extra-parochial or other places of East Ham, in the county of Essex, and Woolwich, in the county of Kent, or one of them.

And it is intended to divert into such intended dock or docks, basins, cuts, or locks, certain waters of the river Thames, and to take powers to stop up, alter, or divert, whether temporarily or permanently, all streets, roads, ways, drains, sewers, and pipes within the aforesaid parishes, which it may be necessary to stop up, alter, or divert, for the purposes last aforesaid, and to purchase lands by compulsion or agreement for such purposes, and to vary or extinguish all existing rights connected with such lands, or which would in any manner impede or interfere with the construction or use of the docks and works aforesaid; and it is also intended to enable the said Eastern Counties Railway Company to levy tolls, rates, and duties in respect of the use of the said North Woolwich Railway; and in respect of the said East and West India Docks and Birmingham Junction Railway; and in respect of the use of the said warehouses and wharfs of the East and West India Dock Company; and also in respect of the said intended docks and the works connected therewith; and to alter existing tolls, rates, duties, and rents, and also to raise capital for any of the objects aforesaid; and for the purposes

hereinbefore specified, or any of them, it is intended, so far as may be necessary, to alter, amend, vary, extend, enlarge, or repeal the powers and provisions contained in the several Acts of Parliament following, that is to say, in "The North Woolwich Railway Act, 1845;" in "The East and West India Docks and Birmingham Junction Railway Act, 1846;" and the several Acts of Parliament, local and personal, following: that is to say, passed in the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35; and also "An Act to amend the several Acts relating to the West India Dock Company, and the East India Dock Company, and to consolidate the said Companies."

And notice is hereby further given, that a plan and section, showing the situation and levels of the said intended dock, and the works connected therewith, together with a book of reference to such plan, 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 Essex, at his office at Chelmsford, and with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county; and that copies of so much of the said plan, section, and book of reference, as relates to each of the parishes in which such dock, and the works connected therewith, will be situate, will be deposited for public inspection on or before the same day with the parish clerks of such parishes respectively, at their respective residences.

Dated this 7th day of November 1846.

John Duncan, Solicitor,
7, New Palace Yard, Westminster.

Swansea Harbour Acts Amendment.

Extension of time to complete works; power to raise more money to alter, vary, increase and impose tolls, to make a cut and lock to communicate from the river Tawe with the Swansea Canal, and to build a bridge over the said canal, and the cut or cuts to communicate therewith.

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 the several Acts following (that is to say), an Act passed in the thirty-first year of the reign of His late Majesty King George the Third, intituled "An Act for repairing, enlarging, and preserving the Harbour of Swansea, in the county of Glamorgan." Another Act passed in the thirty-sixth year of the reign of His late Majesty King George the Third, intituled "An Act to amend, and render more effectual, an Act made in the thirty-first year of His present Majesty, for repairing, enlarging, and pre-

serving the Harbour of Swansea, in the county of Glamorgan, and for making improvements in the Lights at the Mumbles." Another Act passed in the forty-fourth year of His late Majesty King George the Third, intituled "An Act for amending and enlarging the powers of two Acts passed for preserving the Harbour of Swansea, in the county of Glamorgan, and for further improving the same." Another Act passed in the sixth and seventh years of His late Majesty King William the Fourth, intituled "An Act to alter and amend several Acts for the improvement of the Harbour of Swansea, in the county of Glamorgan, and for further improving the said harbour." And also, an Act passed in the seventh and eighth years of Her Majesty Queen Victoria, intituled "An Act for altering and amending several Acts for the improvement of the Harbour of Swansea, in the county of Glamorgan;" and particularly to extend the time limited by the said last-mentioned Act, for the completion and execution of the several works authorised to be made under or by virtue of the said Acts, or some of them, and to levy new tolls, rates, duties, and charges upon ships, barges, lighters, boats, and other vessels coming into and going out of the said harbour, and also upon all goods, wares, and merchandise, articles, matters, and things imported into or exported from the said harbour, and also to alter the existing tolls, rates, duties, and charges by the said Acts, or some of them, authorised to be raised, levied, collected and paid, and to provide for the more easy recovery of tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties and charges, and other rights and privileges.

And notice is hereby given, that it is intended by the said Bill, to apply for powers for making and maintaining a bridge over the Swansea Canal, with all proper and convenient abutments, works, and communications and approaches on each side thereof, and other conveniences connected therewith such bridge to be built in a line with the road over the bridge intended to be erected across the River Tawe, near the Pottery, to the Strand, in the town of Swansea. And also to construct and maintain a cut from the River Tawe, to communicate with the Swansea Canal, at or near the Canal Wharves, in the parish of Swansea aforesaid, and to erect a lock in the said cut, and to erect and maintain a bridge or bridges over the same; and also to construct and maintain other cut or cuts, lock, or locks, from the said River Tawe, to communicate with the said Swansea Canal, at such other parts of the said River Tawe, in the several parishes of Swansea and St. John's-juxta-Swansea, in the said county of Glamorgan, as the Trustees acting under the said several Acts, shall and may think proper to direct, provided that the owners of all land required for such purposes, shall consent thereto; and also to impose certain rates and duties upon all ships, barges, lighters, boats, and other vessels; and also upon all goods, wares, or merchandise, taken or passing through either of the said locks, which said bridges, cuts, locks, approaches, and works, will be made in or pass from, in, through, or into the several parishes, townships,

and extra-parochial and other places following, or one of them (that is to say), the parish of Swansea, and the parish of St. John's juxta Swansea, in the County of Glamorgan. And it is intended to apply for powers to make lateral deviations from the line of the proposed bridges, cuts, locks, approaches, and other works to the extent, or within the limits defined upon the plans hereinafter mentioned; and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, sewers, pipes, canals, navigations, railways, or tramroads within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works.

And notice is hereby given, that duplicate plans of the said bridges, cuts, locks, approaches, and works, together with books of reference thereto, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in the said county, on or before the 30th day of November, 1846, and on or before the said 30th day of November, 1846, a copy of so much of the plans as relates to each parish in or through which the said bridges, cuts, locks, approaches, 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 enable the trustees of Swansea Harbour to raise money for the purposes of the said Acts or some of them, and of the said intended Bill, and to apply for powers for the compulsory purchase of lands and houses, and for power to divert the water from the Swansea Canal, 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 of the said bridges, cuts, locks, approaches, and other works, and also to levy tolls, rates, or duties upon or in respect of the said bridges, cuts, locks, approaches, and works connected therewith, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

Dated this seventh day of November, 1846.

Lewis Thomas, Solicitor to the Bill, Swansea.

Sheffield, Rotherham, and Doncaster Junction
Railway.

(Masbrough to Doncaster.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act or Acts to make and maintain a railway or railways, with all proper works, stations, approaches, and other conveniences connected therewith, commencing by a junction with the Midland Railway, otherwise

No. 20665.

Y

North Midland Railway, at or near to the Masbrough Station, at Masbrough, in the township of Kimberworth, in the parish of Rotherham, in the West Riding of the county of York, and terminating in certain land belonging to the devisees in trust of the late Thomas Hall, occupied by William Greenfield, William Marsden, and John Maw, some or one of them, situate, lying, and being between the Tinsley and Doncaster turnpike-road, near or contiguous to the Shakspeare's Head Inn, and the Doncaster Union Workhouse, all in the township and parish of Doncaster, in the said West Riding of the county of York.

And which said intended railway, and works connected therewith, will pass from, in, through, or into, or be situated within the several parishes, townships, townlands, chapelries, or extra-parochial or other places following, or some of them, that is to say: Masbrough, Kimberworth, Greasbrough, Rotherham, Eastwood, Aldwark, Ecclesfield, Dalton Brook, Dalton Magna, Dalton Parva, Herringthorpe, Whiston, Thrybergh, Bramley, Wickersley, Ravenfield, Firsby, Flanderwell, Hooton Roberts, Clifton, Conisbrough, Braithwell, Denaby, Butterbusk, Levitt Hagg, Mexbrough, Edlington, Sprotbrough, Swinton, Wath-upon-Deane, Cadeby, Cusworth, Melton, Wadworth, Loversall, Balby, Hexthorpe-cum-Balby, Warmsworth, Elmfield, Doncaster, Arksey, Bentley-with-Arksey, Cantley and Rossington, all in the said West Riding of the county of York.

And notice is hereby further given, that by the said Act or Acts it is intended to incorporate a Company for the purpose of carrying into effect the objects aforesaid; and to take powers to purchase lands and buildings by compulsion or agreement for the purposes thereof, and to levy tolls, rates, and duties in respect of the use of the said intended railway and works, and to grant certain exemptions from such tolls, rates, and duties. And it is also intended by such Act or Acts to vary or extinguish all existing rights or privileges connected with the lands and buildings proposed to be purchased or taken for the purposes of the said undertaking; or which would in any manner interfere with, or impede the construction, maintenance, or use of the said intended railway or works, or any of them, and to confer other rights and privileges.

And it is also intended by such Act or Acts to take powers to deviate from the line or lines laid down on the plans hereinafter mentioned to the extent thereon defined, and to stop up, divert, vary, or alter, either temporarily or permanently, within the parishes, townships, chapelries, and extra-parochial, or other places hereinbefore mentioned, or some of them, the lines, levels, and inclinations of all such turnpike roads, parish roads, highways, occupation roads, private roads, and other roads, streams, cuts, canals, aqueducts, sluices, navigable rivers, navigations, and railways, as may be necessary to stop up, divert, vary, or alter, for the purposes of constructing the said intended railway and works, or any of them.

And it is also intended by such Act or Acts to take powers to authorise junctions with any railway or railways at their commencement or termi-

nation, or in the line or course of such railway or railways, in the several parishes, townships, chapelries, extra-parochial, and other places aforesaid, or some of them.

And it is also intended by such Act or Acts to take powers to enable the Company thereby to be incorporated to sell, lease, or transfer the said intended railway and works, or any of them, or any part or parts thereof respectively, and all or any of the powers of the said Company, in connexion therewith, or in relation thereto, to the said Midland Railway, otherwise North Midland Railway Company, or the said Great Northern Railway Company, or the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Company, or to the Sheffield and Lincolnshire Railway Company, or to the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, or any other company or companies or persons who may be willing to purchase or lease the same, and be named in the said Act or Acts, or any or either of them, and to enable the said Companies or persons, or any or either of them, to purchase or rent or construct the said intended railway and works, or any of them, or any part thereof, and to exercise such powers, or any of them, whether with reference to the levying of tolls, rates, and duties in respect thereof or otherwise; and also to raise and contribute funds towards the making, maintaining, working, and using of such intended railway and works, or any of them, or any part thereof respectively; or to guarantee to the said Company, to be incorporated by the said intended Act or Acts, or to be in any manner concerned thereunder in the said intended railway and works, or any of them, or any part thereof, such interest or profit on their outlay as may be agreed upon. And, also, to enable the said Company so to be incorporated, to purchase or rent out of their corporate or other funds the liberty and privilege of using all, or any part of any other railway or railways and works to be connected with the said intended railway and works, or any of them, or any part thereof respectively. And, also, to enable all or any of the said Companies or persons hereinbefore mentioned or referred to, to enter into and carry into effect such further and other mutual arrangements and agreements, either jointly or severally, and either mutually or with any other parties with relation to the said intended railway and works, or any of them, or any part thereof respectively, as may be deemed proper or expedient.

And notice is hereby further given, that duplicate plans and sections describing the line and the levels of the said intended railway and works, and the situation 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 owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, together with a published map with the line of railway delineated thereon, so as to show its general course and direction, will, on or before the thirtieth day of November instant, be deposited for public

inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, in the said West Riding, and with the Clerk of the Peace for the borough of Doncaster, at his office at Doncaster, in the said West Riding. And so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway and works is or are intended to pass or be made, will also be deposited with the parish clerks of such parishes, at their respective residences.

Dated this 7th day of November 1846.

W. F. Hoyle, } Solicitors for
C. L. Coward, Rotherham, } the Bill.

M'Intosh's Patent Assignment.

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 authorise the assignment to and purchase by a company or persons consisting of more than twelve individuals of the following letters patent, and the privileges thereby granted, that is to say, letters patent under the Great Seal of the United Kingdom bearing date at Westminster on or about the seventeenth day of May, in the 7th year of the reign of Her present Majesty, granting unto John M'Intosh the sole use of his invention of "Certain improvements in revolving engines and an improved method of producing motive power and of propelling vessels," within England, Wales, and town of Berwick-upon-Tweed, in the colonies and plantations abroad, and in the islands of Guernsey, Jersey, Alderney, Sark, and Man. And also any other letters patent for the sole use of any invention of any improvement or improvements upon such revolving engines, and method of producing motive power, and propelling vessels as aforesaid, or any of them, or any part thereof, or of any other invention or inventions relating thereto. And also to authorise the assignment to and purchase by the said company or persons of any partial or other interest or interests, license or licenses, in or under the said letters patent. And also to enable such company or persons to make, use, exercise, and vend such inventions and improvements. And to enable such company or persons to grant licenses, to make, use, exercise, and vend such revolving engines, methods, inventions, and improvements as aforesaid. And also to enable such company or persons to sell or otherwise dispose of the privileges granted by such letters patent as aforesaid, or any part thereof, or interest therein respectively. And to incorporate the said company, or to grant to the said company power to sue and be sued in the name or names of the said company, or one or more of the directors or officers thereof; and also to make provision and grant powers for the constitution and regulation of the said company.

Dated this 9th day of November, 1846.

Macdougall and Co., 44, Parliament Street,
Parliamentary Agent.

Bridge across the Thames from Church-street, Lambeth, to Market-street, Westminster.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to make and maintain a bridge across the river Thames, from or from near the point, in the parish of Saint Mary, Lambeth, in the county of Surrey, at which Church-street joins Lower Fore-street and the area or open space lying between Saint Mary, Lambeth church-yard, and the river Thames, to the opposite bank of the said river, near the point in the parish of Saint John the Evangelist, within the city and liberty of Westminster, in the county of Middlesex, where Market-street joins Millbank-street and Millbank-row, together with all necessary or convenient piers, stairs, landing places, roads, avenues, approaches, works, and conveniences in the said parishes, or one of them.

And notice is hereby further given, that duplicate plans of the said bridge and works, with books of reference thereto, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county of Surrey, at his office at North-street, Lambeth, in the same county; and with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions-house, Clerkenwell, in the same county; and that, on or before the said thirtieth day of November, a copy of the said plans, with a book of reference thereto, will be deposited with the parish clerk of each of the said parishes, at his place of abode.

And notice is hereby further given, that it is intended to incorporate a company for the purposes aforesaid, and to take powers for the compulsory purchase of lands and houses, and for levying tolls, rates, or duties upon or in respect of the said bridge and works; and for altering existing tolls, rates, or duties, and for conferring, varying, or extinguishing exemptions from payment of tolls, rates, or duties, and other rights and privileges.

Dated this 3rd day of November 1846.

Bircham, Dalrymple, and Drake, 15, Bedford-row, London.

Eastern Counties Railway.

(Cambridge, Royston, and Ware Line; with a Branch to the River Cam, and also a Branch to the Royston and Hitchin Railway.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorise the construction and maintenance of the railway and branch railways hereinafter described, with all proper works, stations, approaches, and conveniences connected therewith, in extension of the Eastern Counties Railway, that is to say, a railway commencing by a junction with the Eastern Counties Railway at or near a field in the parish of Great Shelford, in the county of Cambridge, the property of the Master, Fellows, and Scholars of Saint John's College, Cambridge, and now in the occupation of Henry Grain, and passing thence from, in, through, or into, or being

situate within the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say, Trumpington, Stapleford, Little Shelford, Great Shelford, Hauxton otherwise Hawkston, Harston, Foxton, Newton, Barrington, Shepreth, Meldreth, Bassingbourn, Kneesworth, Melbourne, Royston, in the county of Cambridge; Royston, Barkway, Tharfield, Reed otherwise East Reed, Buckland, Chipping, Sandon, Widdiall otherwise Wyddiall, Layston, Throcking, Aspenden otherwise Aspenden, Westmill, Little Hormead, Braughin otherwise Braughing, Stondon otherwise Standon, Thundridge, Stanstead Deal otherwise Stanstead Abbots, Ware, Amwell otherwise Amwell Magna, in the county of Hertford; and terminating by a junction with the Hertford and Ware branch of the Northern and Eastern Railway at or near a field in the parish of Great Amwell, in the county of Hertford, the property of Mary Gopsill, and now in the occupation of Joseph Dighton; and also a branch railway to be used as a tram-road, commencing at or near the bridge by means of which the Hills road passes over the Eastern Counties Railway, in the parish of Saint Andrew the Less otherwise Barnwell, in the borough of Cambridge, in the county of Cambridge, passing thence, from, in, through, or into, or being situate within the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say; Saint Andrew the Less otherwise Barnwell, Little Saint Mary's otherwise Saint Mary the Less, in the borough of Cambridge, and Trumpington in the county of Cambridge, and terminating at a common in the parish of Little Saint Mary otherwise Saint Mary the Less, in the said borough of Cambridge, in the said county of Cambridge, the property of the Mayor, Aldermen, and Burgesses of the borough of Cambridge; and also another branch railway commencing by a junction with the said first-mentioned railway in the parish of Melbourne, in the county of Cambridge, at the turnpike road leading from Royston to Newmarket, near to a field the property of the Right Honourable Thomas Lord Dacre, and now in the occupation of Thomas Symm Maling, and passing thence from, in, through, or into, or being situate within the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say, Royston, Bassingbourn, and Melbourn in the said county of Cambridge; and terminating by a junction with the Royston and Hitchin Railway as at present authorised to be made in the parish of Bassingbourn, in the said county of Cambridge, at the turnpike road leading from Royston to Huntingdon, near to a field the property of Joseph Phillips, and now in his occupation.

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, streets, paths, passages, aqueducts, canals, streams, pipes, sewers, waters, and watercourses within the aforesaid parishes, townships, and extra-parochial and other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works or any of them.

And it is also intended by such Act to take powers for the purchase of lands and houses by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament, local and personal, following; that is to say, of the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201, and 9th and 10th Victoria cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

And notice is hereby further given, that maps, plans, and sections shewing the direction, situation, and levels of the said intended railways and works, and the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the 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 Hertford, at his office at St. Alban's, in the same county, and with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said works 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 seventh day of November, one thousand eight hundred and forty-six.

John Duncan, Solicitor, 7, New Palace Yard, Westminster.

Eastern Counties Railway.

(Branch from Stratford to the Victoria Park, and Junction by means of three diverging lines with the East and West India Docks, and Birmingham Junction Railway.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorise the construction

and maintenance of a railway, with all proper works, stations, approaches, and conveniences connected therewith, in extension of the Eastern Counties Railway, commencing by a junction with the last-mentioned railway at or near a field in the parish of West Ham, in the county of Essex, the property of the master, wardens, and commonalty of the Mystery of Freeman of the Carpentry of the City of London, and now in the occupation of Thomas Geere, passing thence through the parishes of West Ham, in the county of Essex, and Saint Mary Stratford le Bow, in the county of Middlesex, and terminating at or near a pond or slip of marsh land in the parish of Saint Mary Stratford le Bow aforesaid, the property of George Weston, or the East and West India Docks and Birmingham Junction Railway Company, and now in the occupation of Henry John May; also a railway commencing by a junction with the Eastern Counties Railway near to a field in the aforesaid parish of Saint Mary Stratford le Bow, in the county of Middlesex, the property of John Ismay French, and now in the occupation of William Collingwood, passing thence wholly through, and terminating in the parish of Saint Mary Stratford le Bow aforesaid by a junction with the intended East and West India Docks and Birmingham Junction Railway at or near a field in the said parish of Saint Mary Stratford le Bow, the property of the Right Honourable Charles Shaw Lefevre, or the East and West India Docks and Birmingham Junction Railway Company, and now in the occupation of Frenham Flowers; also a railway commencing from and out of the Eastern Counties Railway at or near a field or market garden ground in the said parish of Saint Mary Stratford le Bow, the property of Sir Charles Morgan, and now in the occupation of Isaac Ratford, passing thence wholly through, and terminating in the said parish of Saint Mary Stratford le Bow by a junction with the intended East and West India Docks and Birmingham Junction Railway in or near a flower garden abutting on the Bow-road, the property of Sir Charles Morgan, or the East and West India Docks and Birmingham Junction Railway Company, and now in the occupation of Richard Sims; and also another railway commencing by a junction with the Eastern Counties Railway at or near the bridge which carries the Eastern Counties Railway over the Old Ford Lane, in the said parish of Saint Mary Stratford le Bow, passing thence wholly through and terminating in the said parish of Saint Mary Stratford le Bow at the flower garden in the said parish hereinbefore described.

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, streets, paths, passages, aqueducts, canals, streams, pipes, sewers, waters, and water-courses within the aforesaid parishes, townships, and extra-parochial and other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works or any of them.

And it is also intended by such Act to take powers for the purchase of lands and houses, by

compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to authorise the Eastern Counties Railway Company to let on building leases any surplus lands which may have been purchased, or which they may purchase under the powers of the said Act for the purposes of the said Act.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament, local and personal, following; that is to say, the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

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

John Duncan, 7, New Palace Yard,
Westminster, Solicitor.

London and South Western Railway Widening.

(Widening thereof between Wandsworth and Nine Elms, and enlargement of the York-road Station, and amendment of London and South Western Railway Acts.)

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 the London and South Western Railway Company to alter, widen, and enlarge the line of the London and South Western Railway, and the stations and works connected therewith, and to make an additional line, or additional lines of railway, with all proper works and conveniences connected therewith, along and on the north side of the London and South Western Railway, within the parishes of Wimbledon, Wandsworth, Battersea, and Saint Mary Lambeth; some or one of them in the county of Surrey, commencing from the point of junction of the Richmond Railway, with the London and South Western Railway, at or near the bridge under the London and South Western railway, called Falcon Bridge, in the said parish of Battersea, and terminating at the present termination of the said London and South Western Railway, at Nine Elms in the same parish, and which said intended additional line or lines of railway will be made in, or pass, from, through, or into the said parishes of Wimbledon, Wandsworth, Battersea, and St. Mary Lambeth, some or one of them.

And also to enable the London and South Western Railway Company to alter, extend, and enlarge the intended station of the said Company authorized by "the London and South Western Railway Metropolitan Extensions Act, 1845," called the York-road Station, and to construct and maintain such additional works as may be necessary for the purposes within the parish of Saint Mary Lambeth, in the county of Surrey. And it is also intended to apply for powers to make lateral deviations from the said intended railway, and other works to the extent, or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, canals, sewers, pipes, navigations, bridges, railways and tramroads, within the said parishes, townships, extra parochial, and other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up, for the purposes of the said railway and other works.

And notice is hereby further given, that a plan of the said intended railway and other works, and also a duplicate of such plan and section and duplicate thereof, together with books of reference thereto, and also maps, plans, and sections, so far as the same may be required by the standing orders of Parliament, together with a book of reference thereto, of the said intended enlargement of the York-road Station aforesaid; and also a published map with the line of railway delineated thereon, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey at his office at North-street, Lambeth, 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 plans and sections as relates to each parish, in or through which the said works, or any of them, are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

And notice is hereby further given, that it is intended in the said Bill to apply for powers for the compulsory purchase of lands and houses, and 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 intended railway, and other works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And for the purposes aforesaid, it is intended to alter, amend, and enlarge the powers and provisions of the several Acts 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 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;" "The London and South Western Railway Company's Basingstoke and Salisbury Extension Act, 1846;" and "The Direct London and Portsmouth Railway Act, 1845."

Dated this 2nd day of November 1846.

Bircham, Dalrymple, and Drake, Bedford-row, London, Solicitors to the said Bill.

Herne Bay and Canterbury Junction Railway.

(For making a Railway from the Town of Herne Bay to a Junction with the Canterbury and Whitstable Railway at Broad-street, in the parish of Whitstable, in the county of Kent.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for making and maintaining a railway, with all proper and convenient stations, works, roads, and conve-

niences connected therewith, to commence in or near a garden or plot of ground at Herne Bay, in the town of Herne Bay, and parish of Herne, in the county of Kent, and numbered 1 in the same parish of Herne, on the plan hereafter referred to, and to terminate by a junction with the line of the Canterbury and Whitstable Railway, at or near Broad-street, in the parish of Whitstable, in the said county of Kent, at or upon the plot of ground numbered 30, in the same parish of Whitstable, in the said plans hereinafter mentioned, and which said railway and works will be situated in and pass from, in, through, or into the several parishes, townships, hamlets, and extra-parochial and other places following, that is to say, Herne Bay, Herne, Swalecliffe, and Whitstable, or some of them, all in the said county of Kent.

And it is intended to apply for powers in the said Bill to make lateral deviations from the line of the proposed railway and works to the extent or within the limits defined or shown 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, streets, and highways, streams, sewers, canals, rivers, navigations, bridges, railways or tramroads within the said parishes, townships, hamlets, and extra-parochial or other places aforesaid, or such or so many of them as it may be necessary or expedient to cross, divert, alter, or stop up for the purposes of the said railway and works. And also to authorize a junction with the said Canterbury and Whitstable Railway, at the termination or on the line or course of the said intended railway, as before described in the parish aforesaid.

And it is also proposed in and by the said Bill to empower the said Company to be thereby incorporated to let on lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to the Canterbury and Whitstable Railway Company, or the South Eastern Railway Company, or any other Railway Company or Companies with whose line the said intended railway and works, or any part thereof, may unite, and to delegate to the said Canterbury and Whitstable Railway Company, or to the said South Eastern Railway Company, or either of them, or such other Company or Companies as aforesaid, the execution of all or any of the powers of the said intended Bill, and to authorise the said Canterbury and Whitstable Railway Company, or the said South Eastern Railway Company, or either of them, or such other Company or Companies as aforesaid, out of their corporate or other funds, and either jointly or severally to take shares in and subscribe for or towards the making, maintaining, working, and using the said intended railway and works, or any part thereof, or to purchase, rent, work, or construct and use the said intended railway and works, or any part of the same, and to take tolls and duties upon or in respect thereof, or to guarantee to the said intended Company such interest or profit upon their outlay as may be agreed upon, and to raise money for the purposes aforesaid by the creation of new shares or

otherwise, as may be deemed expedient, and generally to authorise the Company to be incorporated as aforesaid, and the said Canterbury and Whitstable Railway Company, or the South Eastern Railway Company, or such other Company or Companies as aforesaid, to enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railway and works, or any part thereof, and of the traffic passing or which may pass on the lines or works of the said Canterbury and Whitstable Railway Company, and the said South Eastern Railway Company, or such other Railway Company or Companies as aforesaid, and of the said proposed Railway Company, and of the tolls, rates, and duties payable in respect thereof.

And notice is hereby further given, that it is intended by the said Bill to incorporate a Company for the purpose of carrying into effect the said proposed railway and works, or some part thereof, and to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid, and also to levy tolls, rates, or duties upon or in respect of the said railway and works, and 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 and sections of the said railway and works connected therewith, and of the lands proposed to be taken for the purposes aforesaid, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands, together with a published map, showing the general direction of such railway and works, will be deposited on or before the thirtieth day of November instant, for public inspection, with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the same county, and that a copy of so much of the said maps or plans and sections and books of reference as relates to each of the parishes in or through which the said proposed 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 such parishes at their respective places of abode.

Dated this 9th day of November 1846.

Thomas Pocock, Solicitor, Bartholomew Close.

York and North Midland Railway.

(Harrogate Branch, Boroughbridge and Knaresborough Extension.)

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 repeal some of the powers and provisions of the several Acts relating to the 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 to enable the said York and North Midland Railway Company to make the railway hereinafter mentioned, together with all necessary works and conveniences connected therewith, and approaches thereto respectively, that is to say:—

A railway from and out of the line of the Harrogate Branch Railway, belonging to the York and North Midland Railway Company, now in course of construction, commencing by a junction with the same branch, at or near a point marked A on the plans to be deposited as hereinafter mentioned, in the township and parish of Pannal, in the West Riding of the county of York, and terminating by a junction with the present authorised line of the Boroughbridge Branch Railway, belonging to the York and Newcastle Railway Company, at or near the terminus of the said last-mentioned branch railway, near the road leading from Boroughbridge to Northallerton, in the townships of Milby and Humberton-cum-Milby, or one of them, in the parish of Kirby-on-the-Moor, otherwise Kirby Hill, in the North and West Ridings of the county of York, or one of them; which said intended railway and other 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,) Pannal, Spofforth, Plumpton, Bilton with Harrogate, Bilton, High Harrogate, Low Harrogate, Knaresborough, Scriven, Scriven with Tentergate, Farnham, Goldsborough, Ferrensby, Flasby, Coneysthorpe, Clareton, Arken-dale, Staveley, Aldborough, Copgrove, Minskip, Roecliffe, and Boroughbridge, in the said West Riding; Kirby Hill, otherwise Kirby-on-the-Moor, Langthorpe, Humberton, and Milby, in the said West and North Ridings, or one of them.

And it is proposed to apply for powers in the said Act so to be applied for to divert, alter, and stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, canals, navigations, and railways within the said parishes, townships, extra-parochial or other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up, for the purposes of such proposed railway and other works. And also to take powers for the purchase (by compulsion or otherwise) of lands and houses for all or any of the purposes of the said intended railway and works, or any of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the same railway and works, and to grant other rights and privileges. And also to levy tolls, rates, or duties for or in respect of the use of the said intended railway and works, and to confer such exemptions from the payment of such tolls or duties as may be thought expedient. And it is also proposed by the said intended Act to authorise the said York and North Midland Railway Company to raise a further sum of money for the purposes of the said intended

railway and works, and for the general purposes of the said undertaking.

And notice is hereby further given, that duplicate plans and sections of the said intended railway and other works, together with books of reference thereto, will be deposited for public inspection with the respective Clerks of the Peace for the said West Riding, at his office at Wakefield, in the same Riding, and for the said North Riding at his office at Northallerton, in the same Riding, on or before the thirtieth day of November in this present year; 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 parish in or through which the said intended railway and works are proposed to be made, (with a book of reference thereto,) will be deposited with the parish clerks of such parishes respectively, at their respective places of abode.

Dated this 2nd day of November 1846.

<i>Richardson and Gutch,</i>	} Solicitors, York.
and	
<i>Henry Newton,</i>	} Parliamentary Agents.
<i>Thomas Knox Holmes, Law,</i>	
<i>Aulton, and Turnbull,</i>	
Fludyer Street, Westminster.	

Blandford and Bruton Railway.

From Blandford, to join the Wilts, Somerset, and Weymouth Railway at Bruton, in the county of Somerset; with powers for the London and South Western Railway Company to make or purchase, or hire 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 enable the London and South Western Railway Company, or a Company to be incorporated by the said Bill, to make and maintain the Railway hereinafter mentioned, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, that is to say, a railway commencing at or near a house and premises situate in East-street, in the town of Blandford Forum, in the county of Dorset, belonging to Mr. Septimus Smith, late in the occupation of Henry Lees, M.D., and now unoccupied, and passing thence in, from, through, or into the several parishes, townships, and extra-parochial or other places following, Blandford Saint Mary, Blandford Forum, Bryanstone, Pimperne Warnership, Pimperne, Nutford, France, Durweston Stourpaine, Ash, Lazerton, Endford Bottom, Hanford, Steepleton, Ranston, Shroton alias Iwerne Courtney, Turuwood alias Turnworth, Child Okeford, Farringdon, Little Fontmell, Shillingstone alias Shilling Okeford, Beer Marsh, Hammoon, Manston, Higher Manston, West Orchard, Okeford Fitzpaine, Belchalwell, Banbury Common, Fiddleford, Sturminster-Newton Castle, Newton, Pentridge Farm, Bagber, Hintou Saint Mary, Yewstock, King's Mill, Marnhull, Lydlinch, Thornhill, Stock Galard, Stourton Caundle, Gomershay, Stalbridge, West Stalbridge,

Fifehead otherwise Fifehead Magdalen, Kington Magna, and Nyland, or some of them, in the said county of Dorset, and Henstridge, Whitechurch, Yenston, Temple Combe otherwise Abbas Combe otherwise Temple and Abbas Coombe, Stowell, Charlton Horethorne, Horsington, South Cheriton, North Cheriton, Holton, Lattiford, Maperton, Wincanton, Charlton Musgrove, Bratton otherwise Bratton Seymour, Wyke Champflower, Stoke and Knowle, Shepton Montague, Hadspen, Castle Cary, Pitcombe, Eastrip and Bruton, or some of them, in the said county of Somerset, and terminating in the said parish of Bruton, by a junction with the Wilts, Somerset, and Weymouth Railway, in a field called the Park, situate in the parish of Bruton, in the county of Somerset, abutting on the west side of the turnpike road leading from Bruton to Wincanton, in the occupation of Harry Harrington.

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

And notice is hereby further given, that duplicate plans and sections of the said railway and works, together with books of reference thereto, 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 said county of Dorset, at his office at Sherborne, in the same county, and with the Clerk of the Peace for the county of Somerset, at his office at Taunton, in the same county, on or before the thirtieth day of November, 1846; 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 parish in or through which the said railway and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

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

And it is also proposed, in and by the said Bill, if the said railway and works shall be made by any other Company or Companies than the said London and South-Western Railway Company, to autho-

size such other Company or Companies to lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to the London and South Western Railway Company, and to delegate to the London and South Western Railway Company the execution of all or any of the powers of the intended Bill or Bills, and 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 railway and works, or any part thereof, or to purchase and take on lease, rent, work, or construct the said intended railway and works, or any part of the same, and to take tolls and duties upon or in respect thereof, or to guarantee to such other Company or Companies 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 it is further proposed by the said Bill to authorize the union and amalgamation of such other Company or Companies, or either of them, with the said London and South Western Railway Company, upon such terms and conditions as may be mutually agreed upon, and to authorize such Company when so united or amalgamated to use and work the said proposed railway and works, and to take tolls upon or in respect thereof.

And notice is hereby further given, that 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 Railways 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 Company's Amendment Act, 1845," "The London and South Western Railway Metropolitan Extensions 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."

And also the powers and provisions of the following Acts relating to the said Wilts, Somerset, and Weymouth Railway, that is to say, "The Wilts, Somerset, and Weymouth Railway Act, No. 20665.

1845," and "The Wilts, Somerset, and Weymouth Railway Amendment Act, 1846."

Dated this 1st day of November, 1846.

Bircham, Dalrymple, and Drake,
Bedford Row, London.

The Eastern Union and the Ipswich and Bury Saint Edmund's Railways Amalgamation.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to authorise and empower the union and consolidation into one undertaking of the Eastern Union Railway and the Ipswich and Bury Saint Edmund's Railway, and the respective capital stock, shares, property, and effects of the Eastern Union Railway Company and of the Ipswich and Bury Saint Edmund's Railway Company, and the vesting in one Company of all the capital stock, shares, property and effects, powers and privileges, now vested, or which during the next session of Parliament may become vested, in the said two Companies, or either of them, and to authorise the incorporation of a new Company for the purposes above mentioned, with powers to exercise and enjoy all the rights, powers, and privileges now vested in them respectively, or which may become vested in them by any Act or Acts which may be passed in the next session of Parliament.

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 said Eastern Union Railway and the Ipswich and Bury Saint Edmund's Railway respectively, or any of the branches thereof, and to alter the tolls, rates, or duties now existing upon the same railways respectively, and to confer, vary, or extinguish exemptions from payments of tolls, rates, or duties, and other rights and privileges. And for the purposes aforesaid, it is intended to alter, amend, and enlarge some of the powers and provisions of an Act passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for making a Railway from Colchester to Ipswich;" of an Act passed in the eighth and ninth years of the same reign, intituled "An Act to amend the Act relating to the Eastern Union Railway Company, and to raise a further sum of money for the purposes of the said undertaking;" and of another Act passed in the ninth and tenth years of the same reign, intituled "An Act to empower the Eastern Union Railway Company to complete the Eastern Union Railway from the junction thereof with the line of the Eastern Counties Railway at Ardleigh to Colchester." And also to alter, amend, and enlarge the powers and provisions of an Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for making a Railway from the Eastern Union Railway at Ipswich to Bury Saint Edmunds;" and of another Act passed in the ninth and tenth years of the same reign, and intituled "An Act to amend the Ipswich and Bury Saint Edmund's Railway Act 1845, and for making

a railway from the said Ipswich and Bury Saint Edmund's Railway to Norwich, with a branch therefrom."

Dated November 1846.

Few and Co., Covent Garden.
W. O. and W. Hunt, 10, Whitehall.

Reading, Guildford, and Reigate Railway.

(Deviations and repeal of restriction in Reading, Guildford, and Reigate Railway Act, 1846, as to construction of a portion of the line.)

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 "Reading Guildford, and Reigate Railway Act, 1846," and to enable the Company incorporated by such Act to abandon certain portions of the line of the said railway as at present authorised to be made, that is to say, from a certain point thereon, in or near a field, in the parish of Ash and county of Surrey, numbered 40 on the plans referred to in the said Act, to a certain other point thereon, in or near a field, in the parish of Worplesdon and county of Surrey, numbered 75 on the said plans, and from a certain other point thereon, in or near a field, in the parish of Albury and county of Surrey, numbered 53 on the said plans, to a certain other point thereon, in or near a field in the parish of Shiere and said county of Surrey, numbered 11 on the said plans, and to make and maintain, altered, or new lines of railway hereinafter described, together with all proper bridges, roads, works, stations, and conveniences connected therewith, and approaches thereto, respectively, in lieu of those parts of the said railway so proposed to be abandoned, that is to say, one of such new or altered lines of railway commencing by a junction with the line of the said Reading, Guildford, and Reigate Railway as at present authorised to be made in or near the said field, in the parish of Ash and county of Surrey, numbered 40 on the said plans, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial, and other places of Ash, Worplesdon and Wyke, or some or one of them, in the said county of Surrey, and terminating by a junction with the line of the Farnham and Alton branch of the South Western Railway, in or near a field in the said parish of Worplesdon and county of Surrey, numbered 70 on the plans referred to in "The London and South Western, Farnham, and Alton Branch Act, 1846," and the other of such new or altered lines of railway, commencing by a junction with the line of the said Reading, Guildford, and Reigate Railway as at present authorised to be made near the said field, in the parish of Albury and county of Surrey, numbered 53 on the plans referred to in the said first-mentioned Act, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial places of Albury and Shiere, or one of them in the said county of Surrey, and terminating by a junction with the line of the Direct London and Portsmouth Railway, as at present authorised

to be made in or near a piece of land in the parishes of Albury and Shiere, and county of Surrey, numbered 65 in the parish of Shiere, and numbered 2 in the parish of Albury, on the plans referred to in "The Direct London and Portsmouth Railway Act, 1846,"

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, townlands, and extra-parochial or other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works, or any of them. And it is also intended by such Act to enable the said Company to purchase lands by compulsion or agreement, for the purposes aforesaid, and to levy tolls, rates, and duties, in respect of the use of the said proposed works, 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 should in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges. And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels of the said intended alterations or new lines of railway and works, and of the lands proposed to be taken for the purposes thereof respectively, together with books of reference to such plans, containing the names of the reputed owners, lessees, and 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 Surrey, at his office in Lambeth, in the said county of Surrey; 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 alterations and new lines 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. And notice is hereby also given, that it is proposed in and by the said intended Act, to repeal so much of the said first-mentioned Act as restricts the Reading, Guildford, and Reigate Railway Company, under certain circumstances, from purchasing the land for, or constructing a certain portion of the railway thereby authorized, as lies between Gomshall and Dorking, in the county of Surrey.

Dated this 5th day of November 1846.

Hodgson, Concanen, and Noyes, Solicitors
to the Bill, 5, Lincoln's Inn-fields.

Coventry, Banbury, and Oxford Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorise the con-

struction and maintenance of a railway and branches, with all proper works, stations, approaches, communications, bridges, erections, and conveniences connected therewith, that is to say, a railway to commence at or near a place called Mier Bridge, in the parish of Napton-on-the-Hill, and Southam, or one of them, in the county of Warwick, by a junction with the authorised line of the Oxford and Rugby Railway, and to terminate in the parish of Saint Michael, Coventry, in the county of Warwick, by a junction with the line of the London and North Western Railway, at or near the commencement of the Leamington Branch of the said railway; and also diverging branches to connect the main line with the line of the Oxford and Rugby Railway, in the parish of Southam and Napton-on-the-Hill, or one of them; and with the line of the Rugby, Leamington, and Warwick Railway, in the parish of Marton and Long Itchington, or one of them, described in the plans and books of reference hereinafter mentioned, which said line of railway and branches will pass and be made from, in, through, and into the several parishes, townships, townlands, and extra-parochial and other places following, or some of them, that is to say, Napton-on-the-Hill, Southam, Ladbroke, Stockton, Long Itchington, Burbury otherwise Birdingbury, Bascote, Snowford, Humingham, Marton, Eathorpe, Wappenbury, Frankton, Princethorpe, Stretton-upon-Dunsmore, Bubbenhall, Ryton-upon-Dunsmore, Bagniton, Stoneleigh, Willenhall, Pinley, Stivichall, and Whitley, and Saint Michael, Coventry, Saint John Baptist, Coventry, and the Holy Trinity, Coventry, all in the said county of Warwick.

And it is intended to apply for and obtain powers in the said Act to authorise the construction and maintenance of a branch line of railway, with all requisite communications, approaches, stations, and other works and conveniences, to commence at and diverge from and out of the said intended line of railway, at or near the point where the said intended line of railway will cross the river Sherbourne, and to terminate at a point near to the south end of Much Park-street, otherwise Midsford-street, in the city of Coventry, which intended line of branch railway will lie in or pass through or into the parishes, townships, townlands, extra-parochial and other places following, or some of them, that is to say, Saint Michael Coventry, Saint John Baptist Coventry, or Saint Michael and Saint John Baptist Coventry, the district of Saint Thomas in the parish of Saint John Baptist Coventry, and certain Lammas lands in the parish of Saint Michael Coventry, or Saint John Baptist Coventry, or Saint Michael and Saint John Baptist Coventry, or the district of Saint Thomas in the parish of Saint John Baptist Coventry, all in the said county of Warwick.

And it is proposed in and by the said intended Act, to apply for powers to make lateral deviations from the line of the said proposed railway, and 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, either temporarily or permanently, all such turnpike and other roads, highways, streets, passages, railways, tramways, and other ways, aqueducts,

streams, canals, rivers, and watercourses within the said parishes, townships, townlands, extra-parochial and other places aforesaid, or any of them, or any part or parts thereof which it may be necessary or expedient to cross, divert, alter, or stop up for the purposes of the said works.

And it is also intended by such Act to incorporate a Company for the purpose of carrying into effect the said intended undertaking, or some part or parts thereof, and to apply for powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof, and to vary and extinguish all rights and privileges connected with the houses and lands to be so taken, and also to levy tolls, rates, and duties in respect of the use of the said railway, branches, and works, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from the payment of the tolls, rates, and duties and other rights and privileges.

And notice is hereby also given, that maps or plans and sections of the said intended railway, branches, and works, and duplicates thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers, will on or before the thirtieth day of November, 1846, be deposited for public inspection with the Clerk of the Peace for the county of Warwick, at his office at Stratford-upon-Avon in the same county; and that on or before the thirtieth day of November, 1846, a copy of so much of the said maps or plans, sections, and books of reference as relates to each parish, in or through which the said intended railway, branch railways, and works, are intended to pass and be made, will be deposited with the parish clerk of each such parish at his place of abode.

And it is further intended by such Act, to enable the Company to be thereby incorporated to sell, or let, or transfer the said intended railway, branches, and works, or any part or parts thereof, and the tolls thereof, and to delegate the execution of all or any of the powers to be granted by any such Act, to any other Railway Company or Companies, or persons with whose line the said railway and branches hereby contemplated, or any of them may unite, and to authorise such Company or Companies or persons, to purchase, rent, work or construct the said proposed railway and branches, or any part or parts thereof, or to unite or to amalgamate with any such Company or Companies and persons as aforesaid, and to take tolls and duties in respect thereof, and to exercise such powers or any of them as may be delegated to them as aforesaid, and generally to enter into and carry into effect such agreements and arrangements in reference to the objects aforesaid as may be or may have been agreed on, and to enable any such Company or Companies or persons to raise money for the purposes aforesaid.

Dated this 10th day of November, 1846.

John Chinery, Leamington.

*M. Browne and Son, Parliamentary Agents,
Parliament-street, London.*

York and North Midland and Manchester and
Leeds Railways.

(Hull Station and Branches.)

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 repeal some of the powers and provisions of the several Acts following, or some of them; (that is to say,) the Acts relating to the York and North Midland Railway Company, passed respectively in the 6th year of the reign of His late Majesty King William the Fourth, and in the 1st, 4th, 7th, 8th, 9th, and 10th years of the reign of Her present Majesty, and the Acts relating to the Manchester and Leeds Railway Company, passed respectively in the 6th and 7th years of the reign of His late Majesty King William the Fourth, and in the 2nd, 3rd, 4th, 7th, 8th, 9th, and 10th years of the reign of Her present Majesty; and to enable the said York and North Midland Railway and Manchester and Leeds Railway Companies, either jointly or separately, to make and maintain the railways and works hereinafter mentioned, with all necessary conveniences connected therewith, and approaches thereto; that is to say,

First. A railway from and out of the Bridlington branch of the Hull and Selby Railway, commencing by a junction therewith at or near the point where the turnpike-road, called or known as the Hessle road, crosses the said Bridlington Branch Railway, in the township of Willerby, and parish of North Ferriby, in the East Riding of the county of York; thence passing from, in, through, or into the townships, parishes, and extra-parochial or other places of Willerby, Swanland, Kirk Ella, West Ella, South Ella, and North Ferriby, all in the said East Riding, and in the township and parish of Holy Trinity, in the town or borough of Kingston-upon-Hull, in the county of the same town or borough, or some of them, and terminating at or near the west end of a certain street or place, called Paragon-street, in the said township and parish of Holy Trinity.

Second. A railway from and out of the said first-mentioned intended railway, commencing by a junction therewith, at or near to a point to be marked D on the plans to be deposited as hereinafter mentioned, in the township and parish of Holy Trinity aforesaid; thence passing from, in, through, or into the townships, parishes, and extra-parochial or other places of Holy Trinity aforesaid, Swanland, North Ferriby, and Cottingham, all in the said East Riding, or some of them, and terminating by a junction with the said Bridlington branch of the Hull and Selby Railway at or near a point to be marked E on the said plans, in the township and parish of Cottingham aforesaid.

Third. A railway from and out of the said first-mentioned intended railway, commencing by a junction therewith, at or near to a point to be marked A on the plans to be deposited as hereinafter mentioned, in the township and parish of Holy Trinity aforesaid; thence passing in or through the said township and parish of Holy Trinity, and terminating by a junction with the said secondly-mentioned intended railway, at or near to a point

to be marked B on the said plans, in the township and parish of Holy Trinity aforesaid.

Fourth. A railway from and out of the said Hull and Selby Railway, commencing by a junction therewith at or near to a point to be marked C on the plans to be deposited as hereinafter mentioned, in the township and parish of Hessle, in the said East Riding; thence passing from, in, through, or into the townships, parishes, and extra-parochial or other places of Hessle, Swanland, Anlaby, and North Ferriby, or some of them, all in the said East Riding, and terminating by a junction with the said Bridlington branch of the Hull and Selby Railway, at or near to the point where the same branch railway crosses the road, called or known as the Hessle turnpike-road, in the township of Swanland, and parish of North Ferriby aforesaid.

And also a station, with all proper conveniences connected therewith, and approaches thereto, at or near the terminus of the said first-mentioned proposed railway, in the township and parish of Holy Trinity aforesaid.

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

And also to take powers for the purchase, by compulsion or otherwise, of lands and houses for all or any of the purposes of the said intended railways, station, and works, or any of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the same railways, station, and works, and to confer other rights and privileges, and also to levy tolls, rates, or duties for, or in respect of, the use of the said intended railways, station, and works, and to confer such exemptions from the payment of such tolls, rates, or duties as may be thought expedient.

And it is also proposed by the said intended Act to authorise the said York and North Midland Railway Company and Manchester and Leeds Railway Company, or one of them, to raise a further sum of money for the purpose of or towards constructing and maintaining the said intended railways, station, and works, or any of them, and for the general purposes of the said undertaking.

And notice is hereby further given, that duplicate plans and sections of the said intended railways, station, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, will be deposited, for public inspection, with the respective Clerks of the Peace for the town and county of the town of Kingston-upon-Hull, at his office in the town of Kingston-upon-Hull aforesaid, and for the East Riding of the county of York, at his office in Beverley, in the same Riding, on or before the thirtieth day of November in this present year; 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 parish in or through which the said intended railways, station, and works are proposed 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 2nd day of November, 1846.

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

York and North Midland Railway.

(Hull Station and Branches.)

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 repeal some of the powers and provisions of the several Acts relating to the 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 1st, 4th, 7th, 8th, 9th, and 10th years of the reign of Her present Majesty, and to enable the said York and North Midland Railway Company to make and maintain the railways and works hereinafter mentioned, with all necessary conveniences connected therewith and approaches thereto, that is to say :—

1st. A railway from and out of the Bridlington branch of the Hull and Selby Railway, commencing by a junction therewith at or near the point where the turnpike-road, called or known as the Hessle-road, crosses the said Bridlington Branch Railway, in the township of Willerby, and parish of North Ferriby, in the East Riding of the county of York, thence passing from, in, through, or into the townships, parishes, and extra-parochial, or other places of Willerby, Swanland, Kirk Ella, West Ella, South Ella, and North Ferriby, all in the said East Riding, and in the township and parish of Holy Trinity, in the town or borough of Kingston-upon-Hull, in the county of the same town or borough, or some of them, and terminating at or near the west end of a certain street or place called Paragon-street, in the said township and parish of Holy Trinity.

2nd. A railway from and out of the said first-mentioned intended railway, commencing by a junction therewith, at or near to a point to be marked D on the plans, to be deposited as hereinafter mentioned, in the township and parish of Holy Trinity aforesaid, thence passing from, in, through, or into the townships, parishes, and extra-parochial or other places of Holy Trinity aforesaid, Swanland, North Ferriby, and Cottingham, all in the said East Riding, or some of them, and terminating by a junction with the said Bridlington branch of the Hull and Selby Railway, at or near a point to be marked E on the said plans, in the township and parish of Cottingham aforesaid.

3rd. A railway from and out of the said first-mentioned intended railway, commencing by a junction therewith, at or near to a point to be marked A on the plans to be deposited as herein-

after mentioned, in the township and parish of Holy Trinity aforesaid, thence passing in or through the said township and parish of Holy Trinity, and terminating by a junction with the said secondly-mentioned intended railway, at or near a point to be marked B on the said plans, in the township and parish of Holy Trinity aforesaid.

4th. A railway from and out of the said Hull and Selby Railway, commencing by a junction therewith, at or near to a point to be marked C on the plans to be deposited as hereinafter mentioned, in the township and parish of Hessle, in the said East Riding, thence passing from, in, through, or into the townships, parishes, and extra-parochial or other places of Hessle, Swanland, Anlaby, and North Ferriby, or some of them, all in the said East Riding, and terminating by a junction with the said Bridlington branch of the Hull and Selby Railway, at or near the point where the same branch railway crosses the road, called or known as the Hessle turnpike-road, in the township of Swanland, and parish of North Ferriby aforesaid.

And also a station, with all proper conveniences connected therewith, and approaches thereto, at or near the terminus of the said first-mentioned proposed railway, in the township and parish of Holy Trinity aforesaid.

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

And also to take powers for the purchase by compulsion or otherwise, of lands and houses for all, or any of the purposes of the said intended railways, station, and works, or any of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or, which would in any manner impede or interfere with the construction, maintenance, and use of the same railways, station, and works, and to confer other rights and privileges, and also to levy tolls, rates, or duties for, or in respect of the use of the said intended railways, station, and works, and to confer such exemptions from the payment of such tolls, rates, or duties, as may be thought expedient.

And it is also proposed by the said intended Act to authorise the said York and North Midland Railway Company, to raise a further sum of money for the purpose of, or towards constructing and maintaining the said intended railways, station, and works, or any of them, and for the general purposes of the said undertaking.

And it is intended by such Act to alter, amend, enlarge, and repeal some of the powers and provisions of the several Acts relating to the Manchester and Leeds Railway Company, passed respectively in the 6th and 7th years of the reign

of His late Majesty King William the Fourth; and in the 2nd, 3rd, 4th, 7th, 8th, 9th, and 10th years of the reign of Her present Majesty, and to enable the York and North Midland Railway Company to demise and lease, and also to sell, convey, and transfer the said intended railways and works, or any part thereof, or their or any part of their interest therein, or all or any of the powers, rights, and privileges to be conferred upon the said York and North Midland Railway Company, in connexion therewith, or in relation thereto, to the said Manchester and Leeds Railway Company; and to enable the said last-mentioned railway company to accept and take such demise, lease, purchase, and transfer, and to exercise such powers, rights, and privileges, or any of them, and also to raise and contribute funds for, or towards such purchase and transfer, or for or towards the construction, maintenance, and use of the said intended railways and works, or any part thereof, or for any of the purposes aforesaid, and generally to enter into, and carry into effect such arrangements in reference thereto as may be mutually agreed upon between the said Manchester and Leeds Railway Company and the said York and North Midland Railway Company.

And notice is hereby further given, that duplicate plans and sections of the said intended railways, station, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, will be deposited for public inspection with the respective Clerks of the Peace, for the town and county of the town of Kingston-upon-Hull, at his office in the town of Kingston-upon-Hull aforesaid, and for the East Riding of the county of York, at his office in Beverley, in the same Riding, on or before the thirtieth day of November, in this present year, 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 parish, in or through which the said intended railways, station, and works are proposed 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 this 2nd day of November 1846.

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

Imperial Continental Gas Association.

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 some of the powers and provisions of two Acts passed respectively in the 3rd and 6th years of the reign of his late Majesty King William the Fourth, and of an Act passed in the 6th year of the reign of Her present Majesty Queen Victoria, relating to the Imperial Continental Gas Association.

Dated this 10th day of November 1846.

Pearce, Phillips, and Winckworth, 10,
St. Swithin's-lane, Solicitors.

Swansea Vale Railway and Branches.

Incorporation of Swansea Vale Railway Company, and construction of a Railway from Abercrave Farm in Ystradgunlais, in the county of Brecon, to Swansea, with Branches; to the old Rolling Mill, to Ystralyfera Works, to the Cwmtwrch Railway, and to the Yniscedwyn Iron Works, with powers to alter the Swansea Vale Railway, and to sell or lease to or amalgamate with the South Wales and Great Western Railway Companies or either of them; 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 incorporate the Company of Proprietors of the Swansea Vale Railway, now acting as a corporate body under the powers and provisions of a certain Act of Parliament passed in the session held in the seventh and eighth years of Her present Majesty, intituled "An Act for the Registration, Incorporation, and Regulation of Joint Stock Companies," and to enable such Company to make and maintain the railway and branch railways hereinafter particularly described, with all proper wharfs, basins, works, approaches, and conveniences connected therewith respectively, that is to say, a railway commencing at or near to Abercrave Farm House, in the parish of Ystradgunlais, in the county of Brecon, and terminating at or near to the commencement of the new or navigable cut in Fabians Bay, in the harbour of Swansea, in the hamlet of St. Thomas, in the parish of Swansea, in the said county of Glamorgan.

Also a branch railway, diverging from the line of the said last-mentioned intended railway, at or near the Zinc works, at or near to a place called Pwllmawr, in the parish of Lansamlet, in the said county of Glamorgan, and terminating at or near to the Old Rolling-mill, on the Lower Forest Farm, in the said parish of Lansamlet.

Also another branch railway, diverging from the line of the first-mentioned intended railway, at or near to the bridge over the river Tawe at Ynisgyeion Farm, in the parish of Killybebill, in the said county of Glamorgan, and terminating at or near to a certain place or works called Ystalyfera, in the parish of Llanguicke, in the said county of Glamorgan.

Also another branch railway, diverging from the line of the first-mentioned intended railway at or near to Ynisyci House, in the parish of Killybebill, in the county of Glamorgan, and terminating at or near to the Cwmtwrch Railway, at or near the wharf on the north side of the Swansea Canal, in the said parish of Ystradgunlais, in the county of Brecon.

Also another branch railway, diverging from the line of the first-mentioned intended railway at or near to Ynisyci House, in the said parish of Killybebill, in the said county of Glamorgan, and terminating at or near to the Yniscedwyn Iron Works, in the said parish of Ystradgunlais, in the said county of Brecon.

And it is proposed by the said intended Act, for the purposes of constructing the hereinbefore-men-

tioned intended railway and branches, to take powers to divert, widen, and improve, and also to alter the levels of the line of a certain private railway or tramway known as the Swansea Vale Railway, and to appropriate the same, or any part or parts thereof, as they may think fit, to the purposes of the said intended railway and branches; and which said intended railway and branches, including also the alterations of the said Swansea Vale Railway, and other works connected therewith, will pass from, in, through, or into, or be made, or be situate within the several parishes, townships, extra-parochial and other places following, or some of them; that is to say, Ystradgunlais, Ystradgunlais Higher, Ystradgunlais Lower, Gurnos, Palleg, Penrhos, Garth, and Cribath, in the county of Brecon; and Killybebill, Killybebill Higher, Killybebill Lower, Cadoxton juxta Neath, Ynisymond, Lansamlet, Lansamlet Higher, Lansamlet Lower, Swansea, Saint Thomas in Swansea, Llanguicke, Alltgreeg, Blaenegal, Caegurwen, and Mawr, in the county of Glamorgan.

And it is also proposed by such intended Act to take powers to alter, divert, or stop up, temporarily or permanently, all such 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, as it may be necessary to interfere with in the construction of the said intended railway, branch railways, alterations and works.

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

And it is also proposed by such intended Act to enable the said Swansea Vale Railway Company to raise capital for the purpose of carrying into effect the said intended railway, branch railways, alterations, and works, and to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof, and for the levying tolls, rates, and duties in respect of the use of the said intended railway, branch railways, and works, as also of the said Swansea Vale Railway, and to grant exemptions from such tolls, rates, and duties, and to alter existing tolls, rates, and duties.

And it is further intended by such Act to empower the Company of proprietors of the said Swansea Vale Railway, when so incorporated as aforesaid, to sell, let, or transfer to the South Wales and Great Western Railway Companies, or either of them, the said intended railway, branch railways, alterations, and works, as also the said private railway or tramway known as the Swansea Vale Railway, and all and every the works, property, rights, powers, interests, and privileges of such first-mentioned Company in connexion therewith; and to enable the South Wales and Great Western Railway Companies, or either of them, to purchase, rent, use, exercise, and enjoy the same respectively, and to raise funds for such purpose, or to raise and

contribute funds for or towards the construction, maintenance, and use of the said intended railway, branch railways, alterations, and works; and it is also intended by such Act to vary or extinguish all existing rights and privileges connected with or arising out of the said railway so to be purchased.

And it is further proposed by the said intended Act to authorise the union or amalgamation of the said Swansea Vale Railway Company, with the said South Wales and Great Western Railway Companies, or either of them, and to authorise the Company to be formed by such union or amalgamation, to construct, use, and work the said intended railway, branch railways, and works, and to take tolls in respect thereof, and to grant certain exemptions from such tolls.

And it is further intended by such Act to alter, repeal, amend, and enlarge, so far as may be necessary, the powers and provisions of the following Acts relating to the said South Wales Railway, that is to say, "The South Wales Railway Act, 1845," and an Act, passed in the last Session of Parliament, for amending and extending the same, and the following Acts relating to the Great Western Railway Company, and to the several railways now forming part of the undertaking of the Great Western Railway Company, that is to say, of local and personal Acts of the third year of the reign of his late Majesty King William the Fourth, chapter 36; of the fifth and sixth years of the same reign, chapter 107; of the sixth year of the same reign, chapter 38; of the same year of the same reign, chapter 77; of the same year of the same reign, chapter 79; of the first year of the reign of Her present Majesty, chapter 91; of the same year of the same reign, chapter 92; of the same year of the same reign, chapter 24; of the second year of the same reign, chapter 27; of the third and fourth years of the same reign, chapter 105; of the fifth year of the same reign, Session 2, chapter 28; of the sixth year of the same reign, chapter 10; of the seventh year of the same reign, chapter 3; of the eighth and ninth years of the same reign, chapter 40; of the same years of the same reign, chapter 156; of the same years of the same reign, chapter 188; of the same years of the same reign, chapter 191; of the ninth year of the same reign, chapter 14; and of the ninth and tenth years of the same reign, chapter 369.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels, of the said private railway, and of the said intended railway, branch railways, alterations, 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 aforesaid, will be deposited on or before the thirtieth day of November 1846, 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 Brecon, at his office in Brecon; 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 private railway, intended railway, branch railways, alterations, and works are

proposed to be made, will be deposited, on or before the said thirtieth day of November 1846, with the parish clerk of each such parish, at his residence.

W. O. W. Hunt, Whitehall.

November, 1846.

Colchester, Stour Valley, Sudbury, and Halstead
Railway.

Extension Railway from Lavenham to Bury
Saint Edmunds.

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 Lavenham to Bury Saint Edmunds, both in the county of Suffolk, commencing at the two several points hereinafter specified, that is to say, one of such intended points to commence in or near a certain enclosure of land (part arable and part pasture) in the parish of Lavenham aforesaid, the property of, and in the occupation of Robert Howard, Esquire, near to and on the Alpheaton side of the public road leading from Lavenham to Bury Saint Edmunds; and the other of such intended points of the said intended railway to commence at a certain road or highway in the said parish of Lavenham, lying to the north of the town of Lavenham aforesaid, and leading therefrom to Preston, otherwise Preston Saint Mary, (on the southern side of a certain arable field there, belonging to and in the occupation of the said Robert Howard,) and which said railway is intended to pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them (that is to say) Lavenham, Preston, otherwise Preston Saint Mary, Brent Eleigh, otherwise Brent Illeigh, Monk's Eleigh, otherwise Monk's Illeigh, Melford, otherwise Long Melford, Alpheton, otherwise Alpheaton, Stanstead, Shimpling, otherwise Shimplingthorne, Hardest, Lawshall, Brockley, Cockfield, Thorpe Morieux, Brettenham, Felsham, Gedding, Stanningfield Whepstead, Hawstead, Hardwick, Bradfield Combust, Bradfield Saint Clare, Bradfield Saint George, Hessel, Beighton, otherwise Beyton, Rushbrook, Sicklesmere, Rougham, Great Whelnetham, Little Whelnetham, Nowton Horningsheath, otherwise Horringer, Horsecroft, Ickworth, Great Barton, Fornham Saint Martin, Fornham All Saints, Fornham Saint Genovieve, Westley, and Risby, in the county of Suffolk; and the parishes of Saint Mary and Saint James, or one of them, in the borough of Bury Saint Edmunds, in the said county of Suffolk, and terminating at the station of the Ipswich and Bury Saint Edmunds Railway, at or near the bridge, by which the said last-mentioned railway is carried over the river Lark, in the said parish of Saint James, in the borough of Bury Saint Edmunds aforesaid.

And it is intended to take powers 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 making and using the said proposed railway, and also to authorize junctions with

any railway or railways at the commencement or termination, or in the line, or course of the said proposed railway, as before described, in the several parishes, townships, and extra-parochial places aforesaid: and in the said Bill powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and to alter, divert, or stop up, whether permanently or temporarily, all such turnpike-roads, aqueducts, canals, navigations, and railways within the parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to alter, divert, or stop up for the purposes of such proposed railway.

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

And it is also intended by such Bill to enable the Colchester, Stour Valley, Sudbury, and Halstead Railway Company, incorporated by an Act passed in the last session of Parliament, intituled "The Colchester, Stour Valley, Sudbury, and Halstead Railway Act, 1846," to carry into effect the said proposed railway, and other works; and to raise such additional capital as may be necessary for that purpose, and to enable such Company to sell or lease such railway, or any part thereof, to the Ipswich and Bury Saint Edmunds Railway Company; and to enable the said last-mentioned Company to purchase, or rent the same, and to exercise all powers and authorities to be conferred by the said Bill, in connexion with the said proposed railway, and other works; and for the purpose of effecting the several objects aforesaid, it is intended to alter amend and enlarge the powers and provisions of the said Colchester, Stour Valley, Sudbury, and Halstead Railway Act, 1846; and also of the several Acts relating to the said Ipswich and Bury Saint Edmunds Railway Company, passed respectively in the session of Parliament held in the seventh and eighth years of the reign of Her present Majesty, intituled "The Ipswich and Bury Saint Edmunds Railway Act, 1845." And also an Act passed in the ninth and tenth years of the reign of Her present Majesty, intituled, "An Act to amend the Ipswich, and Bury Saint Edmunds Railway Act, 1845, and for making a railway from the said Ipswich and Bury Saint Edmunds Railway to Norwich, with a branch therefrom."

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said proposed railway and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, together also, with a published map, whereon the general course or direction of the said railway will be defined, will, on or

before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the said county of Suffolk, at his office at Bury Saint Edmunds, in the said county of Suffolk; and on or before the said thirtieth day of November, a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes in or through which the said proposed railway will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this 9th day of November, 1846.

F. and H. Philbrick,
J. S. Barnes, } Colchester.
Rixon and Son, 11, King William Street,
London.

Ipswich and Bury Saint Edmund's Railway.

(Branch from Ipswich to Woodbridge.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to amend and enlarge some of the powers and provisions of an Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled, "An Act for making a railway from the Eastern Union Railway at Ipswich to Bury Saint Edmunds;" and of another Act passed in the ninth and tenth years of the same reign, intituled, "An Act to amend the Ipswich and Bury Saint Edmund's Railway Act 1845, and for making a railway from the said Ipswich and Bury Saint Edmund's Railway to Norwich, with a branch therefrom;" and to authorise the construction and maintenance by the said Ipswich and Bury Saint Edmund's Railway Company of a branch railway, with all proper works, approaches, and conveniences connected therewith, diverging from the line of the Ipswich and Bury Saint Edmund's Railway near the town of Ipswich, at or near the bridge over the Ipswich and Bury Saint Edmund's Railway, on the road from Ipswich to Hadleigh, in the parish of Saint Mary Stoke otherwise Saint Mary at Stoke, in the borough of Ipswich, and county of Suffolk, passing thence from, through, or into the several parishes, townships, and extra-parochial or other places of Sroughton, Saint Matthew Ipswich, Bramford, Whitton otherwise Whitton-cum-Thurleston, Saint Margaret Ipswich, Westerfield, Tuddenham otherwise Tuddenham Saint Martin, Rushmere otherwise Rushmere Saint Andrew, Playford, Kesgrave, Bealings Parva otherwise Little Bealings, Bealings Magna otherwise Great Bealings, Martlesham, and Woodbridge, or some of them, in the county of Suffolk, and terminating in a field called "The Marsh," in the occupation of Mr. Alexander Jesup, near to Quay-lane, in the said parish of Woodbridge.

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 or adjoining to the aforesaid parishes, townships, and extra-parochial or other

places, or any of them, with which it may be necessary to interfere in the construction of the said intended Branch Railway and other works.

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 Railway and other works, and to confer other rights and privileges.

And it is also intended by such Act to enable the Ipswich and Bury Saint Edmund's Railway Company to raise money for the purposes aforesaid, and to take powers for the purchase of lands and houses by compulsion or agreement, and for levying tolls, rates, and duties in respect of the use of the said Branch Railway and other works, and to grant exemptions from such tolls, rates, and duties.

And notice is hereby further given, that maps, plans, and sections of the said intended Branch Railway and other works hereinbefore referred to, 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 of the said Branch Railway and other 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 Suffolk, at his office in Bury St. Edmund's; 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 other 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 November 1846.

Few and Co., Covent-garden, } Soli-
W. O. and W. Hunt, 10, Whitehall, } citors.

Ipswich and Bury Saint Edmund's Railway Bill No. 3.

(Extension from Bury Saint Edmund's to Thetford.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to amend the powers and provisions of an Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled, "An Act for making a Railway from the Eastern Union Railway at Ipswich to Bury Saint Edmund's;" and of another Act passed in the ninth and tenth years of the same reign, intituled, "An Act to amend the Ipswich and Bury Saint Edmund's Railway Act, 1845, and for making a Railway from the said Ipswich and Bury Saint Edmund's Railway to Norwich, with a Branch therefrom;" and to authorise the construction and maintenance by the Ipswich and Bury Saint Edmund's Railway Company of a railway, commencing from the terminus of the Ipswich and Bury Saint

Edmund's Railway, in the parish of Saint James Bury Saint Edmund's, and terminating by a junction with the line of the Norfolk Railway at or near the half-mile mark, between the ninety-fifth and ninety-sixth mile thereon from London, which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places of Saint James Bury Saint Edmund's, Fornham All Saints, Fornham Saint Martin, Fornham Saint Genevieve, Timworth, Ingham, Culford, Ampton, Great Livermere, Little Livermere, Troston, Honnington, Rymer, Euston, Fakenham, Barnham Saint Martin, Barnham Saint Gregory, Barnham All Saints, and Elvedon, or some of them, in the county of Suffolk; Thetford Saint Mary, Thetford Saint Nicholas, or some of them, Thetford Saint Peter, Great Snarehill, Little Snarehill, and Kilverstone, in the county of Norfolk.

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

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 such Act to enable the Ipswich and Bury Saint Edmund's Railway Company to raise money for the purposes aforesaid, and to take powers for the purchase of lands and houses by compulsion or agreement, and for levying tolls, rates, and duties in respect of the use of the said intended railway and other works, and to grant exemptions from such tolls, rates, and duties.

And notice is hereby further given, that maps, plans, and sections of the said intended railway 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 with the Clerk of the Peace for the county of Suffolk, at his office in Bury Saint Edmund's; and with the Clerk of the Peace for the county of Norfolk, at his office in Norwich; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway and works are 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 November 1846.

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

Eastern Union and Hadleigh Junction Railway.

Alteration of Levels and Extension Railway to Lavenham.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of "The Eastern Union and Hadleigh Junction Railway Act, 1846," and for enabling the Company incorporated by such Act to alter the levels of so much of the said railway as lies between a certain public road in the parish of Hadleigh, in the county of Suffolk, numbered 27 on the deposited plans of such railway in the said Act referred to, and the termination of such railway in the said parish at a certain field (part of the farm, called Clay Wall Farm,) whereof Robert Kersey, Esquire, is owner and occupier, and near to the road leading from Hadleigh to Ipswich; also to make and maintain a railway with all proper works, stations, approaches, communications, and conveniences connected therewith, in extension of the said Eastern Union and Hadleigh Junction Railway, commencing by a junction therewith at the last-mentioned field in the said parish of Hadleigh, passing from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Hadleigh, Layham, Aldham, Whatfield, Kersey, Semer, Chelsworth, otherwise Chellesworth, Naughton, Nedging, Bildeston, otherwise Bilston, Kettlebaston, otherwise Kettlebarston, Monks Eleigh, otherwise Monks Illeigh, Brent Eleigh otherwise Brent Illeigh, Milden, Hitcham, Preston otherwise Preston Saint Mary, Thorpe Morieux, Little Waldingfield, and Lavenham, all in the county of Suffolk, and terminating in a certain field in the said parish of Lavenham belonging to and in the occupation of Robert Howard, Esq., and adjoining to and on the Alpheaton side of the public road leading from Lavenham to Bury Saint Edmunds.

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 and other roads, aqueducts, canals, navigations, and railways within the places aforesaid, as it may be necessary so to alter, divert, or stop up, by reason of the construction of the said intended railway and works.

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

And notice is hereby given, that power will be applied for by such Bill enabling the said Eastern Union and Hadleigh Junction Railway Company to sell or lease the said intended railway or any

part thereof to the Eastern Union Railway Company, and to enable the said Eastern Union Railway Company to purchase or rent the same, or otherwise to enter into such other arrangements, whether for the contribution of funds or otherwise, towards the construction of the said railway and the works connected therewith as may be mutually agreed upon, and for effecting such objects it is intended by such Bill to enable the said Eastern Union and Hadleigh Junction Railway Company to increase their capital; and it is further intended to alter, amend, and enlarge 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 effecting any of the objects aforesaid.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway and works, and the lands to be taken for the purposes 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 also with a published map with the line of the intended railway 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 for the county of Suffolk, at Bury Saint Edmunds, in the said county of Suffolk; 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 railway will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish.

Dated this 9th day of November 1846.

George Josselyn, Ipswich, Suffolk.

Rixon and Son, 11, King William-street, London.

Woodford Metropolitan Cemetery.

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 form and maintain a cemetery or burial-ground on a certain estate or farm called or known by the name of Milk Well Farm, in the parish of Woodford, in the county of Essex, bounded on the south by the high-road leading from London to Woodford Bridge; and in the said Bill powers will be contained for enabling the said Company to levy or collect rates, duties, or fees in respect of the said cemetery or burial-ground.

Dated the 7th day of November 1846.

Bourdillon and Sons, Great Winchester-street, London.

Manchester, Buxton, Matlock, and Midlands Junction Railway Deviations.

(Amendment of Act, Deviations, in Line, with power to the Sheffield, Ashton-under-Lyne, and Manchester Railway Company to subscribe.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of the Manchester, Buxton, Matlock, and Midlands Junction Railway Act 1846; in which said Bill it is intended to apply for powers to deviate certain parts or portions of the line of the said Manchester, Buxton, Matlock, and Midlands Junction Railway, authorised by the said Act, and to construct in lieu thereof the several portions of railway hereinafter described, with all necessary stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith, that is to say, a deviated line, commencing in a field, in the township of Bramhall otherwise Bramall, in the parish of Stockport, in the county of Chester, numbered 55 in the said parish, in the original Parliamentary plan of the said railway, deposited with the Clerk of the Peace for the county of Chester, in the month of November 1845, and belonging to the representatives of Sir Salisbury Davenport, and in the occupation of Rebecca Thompson, and terminating in a wood in the parish of Matlock, in the county of Derby, numbered 137 in the said parish, on the said plan, and belonging to and occupied by Peter Arkwright, which said deviated line of railway and works will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Stockport, Cheadle, Cheadle Bulkeley, Handforth-cum-Bosden otherwise Handford-cum-Bosden, Bramall otherwise Bramhall, Hazel Grove, Torkington, Norbury, Marple, Disley, Stanley, Prestbury, Poynton otherwise Pointon, Lyme, Lyne-Handley, Furness, Hockerley otherwise Hockerley Hall, Taxall, Whaley, Whaley-bridge, Yardsley-cum-Whaley, and Goyts-bridge, in the county of Chester; and Chapel-en-le-Frith, Bowden Edge, Bradshaw Edge, Combs Edge otherwise Comb Edge, Whaley, Whaley Bridge, Horwich otherwise Horwich End, Bunser otherwise Bonsall, Hope, Fernilee, Fairfield Hartington, Hartington upper quarter, Goyt's Bridge, Goyt's Moss, Burbage otherwise Burbage Edge, Bake-well, Buxton, Cowdale, Cowlow, Woolow, Foolow, Pictor otherwise Pictor, Chelmorton otherwise Chelmerton, Kingsterndale, Blackwell, Taddington, Priestcliffe, otherwise Taddington and Priestcliffe, Millersdale otherwise Milnhouse Dale, Brushfield, Little Longstone, Monsal Dale otherwise Little Longstone and Monsal Dale, Edgestones Head, Tideswell, Wormhill, Litton, Cressbrook otherwise Litton and Cressbrook, Ashford otherwise Ashford in the Water, Churchdale, Rowdale, Great Longstone, Holme otherwise Great Longstone and Holme, Rowland, Hassop, Parsons Bubnell, Bram-lay Bubnell, Baslow, Beeley, Edensor, Chatsworth, Pilsley, Birchall otherwise Birchell, Calton Lees

otherwise Caulton Lees, Edensor and Chatsworth, Over Haddon, Upper Haddon, Nether Haddon, Great Rowsley, Little Rowsley, Youghreave, Stanton, Darleigh or Darley otherwise Darley Dale or Darley in the Dale, Wensley, Snitterton, Tinkersley, Darley Flash, Farleigh, Lumsdale, Tansley, Matlock, Matlock Bridge, Matlock Bath, Wirksworth, and Cromford, in the county of Derby.

Another deviated line, commencing in a field in the township of Cromford, and parish of Wirksworth, in the county of Derby, numbered 5 in the said parish, on the said original Parliamentary plan so deposited as aforesaid, and belonging to, and occupied by Peter Arkwright, and terminating in a field in the township and parish of Wirksworth, in the said county of Derby, numbered 35 in the said parish, on the said plan so deposited as aforesaid, belonging to Francis Green Goodwin, and occupied by Georget Higgott, which said deviated line of railway and works will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Matlock, Cromford, Wirksworth, Alderwasley, Ashover, Lea, Dethick, Holloway, Crich, Heage otherwise High Edge, and Duffield, in the county of Derby.

Another deviated line, commencing in a field in the parish of Crich, in the county of Derby, numbered 84 in the said parish, on the said plans so deposited as aforesaid, belonging to and occupied by Phoebe Poyser, and terminating in the township of Heage otherwise High Edge, in the parish of Duffield, at a point on the Midlands Railway, at or near the place where the same crosses the turnpike-road, leading from Ambergate to Chesterfield and Nottingham, belonging to the Trustees of the Cromford and Belper Turnpike-road, numbered 3 B in the said parish of Duffield, on the said plan so deposited as aforesaid; which said deviated line of railway and works will be made in, or pass, from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Lea, Dethick, Holloway, Crich, Duffield, and Heage otherwise High Edge, in the county of Derby.

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

And notice is hereby further given, that a plan of the said railway, deviations and works, and also a duplicate of such plan, and a section and duplicate thereof, together with books of reference thereto, and also a published map with the line of railway

deviations delineated thereon, will be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office at Chester, in the same county; and with the Clerk of the Peace for the county of Derby, at his office at Chesterfield, in the same county, 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 plan and section as relates to each parish in or through which the said work is intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode. And notice is hereby further given, that it is intended in the said Bill to apply for powers for the compulsory purchase of lands and houses, and 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 deviations and works, and to alter existing or authorized tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is also proposed in and by the said Bill, to enable the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, or the Company or Companies with or into which the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, on and after the first day of January next, will become incorporated under the title of the Manchester, Sheffield, and Lincolnshire Railway Company, by virtue of an Act passed in the last session of Parliament, entitled "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," out of their corporate or other funds, to take shares in or subscribe for, or towards the making and maintaining, working and using the said authorized railway, and the said intended railway deviations and works, or any part thereof, and to raise money by shares, mortgage, or otherwise, for the purposes aforesaid, or some of them, and generally to carry into effect and confirm such mutual arrangements and agreements as may be deemed expedient; and for carrying into effect all or any of the above objects, it is intended to apply for powers to alter, amend, extend, and enlarge the provisions of, or contained in, 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 His late Majesty King William the Fourth, the 5th and 6th, the 6th and 7th, the 7th and 8th, and the 9th and 10th 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 8th and 9th, and the 9th and 10th 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 8th and 9th 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, authorising 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 34th, the 39th, and 40th, and the 45th 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 7th 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 said 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.

Dated this 9th day of November, 1846.

James Wheeler, Manchester,
Solicitor for the proposed Bill.

Colchester, Stour Valley, Sudbury, and Halstead
Railway.

Lease to the Ipswich and Bury Saint Edmunds
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 Colchester, Stour Valley, Sudbury, and Halstead Railway Act, 1846;" and that by the said intended Act it is intended to apply for powers, enabling the Colchester, Stour Valley, Sudbury, and Halstead Railway Company, incorporated by such Act, to lease their undertaking and all works connected therewith, and also all their rights, estates, and interests in the said undertaking, or which they may hereafter acquire in the navigation of the River Stour, from Manningtree in the county of Essex to Sudbury in the county of Suffolk, and all hereditaments belonging thereto, by virtue of any Act of Parliament to be passed in the ensuing Session of Parliament, to the Ipswich and Bury Saint Edmunds Railway Company; and to enable the said Ipswich and Bury Saint Edmunds Railway Company to accept such lease, and, during the continuance thereof, to exercise all the powers and privileges which now are, or hereafter may be vested in the said Colchester, Stour Valley, Sudbury, and Halstead Railway Company. And for the purpose of enabling the said Ipswich and Bury Saint Edmunds Railway Company to accept such lease, it is intended to amend and enlarge the powers of the Acts relating to such last-mentioned railway, passed in the Session of Parliament held in the 8th and 9th years of the reign of Her present Majesty, entitled, "The Ipswich and Bury Saint Edmunds Railway Act,

1845;" and also of another Act, made and passed in the last Session of Parliament, entitled, "An Act to amend the Ipswich and Bury Saint Edmunds Railway Act, 1845; and for making a railway from the said Ipswich and Bury Saint Edmunds Railway to Norwich, with a branch therefrom."

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 4th and 5th years of the reign of Her Majesty Queen Anne, intituled, "An Act for making the River Stower Navigable from the Town of Manningtree in the County of Essex to the Town of Sudbury in the County of Suffolk;" and another Act passed in the 21st 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 4th and 5th years of the reign of Her late Majesty Queen Anne, intituled, 'An Act for making the River Stower Navigable from the town of Manningtree in the County of Essex to the town of Sudbury in the County of Suffolk,' in the room 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 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.

Dated this 9th day of November, 1846.

Few and Co., Covent Garden.
F. and H. Philbrick, Colchester.
W. O. and W. Hunt, 10, Whitehall.
J. S. Barnes, Colchester.
Rixon and Son, 11, King William-
street.

Eastern Union Railway.
(Ipswich to Woodbridge.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to amend and enlarge some of the powers and provisions of an Act passed in the 7th and 8th years of the reign of Her present Majesty, intituled "An Act for making a Railway from Colchester to Ipswich;" of an Act passed in the 8th and 9th years of the same reign, intituled "An Act to amend the Act relating to the Eastern Union Railway Company, and to raise a further sum of money for the purposes of the said undertaking;" and of another Act passed in the 9th and 10th years of the same reign, intituled "An Act to empower the Eastern Union Railway Company to complete the Eastern Union Railway from the junction thereof with the line of the Eastern Counties Railway at Ardleigh to Colchester;" and to authorise the construction and maintenance, by the Eastern Union Railway Company, of a Railway, with all proper works, approaches, and conveniences connected therewith, diverging from the line of the Ipswich and Bury Saint Edmund's Railway in the parish of Saint Mary Stoke, in a field late in the

occupation of James Haxell, and now in the occupation of the Ipswich and Bury Saint Edmund's Railway Company, which said intended railway will pass from, through, or into Saint Mary at Stoke Ipswich, Saint Matthew's Ipswich, Saint Peter's Ipswich, Extra-parochial Ipswich, Saint Stephen's Ipswich, Saint Helen's Ipswich, Wix Ufford Ipswich, Saint Clement's Ipswich, Rushmere Saint Andrew, Foxhall, Brightwell, Kesgrave, Martlesham, and Woodbridge, or some of them, in the county of Suffolk, and terminating in a field called "The Marsh," in the occupation of Mr. Alexander Jesup, near to Quay-lane in the said parish of Woodbridge.

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

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 other works, and to confer other rights and privileges.

And it is also intended by such Act to enable the Eastern Union Railway Company to raise money for the purposes aforesaid, and to take powers for the purchase of lands and houses by compulsion or agreement, and for levying tolls, rates, and duties in respect of the use of the said railway and other works, and to grant exemptions from such tolls, rates, and duties.

And notice is hereby further given, that maps and plans of the said intended railway and other works hereinbefore referred to, 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 of the said railway and other works, and sections of the said intended railway, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Suffolk, at his office in Bury Saint Edmund's in that 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 intended railways and other 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.

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

Dated November 1846.

Great Western Railway.

(Extension of the Berks and Hants Railway from Hungerford to Westbury, with a Branch to Devizes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorise the construction and maintenance by the Great Western Railway Company of a Railway, with all proper works, approaches, and conveniences connected therewith, commencing from the line of the Berks and Hants Railway, at the western end of a certain inclosure in the parish of Hungerford, in the counties of Berks and Wilts, or one of them, numbered 37 in such parish on the plans of the said Berks and Hants Railway referred to in the Berks and Hants Railway Act 1845, and terminating by a junction with the line of the Wilts, Somerset, and Weymouth Railway, as now authorised to be made in a certain field in the parish of Westbury, in the county of Wilts, numbered 44 in such parish on the plans of the Wilts, Somerset and Weymouth Railway referred to in the Wilts, Somerset, and Weymouth Railway Act 1846, which said intended Railway, and other works connected therewith, will pass from, in, through, or into, or be situated within the several parishes, townships, and extra-parochial places following, or some of them; that is to say, Hungerford, Hungerford Town Tything, Sanden Fee otherwise Sanham Fee, Edington and Newtown, and Charnham-street, in the counties of Berks and Wilts, or one of them; Froxfield, Oakhill, Rudge, Little Bedwin, Chisbury, Great Bedwin, Wootton Rivers, South Savernake, Brimslade, Grafton, Burbage, Easton, Pewsey, Milton Lilbourne otherwise Middleton Lislebourne, Manningford Abbots, Manningford Bruce, Huish, Wilcot otherwise Welcot, Oare and Draycott alias Draycott Foliat, Overton, Rainscombe, East Stowell, West Stowell, Alton Priors, Woodborough, Alton Barnes, North Newnton and Hilcot, Charlton, Rushall, Beechingstoke, Wivelsford otherwise Wilsford, Manningford Bohun, Marden, Patney, Cherington otherwise Chirton, Conock, Stanton, Saint Bernard, All Cannings, Etchilhampton, Fullaway, Urchfont, Stert, Wedhampton, Eastcott, Bishop's Cannings, Saint James otherwise Southbroom, Potterne, Worton, Marston, West Lavington, Fiddington, Littleton Pannel, Market Lavington, Easterton, Great Cheverell, Little Cheverell, Melksham, Erlestoke, East Coulston, Edington, Worwelsdown, West Coulston, West Coulston-cum-Baynton, Tinhead, Baynton, Westbury, Bratton, Stoke in Bratton, Heywood, Hawkeridge, Westbury Leigh, Westbury Priory, Westbury Chantry, Brook-house, Storridge, Brook, Penleigh, Bailiwick of Leigh, and Eden Vale, in the county of Wilts, together with a Branch Railway, diverging from the line of such intended Railway, in a certain field in the occupation of Richard Giddings, situate in Fulaway, in the parish of All Cannings, and county of Wilts, known as Chapel Ground, and terminating by a junction with a line of the Wilts, Somerset, and Weymouth Railway, in a certain field

in the parish of St. John the Baptist, Devizes, and county of Wilts, numbered 52 in such parish on the plans of the Wilts, Somerset, and Weymouth Railway referred to in the said Wilts, Somerset, and Weymouth Railway Act 1846, which said intended branch railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say, All Cannings, Fullaway, Potterne, Urchfont, Stert, Etchilhampton, Bishop's Cannings, Saint James otherwise Southbroom, and Saint John the Baptist, Devizes, in the county of Wilts.

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

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, branch railway, and works, and to confer other rights and privileges.

And it is further intended by such Act to take powers for the purchase of lands and houses by compulsion or agreement for the purposes of the said proposed railway, branch railway, and works, and for levying tolls, rates, and duties in respect of the use thereof, and to grant exemptions from such tolls, rates, and duties.

And it is further intended by such Act to enable the Great Western Railway Company to raise money for the purposes aforesaid, and to alter, amend, and enlarge, so far as may be necessary, the powers and provisions of the several 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, which several Acts bear date as follows: (that is to say,) An Act of the fifth and sixth years of the reign of His late Majesty King William the Fourth, cap. 107,—An Act of the sixth year of the same reign, cap. 38,—An Act of the first year of the reign of Her present Majesty Queen Victoria, cap. 91,—An Act of the first year of the same reign, cap. 92,—An Act of the second year of the same reign, cap. 27,—An Act of the sixth year of the reign of King William the Fourth, cap. 77,—An Act of the first year of the reign of Her present Majesty Queen Victoria, cap. 24,—An Act of the fifth year of the same reign, Session 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 eighth and ninth years of the same reign, cap. 188,—An Act of the eighth and ninth years of the same reign, cap. 191,—An Act of the ninth year of the same reign, cap. 14; and also the

Acts relating to the West London Railway, which bear date as follows: An Act of the third year of the reign of his late Majesty King William the Fourth, cap. 36,—An Act of the sixth year of the same reign, cap. 79,—An Act of the third and fourth years of the reign of Her present Majesty, cap. 105,—An Act of the eighth and ninth years of the same reign, cap. 156,—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 of the said intended railway, branch railway, 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, 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 Wilts, at his office in Wilton; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway, branch railway, and works are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.

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

Dated November, 1846,

Proposed Railway from Yeovil and Bridport to Exeter, with Branches.

(Proposed Railways, from the Wilts, Somerset, and Weymouth Railway, near Yeovil and near Bridport, to the South Devon and Bristol and Exeter Railways, at Exeter, with Branches to Sidmouth and to Charmouth, near Lyme, and to the Chard Canal Railway, at Ilminster, and to the Crewkerne Branch of the Bristol and Exeter Railway, near Crewkerne, with powers of sale and lease to, and contribution by, 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 authorise the construction of the several Railways hereinafter mentioned, with all proper works and conveniences, roads and approaches connected therewith, that is to say:—

A Railway commencing by a junction with the Wilts, Somerset, and Weymouth Railway, in the parish of Bradford Abbas, in the county of Dorset, in or near to a field in that parish, distinguished by the number 24 on the plans of the said Railway referred to in the Act authorising the construction thereof, passing thence in, through, or into, the several parishes, townships, and extra-parochial, or other places of Bradford Abbas and Clifton Maybank, in the county of Dorset; Yeovil, Berwick, otherwise Barwick, Stoford, Closworth, Sutton Bingham, Pendomer, Hardington Mandeville, West Coker, East Coker, East Chinnock, Haselbury Plucknett, and North Perrott, or some of them, in the county of Somerset; Mosterton, South Perrott, and Broadwinsor, or some of them, in the county

of Dorset; Misterton, Crewkerne, Wayford, Winsham, Cricket Saint Thomas, Seaborough, and Chard, or some of them, in the county of Somerset; Thorncombe, Chardstock, Hawkchurch, Stockland, and Dalwood, or some of them, in the counties of Devon and Dorset, or one of them; Axminster, Kilmington, Shute, Wilmington, Widworthy, Cotleigh, Offwell, Monkton, Honiton, Honiton Borough, Awliscombe, Buckereil, Feniton, Gittisham, Ottery Saint Mary, Tallaton, Whimble, Broadclist, Poltimore, Honiton, Clist, Pinhoe, and Heavitree, or some of them, in the county of Devon; Saint Sidwell and Saint David, in the county of the City of Exeter; Saint Paul, Allhallows on the Walls, and Saint Edmund on the Bridge, or some of them, in the City and County of the City of Exeter; and Saint Thomas the Apostle, in the county of Devon; and terminating in the last-named parish at or near Saint Thomas, otherwise Cowick-street, by a junction with the line of the South Devon Railway.

Also a Railway diverging out of the firstly-mentioned intended Railway at or near to Queen-street Road, in the parish of Saint David, in the said county of the City of Exeter, and passing in or through and terminating within the same parish in a field in that parish distinguished by the number 24 on the plans of the Bristol and Exeter Railway, referred to in the Act authorising the construction thereof, and in or near to which field the said intended Railway is intended to form a junction with the said Bristol and Exeter Railway.

Also a Railway diverging out of the said firstly-mentioned intended Railway at Taleford, in the parish of Ottery Saint Mary, in the county of Devon, on the north side of the road leading from Taleford to Gosford, passing thence in, through, or into, the several parishes, townships, and extra-parochial, or other places of Ottery Saint Mary, Tipton Saint John, Fen Ottery, otherwise Ven Ottery, Harpford, Stopford, otherwise Stoford, Sidbury, Sidford, Salcombe Regis, and Sidmouth, or some of them, in the county of Devon, and terminating in the said parish of Sidmouth, near the Gas Works, in the field adjoining Searle's Brewery, on the west side of the road to Exeter, with an Extension Line diverging thereout at a point distant about twenty-five chains to the north of the aforesaid intended terminus, passing in, through, or into, the said parishes of Sidmouth, Sidbury, and Salcombe Regis, or some of them, and terminating in the said parishes of Salcombe Regis and Sidmouth, or one of them, in the field known as the Marsh or Ham adjoining the beach on the east side of Sidmouth town.

Also a railway diverging out of the said first-mentioned intended railway in or near to a field called Common Mead, otherwise Lower Mead, now or lately belonging to and in the occupation of William Notley, situate in the parish of Chard, in the county of Somerset, passing thence in, through, or into, the several parishes, townships, and extra-parochial, or other places of Thorncombe, in the counties of Devon and Dorset, or one of them, Chard, Cricket Saint Thomas, Winsham, Chard Borough, Chaffcombe, Knoll Saint Giles, Cricket Malherbe, East Dowlish, otherwise Dowlish Wake, West Dowlish, Kingston, Donyatt,

Broadway, Ilminster, and Ilton, or some of them, in the county of Somerset, and terminating in the said parish of Ilminster in or near to a field in that parish distinguished by the number 41a in the plans of the Chard Canal Railway referred to in the Act authorising the construction thereof, and in or near to which field the said intended railway is intended to form a junction with the said Chard Canal Railway.

Also a railway diverging out of the said firstly-mentioned intended railway, in or near to an arable field situate partly in the parish of Crewkerne, in the county of Somerset, and partly in the parish of Misterton, in the same county, now or lately belonging to William Hallet deceased, and occupied by William Aplin, and situate on the east side of the road leading from Crewkerne to Bridport; passing thence in, through, or into, the several parishes of Misterton, Crewkerne, North Perrott, Haselbury Plucknett, and Merriott, in the county of Somerset, and South Perrott, in the county of Dorset, or some of them, and terminating in the said parish of Crewkerne in or near to a field in that parish distinguished by the number 53 on the plans of the Crewkerne branch of the Bristol and Exeter Railway referred to in the Act authorising the construction thereof, and in which field the said intended railway is intended to form a junction with the said Crewkerne branch.

Also a railway commencing by a junction with the said Wilts, Somerset, and Weymouth Railway, in the parish of Bradpole, in the county of Dorset, in or near to a field in that parish distinguished by the number 15 on the plans of the said Wilts, Somerset, and Weymouth Railway hereinbefore referred to, passing thence in, through, or into, the several parishes, townships, and extra-parochial, or other places of Bradpole, Bridport, Walditch, Bothenhampton, Burton Bradstock, Allington, Loders, Symondsbury, Whitechurch, Canonieorum, Netherbury, Pillesdon otherwise Pilsdon, Broadwinsor, Bettiscombe, and Marshwood, or some of them, in the county of Dorset; Chard, in the county of Somerset; and Axminster, Thorncombe, Hawkchurch, and Chardstock, in the counties of Devon and Dorset, or one of them, and terminating in a field called Ridge, part of Axe Farm, in the last-named parish, in the occupation of George Bradley and John Bradley, or one of them, where the same is intended to join the line of the said first-mentioned intended railway.

And also a railway diverging out of the said lastly-mentioned intended railway, in the parish of Marshwood, in the county of Dorset, at or near to a place called Shaves Cross; passing thence in, through, or into, the several parishes, townships, and extra-parochial, or other places of Marshwood, Pillesdon, otherwise Pilsdon, Bettiscombe, Whitechurch Canonieorum, Wootton Fitzpaine, Wootton Abbots, Catherstone Lewiston, Charmouth, and Lyme Regis, or some of them, in the county of Dorset, and terminating in the said parish of Charmouth, in or near to a meadow field now or lately belonging to the Rev. John Dixon Hales, and occupied by William Vallins, and abutting on the eastern side of the road leading from Charmouth to the sea.

And it is intended by such Act to take power to alter, divert, or stop up, whether temporarily or permanently, all such turnpike and other roads, streets, railways, tramways, aqueducts, canals, streams, and rivers, upon or adjoining the lines of the said intended railways or works respectively, which it may be necessary to interfere with in the construction or for the purposes of the said intended railways and works.

And it is further intended by such Act, to vary, repeal, or extinguish all existing rights or privileges 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 further intended by such Act to incorporate a Company, and to enable such Company to purchase lands and houses by compulsion or agreement for the purposes of the said proposed railway, branch railway, and works, 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 to sell, or let on lease the said undertaking, with all or any of their powers in relation thereto to the Great Western Railway Company, and to enable the said last-mentioned Company to purchase or rent, and if need be, to execute the said railway, and to use, exercise, and enjoy such powers, and to raise capital for the purpose, or for the purpose of contributing towards the establishment of and becoming shareholders in the said undertaking.

And it is also intended by such Act to authorise the sale or lease to the Bristol and Exeter Railway Company, and to the South Devon Railway Company, jointly or severally, of the whole or any part of the said intended railway secondly hereinbefore described, and of the whole or any part of so much of the said intended railway firstly hereinbefore described, as will be situate in the county of the city of Exeter, and in the parish of Saint Thomas the Apostle, in the county of Devon, and to enable such last-mentioned companies, or either of them, to purchase or rent the same, or to contribute funds towards the construction thereof, and for those purposes, or either of them, to raise additional capital, and also to enable the said Great Western Railway Company, and the said Bristol and Exeter Railway Company, and the said South Devon Railway Company, to enter into and carry into effect such arrangements as may be agreed on for the use in common by such companies of the aforesaid portions of the said intended railways, and of the stations of the said companies respectively situate thereon or adjoining thereto.

And for the purposes aforesaid, it is further intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts hereinafter mentioned, or some of them, (that is to say) the several Acts relating to the Great Western Railway, and the railways and branch railways forming part of that undertaking, and

belonging to the Great Western Railway Company, bearing date as follows, (that is to say) an Act of the 5th and 6th years of the reign of His late Majesty King William the Fourth, cap. 107; an Act of the 6th year of the same reign, cap. 38; an Act of the 1st year of the reign of Her present Majesty Queen Victoria, cap. 91; an Act of the 1st year of the same reign, cap. 92; an Act of the 2nd year of the same reign, cap. 27; an Act of the 6th and 7th years of the reign of His said late Majesty King William the Fourth, cap. 77; an Act of the 1st and 2nd years of the reign of Her said present Majesty Queen Victoria, cap. 24; an Act of the 5th year of the same reign, cap. 28; an Act of the 6th year of the same reign, cap. 10; an Act of the 7th year of the same reign, cap. 3; an Act of the 8th and 9th years of the same reign, cap. 40; an Act of the 8th and 9th years of the same reign, cap. 188; an Act of the 8th and 9th years of the same reign, cap. 191; and an Act of the 9th year of the same reign, cap. 14; "The Wilts, Somerset, and Weymouth Railway Act, 1845," "The Wilts, Somerset, and Weymouth Railway (Amendment) Act, 1846;" an Act of the 7th and 8th years of the reign of Her said present Majesty, cap. 68, and an Act of the 9th and 10th years of the same reign, cap. 402, relating to the South Devon Railway; an Act of the 6th year of the reign of His late Majesty King William the Fourth, cap. 36; and an Act of the 1st year of the reign of Her present Majesty, cap. 26; an Act of the 3rd year of the same reign, cap. 47; an Act of the 4th and 5th years of the same reign, cap. 41; an Act of the 8th and 9th years of the same reign, cap. 155; and an Act of the 9th and 10th years of the same reign, cap. 181; severally relating to the Bristol, and Exeter Railway. And also the Acts relating to the West London Railway, which bear date as follows: An Act of the 3rd year of the reign of His late Majesty King William the Fourth, cap. 36; an Act of the 6th year of the same reign, cap. 79; an Act of the 3rd and 4th year of the reign of Her present Majesty, cap. 105; an Act of the 8th and 9th years of the same reign, cap. 156; and an Act of the 9th and 10th years of the same reign, cap. 369.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels, of the said intended 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 on or before the thirtieth day of November instant be deposited for public inspection, at the respective offices of the Clerks of the Peace, following; (that is to say,) at the office of the Clerk of the Peace for the county of Devon, at the Castle of Exeter in that county; at the office of the Clerk of the Peace of the city and county of the city of Exeter, at Exeter; at the office of the Clerk of the Peace for the county of Somerset, at Taunton in that county; and at the office of the Clerk of the Peace for the county of Dorset, at Sherborne in that county; and that on or before the said

thirtieth day of November, 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, or maintained, or will pass, or be situate, will be deposited with the parish clerks of such parishes respectively, at their respective residences.

Dated November 1846.

Eastern Counties Railway Extension.

(Ilford to Tilbury Fort and Southend, with a Branch from Vange to Battle Bridge.)

NOTICE is hereby given, That application is intended to be made to Parliament in the next Session for an Act to authorize the construction and maintenance of a Railway, with all proper works, stations, approaches, and conveniences connected therewith, in extension of the Eastern Counties Railway, commencing by a junction with the last-mentioned Railway at or near the second bridge over the Eastern Counties Railway to the eastward of the Forest Gate station, passing from, in, through, or into, or situate within the several parishes, townships, and extra-parochial and other places following, or some of them, (that is to say) East Ham, Little Ilford, Great Ilford, Bark- ing, Dagenham, Hornchurch, Rainham, Wenning- ton, Aveley, West Thurrock, Stifford, Grays Thur- rock, Little Thurrock, Chadwell, West Tilbury otherwise Tilbury cum Lee, East Tilbury, Muck- ing, Muckingford, Horndon on the Hill, Stanford- le-Hope, Hassenbroke, Corringham, Langdon Hill otherwise Laindon Hill, Fobbing, Vange, Pitsea, Bowers Gifford otherwise Buers Gifford, South Benfleet otherwise South Benfleet, Hadleigh other- wise Hadlee, Leigh otherwise Lee, Milton, South- end, and Prittlewell, all in the county of Essex, and terminating at or near the pier-head at South- end, in the parish of Prittlewell, in the county of Essex; and also a Branch Railway commencing at Tilbury Fort, in the county of Essex, and termi- nating by a double junction with the last-mentioned proposed Railway, one of such junctions being at or near a field in the parish of Chadwell, in the county of Essex, the property of George Henry Errington, and now in the occupation of Robert Surridge; and the other junction being at or near a field in the said parish of West Tilbury, in the same county, the property of William Baker, and now in the occupation of Edward Kelly, which said Branch Railways will be wholly constructed within the said parishes of Chadwell and West Tilbury.

And also another Branch Railway commencing from or out of the said first-mentioned intended Railway, at or near Vange wharf, in the parish of Vange, in the county of Essex, passing in or through or situate within the parishes, townships, or extra-parochial places following; that is to say, Pitsea, Vange, North Benfleet otherwise North

Bernfleet, Basildon, Nivendon, Runwell, Ramsden, Bellhouse, South Hanningfield, Wickford, Raw- reth, South Lands and Rettenden, all in the county of Essex, and terminating on the west side of the public road at or near to Battle Bridge over the River Crouch, in the parish of Rawreth, in the said county.

And it is also intended by such Act to take power to stop up, alter, or divert, whether tempo- rarily or permanently, all turnpike and other roads and highways, streets, paths, passages, aqueducts, canals, streams, pipes, sewers, waters, and water- courses, within the aforesaid parishes, townships, and extra-parochial, and other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works or any of them.

And it is also intended by such Act to take powers for the purchase of lands and houses by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties, in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the pur- pose; and also to grant building leases of surplus lands.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provi- sions of the several Acts of Parliament, local and personal, following, that is to say, of the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Vic- toria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Vic- toria, cap. 28; and 7th Victoria, cap. 35.

And notice is hereby further given, that maps, plans, and sections, showing the direction, situa- tion, and levels, of the said intended 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 depo- sited on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in the

same 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 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.

John Duncan, Solicitor,
7, New Palace Yard, Westminster.

Blackburn Improvement Market, &c., Intended Act for enlarging the Powers of the existing 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 and obtaining an Act for altering, amending and enlarging the powers and provisions of an Act passed in the session of Parliament holden in the 4th and 5th years of the reign of Her present Majesty, intituled "An Act for improving the streets and public places, and erecting a town-hall, and improving the markets in the township of Blackburn, in the county Palatine of Lancaster;" or for repealing the said Act, and obtaining another Act in lieu thereof, with altered, amended, and enlarged powers and provisions, by which Bill and Act, it is intended to obtain enlarged and additional powers for flagging, paving, and repairing the footways in the said town and township; and improving the streets, squares, market-places, lanes, roads, and other public passages and places, and removing and preventing projections, obstructions, annoyances, and nuisances therein, and opening and making new streets, passages, and places in the said town and township, and making and repairing drains and sewers within the said town and township, and carrying and extending the same into and through lands beyond the limits of the said township, into the adjoining parish of Witton, and for cleansing, scouring, deepening, widening, altering, diverting, straightening, and improving the waterway or bed and course of the brook or stream, called the Blakeburn or Blakewater, in the said town and township, and improving, widening, enlarging, extending, erecting, and repairing the culverts, arches, or bridges over and across the same; and for culverting or arching over the whole or any part of the same; and removing ancient wears and buildings in, across, or over the same; and it is also intended to obtain powers for the compulsory purchase of lands and of wears, messuages, buildings, and tenements in the said town and township to be taken down for widening or improving the streets or public passages therein, and for effecting the several purposes aforesaid; and it is also intended to increase or alter the existing rates, and the existing market dues, and to obtain powers for assessing and levying increased or other rates on the occupiers and

owners of all messuages, houses, buildings, tenements, gardens, garden-grounds, lands and premises in the said town and township of Blackburn, and for levying increased or other market rents, tolls, stallages, or duties, for raising money for effecting the improvements and other purposes aforesaid; and defraying the costs and expenses of obtaining the intended Act, and paying off all monies advanced or borrowed, or to be advanced or borrowed for the purposes of the existing Act, or of the intended Act, and of carrying the same respectively into execution; and also powers for borrowing monies (exceeding the sum limited by the existing Act) on the credit of such increased or altered rates, market rents, tolls, stallages, or duties, for the more speedy execution of the several purposes aforesaid.

J. Hargreaves, Solicitor, Blackburn.
Machley Browne and Son, Parliamentary Agents, Parliament-street, London.

Ipswich and Bury St. Edmund's Railway Bill,
No. 2.

(Extension from Bury St. Edmund's to New market and Ely.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to amend the powers and provisions of an Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled, "An Act for making a Railway from the Eastern Union Railway at Ipswich to Bury St. Edmund's;" and of another Act passed in the ninth and tenth years of the same reign, intituled, "An Act to amend the Ipswich and Bury Saint Edmund's Railway Act, 1845, and for making a Railway from the said Ipswich and Bury Saint Edmund's Railway to Norwich, with a Branch therefrom;" and to authorize the construction and maintenance by the Ipswich and Bury Saint Edmund's Railway Company of the branch railways and extensions hereinafter mentioned, with all proper works, approaches, and conveniences connected therewith, viz., first, a railway from the Ipswich and Bury Saint Edmund's Railway, at the termination thereof in the parish of Saint James, Bury Saint Edmund's, and county of Suffolk, to a point in the parish of Gazeley, in the county of Suffolk, where the parish road from Gazeley diverges to Cavenham and Herringswell; and thence by two diverging lines, the first thereof to terminate by a junction with a line of the Newmarket and Chesterford Railway, in a certain inclosure in the parish of Wood Ditton and county of Cambridge, numbered 46 in such parish on the plans relating to such railway referred to in the Newmarket and Chesterford Railway Act, 1846; and the second thereof to terminate by a junction with the Brandon and Peterborough Extension of the Eastern Counties Railway, at or near to the Ely Station on such line,

in the parishes of the Holy Trinity and Saint Mary, in Ely, or one of them, in the isle of Ely and county of Cambridge; which said intended railway or railways will pass from, in, through, or into, or be situated within the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say, Saint James Bury Saint Edmund's, Saint Mary Bury Saint Edmund's, Fornham Saint Martin, Fornham All Saints, Hengrave, Westley, Risby, Cavenham, Tuddlenham, Herringswell, Kentford, Gazeley, Upper Higham, Lower Higham, and Moulton, or some of them, in the county of Suffolk; Freckenham, Kennet, Carrops, or No Man's Land, or one of them, in the counties of Suffolk and Cambridge, or one of them; Ashley-cum-Sylverly, Cheveley, Wood Ditton, Saxon-Street, All Saints Newmarket, Chippenham, Badlingham, Fordham, Isleham, Soham, otherwise Monk Soham, Barroway otherwise Barway, or some of them, in the county of Cambridge; Stuntney, The Holy Trinity and Saint Mary in Ely, or some of them, in the Isle of Ely, in the county of Cambridge.

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

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 railways and works, and to confer other rights and privileges.

And it is also intended by such Act to enable the Ipswich and Bury Saint Edmund's Railway Company to raise money for the purposes aforesaid, and to take powers for the purchase of lands and houses by compulsion or agreement, and for levying tolls, rates, and duties in respect of the use of the said intended railways and other works, and to grant exemptions from such tolls, rates, and duties.

And notice is hereby further given, that maps, plans, and sections of the said intended railways and works, together with the books of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of 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, with the Clerk of the Peace for the county of Suffolk, at his office in Bury St. Edmund's; with the Clerk of the Peace for the county of Cambridge, at his office in Cambridge; with the Clerk of the Peace for the Isle of Ely, in the county of Cambridge, at his office in Wisbeach; and that a copy of so much

of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railways and works are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.

Dated November 1846.

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

Newbury Cemetery.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the establishment of a cemetery for the burial of the dead, with chapels annexed thereto, within the borough and parish of Newbury, in the county of Berks, which said intended cemetery and chapels are proposed to be made, constructed, and erected in and upon certain pieces or parcels of land in the said borough, and parish, and county, belonging respectively to the trustees of a certain charity called "Saint Bartholomew's Charity," and to the trustees of a certain other charity called "Coxedd's Charity;" and which said pieces or parcels of land together contain four acres one rood and thirty-three perches, or thereabouts, and are both in the occupation of John Shaw, seedsman, and are bounded on the several sides thereof as hereinafter mentioned; that is to say, the said piece or parcel of land belonging to the said trustees of Saint Bartholomew's Charity is bounded on the east by the new public road leading from Newbury to Newtown, in the county of Southampton, and on the west by the said other piece or parcel of land belonging to the trustees of Coxedd's Charity; and the last-mentioned piece or parcel of land belonging to the trustees of Coxedd's Charity is contiguous to, and bounded on the east by, the first-mentioned piece or parcel of land belonging to the said trustees of Saint Bartholomew's Charity, and on the west by the old public road leading from Newbury to Newtown aforesaid, and both of which said pieces or parcels of land are bounded on the north by land of Charles Lemon Greaves, and on the south by a bridle-road connecting the old and new roads leading from Newbury to Newtown aforesaid.

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, by compulsion or agreement, of the lands on which it is proposed to construct the said cemetery, and to vary or extinguish all existing rights or privileges connected with such lands, and also to authorise the said Company to demand and receive fees and other payments for or in respect of the said cemetery.

Dated this 6th day of November 1846.

Bunny and Son,
Gray and Godwin, } Solicitors, Newbury.

The Wakefield Gas Light Act Amendment.
(Extension of 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 all or some of the powers and provisions of an Act passed in the 3rd year of the reign of 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 make other powers and provisions in the place or stead thereof.

And it is proposed by the said intended Act to grant to "the Wakefield Gas Light Company," incorporated by the said recited Act, further and additional powers for lighting with gas the parish of Wakefield, and the township of Sandal Magna in the parish of Sandal Magna, and the township of Warmfield, otherwise Warmfield-cum-Heath, in the parish of Warmfield, or some part or parts thereof, in the West Riding of the county of York, and for supplying with gas the inhabitants thereof, and for making and levying rates, rents, or charges for such purposes, and to alter or vary the existing rates, rents, or charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, or charges, and other rights or privileges as may be found expedient, and also to lay down through any public or private streets, roads, lanes, and thoroughfares within the said several parishes and townships, all necessary mains, pipes, and other works and apparatus.

And it is also proposed by the said intended Act to enable the said Company to purchase by agreement the fee simple and inheritance of and in all lands, tenements, and hereditaments now held by them, or in their occupation, and to purchase as aforesaid all such other lands, tenements, and hereditaments as may be necessary for the purposes of the said recited and the said intended Acts, or either of them, and to vary or extinguish all existing rights and privileges connected with such lands, tenements, and hereditaments respectively, which would impede or interfere with the purposes aforesaid.

And it is also proposed by the said intended 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 authorised to be raised by the said recited Act, and also 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 the 9th day of November 1846.

Henry Lumb and Sons, Solicitors, Wakefield.

Eastern Union Railway.

(Branch from Manningtree to Harwich).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for an Act to amend and enlarge some of the powers and provisions of an Act passed in the 7th and 8th years of the reign of Her present Majesty, intituled "An Act for making a Railway from Colchester to Ipswich;" of an Act passed in the 8th and 9th years of the same reign, intituled "An Act to amend the Act relating to the Eastern Union Railway Company, and to raise a further sum of money for the purposes of the said undertaking; and of another Act passed in the 9th and 10th years of the same reign, intituled "An Act to empower the Eastern Union Railway Company to complete the Eastern Union Railway from the junction thereof with the line of the Eastern Counties Railway at Ardleigh to Colchester;" and to authorise the construction and maintenance by the Eastern Union Railway Company of a railway, with all proper works, approaches, and conveniences connected therewith, diverging from the line of the Eastern Union Railway at two separate points in the parish of Lawford and county of Essex, the first of such points at the crossing, by the said railway, of the road from Manningtree to Ipswich, and the second of such points at or immediately adjoining the western end of the viaduct over the river Stour on the said railway, which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places of Lawford, Manningtree, Mistley-cum-Manningtree, Mistley, Bradfield, Wrabness, Ramsey, Dovercourt, Dovercourt-cum-Harwich, Saint Nicholas Harwich, and Harwich, or some of them, all in the county of Essex, and will terminate at the Bathside Road near the Bath-house, in the parish of Saint Nicholas Harwich and county of Essex, together with a pier or jetty commencing at the last-described termination, and projecting into and terminating in the bed or shores of the sea, or of the river Stour, adjoining thereto, with all proper works and conveniences appertaining thereto, in connection with the said intended railway, which said pier, jetty, and other works will be situate entirely in the said parish of Saint Nicholas Harwich, or on the bed and shores of the sea, or of the said river Stour aforesaid; also a railway diverging from the line of the said intended railway in an arable field, in the said parish of Mistley, of which John Mann is the owner, passing through and terminating in the same parish upon a wharf or quay near to the coke ovens adjacent thereto, the property of the said John Mann; and also a railway diverging from the line of the first-mentioned intended railway, near to the centre of Mistley Park, in the parish of Mistley, and terminating in the same parish, upon a piece of land abutting on the river Stour, belonging to Thomas Taylor.

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

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 railways, pier, and other works, and to confer other rights and privileges.

And it is also intended by such Act to enable the Eastern Union Railway Company to raise money for the purposes aforesaid, and to take powers for the purchase of lands and houses by compulsion or agreement, and for levying tolls, rates, and duties in respect of the use of the said railways, pier, and other works, and to grant exemptions from such tolls, rates, and duties.

And it is further intended by such Act to enable the Eastern Union Railway Company to let, either for a limited term of years, or in perpetuity, the said intended railways, pier, and other works, or any part thereof, and all or any powers of such Company in connection therewith or in relation thereto, to the Eastern Counties Railway Company, and to enable such last-mentioned company to lease the said intended railways, pier, and other works, or any part thereof, and to exercise such powers, or any of them, and generally to enter into and carry into effect such arrangements in reference to the said railways, pier, and other works, and to the maintenance thereof, and to the traffic which may pass over the same, as may be mutually agreed on between the said two Companies.

And for the purposes aforesaid, it is proposed to alter, repeal, amend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts relating to the said Eastern Counties Railway, passed respectively in the 6th and 7th years of the reign of His late Majesty King William the Fourth, and in the 1st and 2nd, the 4th, the 7th and 8th, and the 8th and 9th, and 9th and 10th years of the reign of Her present Majesty.

And notice is hereby further given, that maps and plans of the said intended railways and other works hereinbefore referred to, 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 of the said railways, pier, and other works; and sections of the said intended railways will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Essex, at his office in Chelmsford; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways, pier, and other 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 November, 1846.

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

Kings Norton, Northfield, Beoley, Edgbaston, and Harborne Rates Bill. (For Rating to the Relief of the Poor and other Parochial and Local Rates the owners of certain Property within the Parishes of Kings Norton, Northfield, and Beoley in the county of Worcester, Edgbaston in the county of Warwick, and Harborne in the county of Stafford, in lieu of the occupiers thereof.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the rating to the relief of the poor, and the rates for the repair of the highways, and all other parochial and local rates within the several parishes, townships, extra-parochial and other places of Kings Norton, Northfield, and Beoley in the county of Worcester, the parish of Edgbaston in the county of Warwick, and the parish of Harborne in the county of Stafford, the landlords, owners, and proprietors of all houses, buildings, lands, tenements, and hereditaments assessable to such rates respectively, the clear annual value of which shall not exceed the sum of £7. 10s. in lieu of the occupiers thereof; and also to authorise the reduction, increase, or alteration of all or any of the existing rates or assessments for the purposes aforesaid in respect of such houses, buildings, lands, tenements, and hereditaments, or the making of compositions with the landlords, owners, and proprietors thereof in respect thereto, and for conferring, varying, or extinguishing exemptions from the payment of rates and other rights and privileges. And it is also intended that by the said Act it shall be provided that all the costs, charges, and expenses of passing the said Act, and all preliminary and other charges and expenses incident to or attending the obtaining thereof, or in any manner relating thereto, shall be borne, paid, and defrayed out of the poor rates and county rates of the said several parishes and counties in certain proportions.

Dated this 11th day of November 1846.

Ralph Docker, Solicitor, Birmingham.
Joseph Fallows, 198, Piccadilly, London
Agent.

Berks and Hants Railway.

(Proposed Extension of the Berks and Hants Railway from Hungerford to Westbury and to Devizes, with powers of Sale and Lease to and Contribution by 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 authorise the con-

struction and maintenance of a railway, with all proper works, approaches, and conveniences connected therewith, commencing from the line of the Berks and Hants Railway, at the western end of a certain inclosure in the parish of Hungerford, in the counties of Berks and Wilts, or one of them, numbered 37 in such parish on the plans of the said Berks and Hants Railway referred to in the Berks and Hants Railway Act, 1845, and terminating by a junction with the line of the Wilts, Somerset, and Weymouth Railway, as now authorised to be made in a certain field in the parish of Westbury, in the county of Wilts, numbered 44 in such parish on the plans of the Wilts, Somerset, and Weymouth Railway, referred to in the Wilts, Somerset, and Weymouth Railway Act, 1846, which said intended railway, and other works connected therewith, will pass from, in, through, or into, or be situated within the several parishes, townships, and extra-parochial places following, or some of them; (that is to say) Hungerford, Hungerford Town Tything, Sanden Fee, otherwise Sanham Fee, Edington and Newtown, and Charnham-street, in the counties of Berks and Wilts, or one of them; Froxfield, Oakhill, Rudge, Little Bedwin, Chisbury, Great Bedwin, Wootton Rivers, South Savernake, Brimslade, Grafton, Burbage, Easton, Pewsey, Milton Lilbourne otherwise Middleton Lislebourne, Manningford Abbots, Manningford Bruce, Huish, Wilcot otherwise Welcot, Oare and Draycott alias Draycott Foliat, Overton, Rainscombe, East Stowell, West Stowell, Alton Priors, Woodborough, Alton Barnes, North Newton and Hilcot, Charlton, Rushall, Beechingsstoke, Wivelsford otherwise Wilsford, Manningford Bohun, Marden, Patney, Cherington otherwise Chirton, Conock, Stanton, Saint Bernard, All Cannings, Etchilhampton, Fullaway, Urchfont, Stert, Wedhampton, Eastcott, Bishop's Cannings, Saint James otherwise Southbroom, Potterne, Worton, Marston, West Lavington, Fiddington, Littleton Pannel, Market Lavington, Easterton, Great Cheverell, Little Cheverell, Melksham, Erlestoke, East Coulston, Edington, Whorwelsdown, West Coulston, West Coulston-cum-Baynton, Tinhead, Baynton, Westbury, Bratton, Stoke in Bratton, Heywood, Hawkeridge, Westbury Leigh, Westbury Priory, Westbury Chantry, Brook-house, Storridge, Brook, Penleigh, Bailiwick of Leigh and Eden Vale, in the county of Wilts, together with a branch railway, diverging from the line of such intended railway, in a certain field in the occupation of Richard Giddings, situate in Fullaway, in the parish of All Cannings, and county of Wilts, known as Chapel Ground, and terminating by a junction with the line of the Wilts, Somerset, and Weymouth Railway, in a certain field in the parish of Saint John the Baptist, Devizes, and county of Wilts, numbered 52 in such parish on the plans of the Wilts, Somerset, and Weymouth Railway referred to in the said Wilts, Somerset, and Weymouth Railway Act, 1846, which said intended branch railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them; (that is to say) All Cannings, Fullaway, Potterne,

Urchfont, Stert, Etchilhampton, Bishop's Cannings' Saint James otherwise Southbroom, and Saint John the Baptist, Devizes, in the county of Wilts.

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

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, branch railway, and works, and to confer other rights and privileges.

And it is further intended by such Act to incorporate a Company, and to enable such Company to purchase lands and houses by compulsion or agreement for the purposes of the said proposed railway, branch railway, and works, 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 to sell, or let on lease the said undertaking, with all or any of their powers in relation thereto to the Great Western Railway Company, and to enable the said last-mentioned Company to purchase or rent, and if need be, to execute the said railway, and to use, exercise, and enjoy such powers, and to raise capital for the purpose, or for the purpose of contributing towards the establishment of and becoming shareholders in the said undertaking.

And it is further intended by such Act to alter, amend, and enlarge, so far as may be necessary for the objects aforesaid, the powers and provisions of the several 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, which several Acts bear date as follows: (that is to say,) An Act of the fifth and sixth years of the reign of His late Majesty King William the Fourth, cap. 107; an Act of the sixth year of the same reign, cap. 38; an Act of the first year of the reign of Her present Majesty Queen Victoria, cap. 91; an Act of the first year of the same reign, cap. 92; an Act of the second year of the same reign, cap. 27; an Act of the sixth year of the reign of King William the Fourth, cap. 77; an Act of the first year of the reign of Her present Majesty Queen Victoria, cap. 24; an Act of the fifth year of the same reign, Session 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 eighth and ninth years of the same reign, cap. 188; an Act of the eighth and ninth years of the

same reign, cap. 191; an Act of the ninth year of the same reign, cap. 14; and the several Acts relating to the West London Railway, which bear date as follows—viz., an Act of the third year of the reign of His late Majesty King William the Fourth, cap. 36; an Act of the sixth year of the same reign, cap. 79; an Act of the third and fourth years of the reign of Her present Majesty, cap. 105; an Act of the eighth and ninth years of the same reign, cap. 156; 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 of the said intended railway, branch railway, 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, 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 Wilts, at his office in Wilton; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway, branch railway, and works are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.

**Wilts, Somerset, and Weymouth Railway,
(Amendment) No. 2.**

(Proposed Railways from Bleadon to Blandford, and from Compton, near Yeovil, to Wilton, with branches to Glastonbury and Gillingham.)

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 Wilts, Somerset, and Weymouth Railway Act, 1845;" and "The Wilts, Somerset, and Weymouth Railway (Amendment) Act, 1846;" and to enable the Wilts, Somerset, and Weymouth Railway Company to make the several new lines of railway, together with all proper works and conveniences connected therewith, hereinafter mentioned, that is to say,

A railway to commence by a junction with the line of the Bristol and Exeter Railway in the parish of Bleadon in the county of Somerset, in or near to a field in that parish distinguished by the number 10 on the plans of the said Bristol and Exeter Railway referred to in the Act authorising the construction thereof; and passing thence in, through, or into, the several parishes, townships, and extra-parochial or other places of Bleadon, Uphill, Locking, Hutton, Christon, Banwell, Loxton, Biddesham, Lympsham, Badgworth, Weare, Compton Bishop, Cross, Winscombe, Axbridge, Cheddar, Wedmore, Draycot, Nyland and Batcombe, Rodney Stoke,

Westbury, Easton, Wookey, the out-parish of Saint Cuthbert-in-Wells, the in-parish of Saint Cuthbert-in-Wells, the liberty of Saint Andrew-in-Wells, North Wootton, Dinder, Croscombe, Pilton, Shepton Mallett, Doultling, Chesterblade, Evercreech, Milton Clevedon, Lamyatt, Ditcheat, Almsford, Pitcombe, Wyke Champflower, Bruton, Shepton Montague, otherwise Shepton Montacute, Bratton Seymour, otherwise Bratton Saint Maur, Charlton Musgrave, Wincanton, Maperton, Holton, North Cheriton, South Cheriton, Charlton Horethorne, Horsington, Stowell, Temple Coombe, and Henstridge, or some of them in the county of Somerset; Stalbridge, Kington Magna, otherwise Keinton Magna, West Stower, Fifehead Magdalen, Todbere, Marnhull, Hinton Saint Mary, Sturminster Newton, Mauston, Hainmoon, otherwise Hammo-hun, Child Okeford, Shilling Okeford, otherwise Shillingstone, Belchallwell, Okeford Fitzpaine, Hanford, Stowerpaine, Durweston, Pimperne, Bryanston, and Blandford Forum, or some of them, in the county of Dorset; to terminate in the said parish of Blandford Forum, in or near to a field called Picked Close, in the occupation of Isaac William Tupper, situate near the Cricket Ground, on the east side of the road leading from Blandford to Sherborne.

A branch railway to diverge out of the intended line of railway hereinbefore described, at Portwar, in the in-parish of Saint Cuthbert-in-Wells, in the county of Somerset; and passing thence in, through, or into, the in-parish of Saint Cuthbert-in-Wells, the out-parish of Saint Cuthbert-in-Wells, the parishes of Wookey, Pilton, Meare, and Godney, and the united parishes of Saint John the Baptist and Saint Benedict in Glastonbury, or some of them, in the county of Somerset; to terminate in the town of Glastonbury, in the last-mentioned parishes, on the east side and near the south end of Northload-street.

A railway to commence upon the line of railway from Melcombe Regis to Upton Scudamore, secondly described in the "Wilts, Somerset, and Weymouth Railway Act, 1845," in the parishes of Trent, in the county of Somerset, and Over Compton in the county of Dorset, in or near to a field in the first-mentioned parish, distinguished by the number 4, and in or near to a field in the said last-mentioned parish distinguished by the number 8, on the plans of the said railway referred to in the said Act; and passing thence in, through, or into, the several parishes, townships, and extra-parochial or other places, of Trent, in the county of Somerset; Over Compton otherwise Compton Haway, Neither Compton, Sherborne, Castleton, and Osborne, in the county of Dorset; Pointington, Milborne Port, Charlton Horethorne, Stowell, Horsington, Abbas Combe, Temple Combe, and Henstridge, or some of them in the county of Somerset; Stalbridge, Buckhorn Weston, Kington Magna, otherwise Keinton Magna, Fifehead Magdalen, West Stower, Marnhull, Todbere, Stower Provost, East Stower, Saint Margaret's Marsh, Gillingham, the liberty of Alcester, Shaston Saint James, and Motcombe,

or some of them, in the county of Dorset; Mere, Sedgell, East Knoyle, Semley, Donhead Saint Mary, Donhead Saint Andrew, Wardour, West Tisbury, East Tisbury, Ansty, Sutton Mandeville, Chilmark, Fovant, otherwise Foffant, Teffont Evias, Dinton, Compton Chamberlain, Baverstock, Barford Saint Martin, South Burcombe, North Burcombe, Wilton, South Newton, Ditchampton, and Fugglestone Saint Peter, or some of them, in the county of Wilts; to terminate in the said parish of Fugglestone Saint Peter, in or near to a field numbered 15 on the aforesaid plans of the said Wilts, Somerset, and Weymouth Railway.

And a branch railway to diverge out of the last-mentioned intended railway, in or near to a field in the parish of Motcombe, in the county of Dorset, called Long Mead or Great Mead, situate near to and on the north side of Sherborne Causeway, and in the occupation of John Stacey; passing thence in, through, or into the parishes of Motcombe, Shaston Saint James, East Stower, and Gillingham, or some or one of them, in the county of Dorset, and terminating in the last-named parish, in a field called Dryleaze, situate near to, and on the south side of Gillingham-street, and in the occupation of John Dunn.

And it is intended by such Act, to take powers to abandon such part or parts of the line of the Wilts, Somerset, and Weymouth Railway, in the parishes of Bradford Abbas, and Sherborne, in the county of Dorset, as will be rendered useless by reason of the intended line of railway from Compton to Fugglestone Saint Peter, hereinbefore described.

And it is also intended by such Act, to take powers to stop up, alter, or divert, whether temporarily or permanently, all turnpike or other roads and highways, streets, railways, tramways, aqueducts, canals, streams, and rivers, upon or adjoining the line of the said intended railways and works which it may be necessary to interfere with in the construction or for the purposes of the said intended railways and works, or any of them.

And it is further intended by such Act, to vary, repeal, or extinguish all existing rights or privileges which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges, and also to confer on the said Wilts, Somerset, and Weymouth Railway Company powers for raising additional capital, and also for the purchase of lands, by compulsion or agreement, for the purposes of the said intended works, and for levying tolls, rates, and duties, in respect of the use thereof, and to confer such exemptions from such tolls, rates, or duties as to such Company may seem meet.

And it is further proposed by such intended Act, to extend to the said intended new lines of railway and works, the several powers and provisions of the said "Wilts, Somerset, and Weymouth Railway Act, 1845," and of the said "Wilts, Somerset, and Weymouth Railway (Amendment) Act, 1846."

And it is further intended by such Act, to enable the said Wilts, Somerset, and Weymouth Railway Company, to sell or let the said intended railways

and works, or any of them, to the Great Western Railway Company; and also to enable the said Great Western Railway Company to purchase or take on lease the said intended railways and works, or any of them, and to raise and contribute funds for or towards the construction or maintenance thereof, and to exercise all or any powers which may be conferred by the said Act in connection therewith, or in relation thereto.

And for the purposes aforesaid, it is further intended by the said Act, to alter, amend, and enlarge, so far as may be necessary, some of the powers and provisions of the said "Wilts, Somerset, and Weymouth Railway Act, 1845," and of the said "Wilts, Somerset, and Weymouth Railway (Amendment) Act, 1846," and of the several Acts relating to the Great Western Railway, and the railways and branch railways, forming part of that undertaking, and belonging to the Great Western Railway Company, bearing date as follows, that is to say, an Act of the 5th and 6th years of the reign of His late Majesty King William the Fourth, cap. 107; an Act of the 6th year of the same reign, cap. 38; an Act of the 1st year of the reign of Her present Majesty Queen Victoria, cap. 91; an Act of the 1st year of the same reign, cap. 92; an Act of the 2nd year of the same reign, cap. 27; an Act of the 6th and 7th years of the reign of His said late Majesty King William the Fourth, cap. 77; an Act of the 1st and 2nd years of the reign of Her said present Majesty Queen Victoria, cap. 24; an Act of the 5th year of the same reign, cap. 28; an Act of the 6th year of the same reign, cap. 10; an Act of the 7th year of the same reign, cap. 3; an Act of the 8th and 9th years of the same reign, cap. 40; an Act of the 8th and 9th years of the same reign, cap. 188; an Act of the 8th and 9th years of the same reign, cap. 191; and an Act of the 9th year of the same reign, cap. 14. And also the Acts relating to the West London Railway, which bear date as follows: an Act of the 3rd year of the reign of His late Majesty King William the Fourth, cap. 36; an Act of the 6th year of the same reign, cap. 79; an Act of the 3rd and 4th year of the reign of Her present Majesty, cap. 105; an Act of the 8th and 9th year of the same reign, cap. 156; and an Act of the 9th and 10th year of the same reign, cap. 369.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels, of the said intended 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 instant with the Clerk of the Peace for the county of Somerset, at his office at Taunton, in that county; with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, in that county; with the Clerk of the Peace for the county of Wilts, at his office at Wilton, in that county. And that a copy of so much of the said plans and sections, and books of reference, as relates to each of the parishes, in or through which the said intended railways and works are respectively intended 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 5th November 1846.

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

Wilts, Somerset, and Weymouth Railway, (Amendment), No. 1.

Bruton (Pitcombe and Rodden) and Bradford Deviations.

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 Wilts, Somerset, and Weymouth Railway Act, 1845," and "The Wilts, Somerset, and Weymouth Railway (Amendment) Act, 1846," and to enable the Wilts, Somerset, and Weymouth Railway Company to make the two several alterations hereinafter particularly mentioned in certain of the lines of railway authorised to be made by the said Acts; that is to say, one of such alterations to commence in the parish of Pitcombe, in the county of Somerset, on the line of railway from Upton Scudamore to Melcombe Regis, secondly described in the firstly above-mentioned Act, in or near to a field in the said parish numbered 2 on the plans of the said railway referred to in the said Act, and passing thence in, through, or into, the several parishes, townships, and extra-parochial or other places of Pitcombe, Bruton, Wyke Champflower, Sheephouse Farm, North Brewham, Witham Friary, Marston Bigot, Frome Selwood, and Rodden, or some of them, in the county of Somerset, to terminate in the said parish of Rodden, in or near to a field in that parish numbered 1 on the said last-mentioned plans.

And the other of such alterations to commence in the parish of Bradford, in the county of Wilts, on the line of railway from Bradford to Bathampton, described in the secondly above-mentioned Act at a road in the said parish numbered 125 in the plans of the said railway referred to in the said last-mentioned Act, and to pass in or through and to terminate within the same parish at the Avon Cliff Aqueduct of the Kennet and Avon Canal.

And it is also intended by such Act to take powers to abandon such part or parts of the lines of railway, respectively authorised by the said firstly and secondly above-mentioned Acts as will be rendered useless by reason of the aforesaid intended alterations respectively.

And it is also intended by such Act to take powers to stop up, alter, and divert, whether temporarily or permanently, all turnpike and other roads and highways, streets, railways, tramways, aqueducts, canals, streams, and rivers, upon or adjoining the line of the said intended works, which it may be necessary to interfere with in the construction or for the purposes of the said intended works.

And it is further intended by such Act to obtain powers for the purchase of lands, by compulsion or agreement, for the purposes of the said intended

works, and to vary, repeal, or extinguish all existing rights or privileges which would in any manner impede or interfere with the construction, maintenance, or use of the said intended works, and to confer other rights and privileges. And also to levy tolls, rates, and duties, in respect of the use of the said intended works, and to confer such exemptions from such tolls, rates, or duties, as to the said Wilts, Somerset, and Weymouth Railway Company may seem meet.

And it is further proposed by such intended Act to extend to the said proposed alterations and works the powers of sale and lease to the Great Western Railway Company, and the powers of purchase and renting, and of contributing capital by that Company, which are contained in the said "Wilts, Somerset, and Weymouth Railway Act, 1845," with reference to the undertaking thereby authorised.

And for the purposes aforesaid, it is further intended by the said intended Act to alter, amend, and enlarge, so far as may be necessary, the powers and provisions of the said "Wilts, Somerset, and Weymouth Railway Act, 1845," and of the said "Wilts, Somerset, and Weymouth Railway (Amendment) Act, 1846," and of the several Acts relating to the Great Western Railway, and of the railways and branch railways forming part of that undertaking, and belonging to the Great Western Railway Company, bearing date as follows; that is to say, an Act of the 5th and 6th years of the reign of His late Majesty King William the Fourth, cap. 107; an Act of the 6th year of the same reign, cap. 38; an Act of the 1st year of the reign of Her present Majesty Queen Victoria, cap. 91; an Act of the 1st year of the same reign, cap. 92; an Act of the 2nd year of the same reign, cap. 27; an Act of the 6th and 7th years of the reign of His said late Majesty King William the Fourth, cap. 77; an Act of the 1st and 2nd years of the reign of Her said present Majesty Queen Victoria, cap. 24; an Act of the 5th year of the same reign, cap. 28; an Act of the 6th year of the same reign, cap. 10; an Act of the 7th year of the same reign, cap. 3; an Act of the 8th and 9th years of the same reign, cap. 40; an Act of the 8th and 9th years of the same reign, cap. 188; an Act of the 8th and 9th years of the same reign, cap. 191; and an Act of the 9th year of the same reign, cap. 14; and also the Acts relating to the West London Railway, which bear date as follows:—An Act of the 3rd year of the reign of His late Majesty King William the Fourth, cap. 36; an Act of the 6th year of the same reign, cap. 79; an Act of the 3rd and 4th years of the reign of Her present Majesty, cap. 105; an Act of the 8th and 9th years of the same reign, cap. 156; and an Act of the 9th and 10th years of the same reign, cap. 369.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels of the said intended 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 instant, with the Clerk of the Peace for the county

of Somerset, at his office at Taunton, in that county; and with the Clerk of the Peace for the county of Wilts, at his office at Wilton, in that county; and that a copy of so much of the said plans and sections and books of reference as relates to each of the parishes in or through which the said intended works are intended 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 2nd day of November 1846.

W. O. and W. Hunt, Whitehall, London.
Osborne, Ward, and Co., Bristol.

Great Western Railway Amendment and Extensions.

(Proposed Railways from the Great Western Railway at Twyford to Henley, and from Newton Saint Loe to Radstock, and enlargement of the Great Western Railway at Bathampton, and from a Point in the Parish of Acton to near Old Oak Common; with powers to lease, purchase, or amalgamate with the Birmingham and Oxford, and the Birmingham, Wolverhampton, and Dudley Railways, and to purchase the Great Western and Uxbridge and the Wycombe Railways; also for amendment of Acts and alteration of Tolls.)

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 Great Western Railway, and to the several railways now forming part of that undertaking, and belonging to the Great Western Railway Company, which several Acts bear date as follows: (that is to say), An Act of the fifth and sixth years of the reign of His late Majesty King William the Fourth, chapter 107,—An Act of the sixth year of the same reign, chapter 38,—An Act of the first year of the reign of Her present Majesty Queen Victoria, chapter 91,—An Act of the first year of the same reign, chapter 92,—An Act of the second year of the same reign, chapter 27,—An Act of the sixth year of the reign of King William the Fourth, chapter 77,—An Act of the first year of the reign of Her present Majesty Queen Victoria, chapter 24,—An Act of the fifth year of the same reign, session 2, chapter 28,—An Act of the sixth year of the same reign, chapter 10,—An Act of the seventh year of the same reign, chapter 3,—An Act of the eighth and ninth years of the same reign, chapter 40,—An Act of the eighth and ninth years of the same reign, chapter 188,—An Act of the eighth and ninth years of the same reign, chapter 191,—An Act of the ninth year of the same reign, chapter 14; and also the Acts relating to the West London Railway, which bear date as follows: An Act of the third year of the reign of his late Majesty King William the Fourth, chapter 36,—An Act of the sixth year of the same reign, chapter 79,—An Act of the third and fourth years of the reign of Her present Majesty, chapter 105,—An Act of the eighth and

ninth years of the same reign, chapter 156,—and An Act of the ninth and tenth years of the same reign, chapter 369; and to authorise the construction and maintenance, by the Great Western Railway Company, of the railways and works hereinafter mentioned, with all proper works, approaches, and conveniences connected therewith, viz.—First. A railway diverging from the line of the Great Western Railway at or immediately adjoining to the Twyford Station thereof, and in the parishes of Hurst and Ruscomb, or one of them, in the counties of Wilts and Berks, or one of them, passing from, through, or into the several parishes, townships, and extra-parochial or other places of Broad Hinton, Whistley, Hurst, and Ruscombe, or some of them, in the counties of Wilts and Berks, or one of them; Wargrave and Sonning, or one of them, in the county of Berks; Shiplake Harpsden, Harpsden-cum-Bolney, Rotherfield Peppard, Rotherfield Grays, and Henley, or some of them, in the county of Oxford; and terminating in the said parishes of Rotherfield Grays and Henley, or one of them, at or near a certain street in the town of Henley, known as Friday-street. Second. A railway, with all proper works and conveniences connected therewith, diverging from the line of the Great Western Railway, in the parish of Newton Saint Loe, in the county of Somerset, at or near the west end of the Railway Tunnel, known as the Tiverton Tunnel, and terminating by a junction with the line of the Wilts, Somerset, and Weymouth Railway, in a field situated in the parish of Radstock, in the said county of Somerset, and numbered 28 on the plans of the Wilts, Somerset, and Weymouth Railway referred to in the Wilts, Somerset, and Weymouth Railway Act, 1845; together with certain branches or connecting or side lines, which will be defined on the plans to be deposited as hereinafter mentioned, to connect the said last-mentioned intended Railway with various collieries lying adjacent thereto, and which said last-mentioned railway, and the said proposed branch or connecting or side lines connected therewith, will pass from, in, or through, or be situate within the several parishes of Twiverton otherwise Twerton, Newton Saint Loe, English Combe-Stanton Prior, Preston, Farmborough High Littleton, Clutton, Timsbury, Paulton, Dunkerton, Camerton Wellow, Farrington Gurney, Midsomer Norton, Cameley, Hallatrow, Radstock, Writhlington, Foxcote, and Kilmersdon, or some of them, in the county of Somerset. Third. A railway in enlargement of and to form part of the line of the Great Western Railway, commencing in the parish of Bathampton and county of Somerset, at a point where the said railway crosses a certain field numbered 11 in such parish on the plans of the Great Western Railway, deposited with the Clerk of the Peace of the said county of Somerset, and referred to in the Act authorising the construction of the said railway, passed in the fifth and sixth years of the reign of His late Majesty King William the Fourth, passing in or through and terminating in the said parish of Bathampton, at a point where the said railway crosses a certain field numbered 28 in the same parish on such last-men-

tioned plans. Fourth. A railway in enlargement or extension of the line of the said Great Western Railway, commencing in the parish of West Acton and county of Middlesex, at or near the fourth mile and fifth furlong thereon from London, and passing in or through the parishes, townships, extra-parochial and other places of West Acton and East Acton, in the county of Middlesex, and terminating at the third mile and second furlong from London, on the said Great Western Railway, in East Acton aforesaid.

And power is intended to be taken by the said Act to alter the mode in which the several roads hereinafter mentioned are now carried across the line of the Great Western Railway on the level or surface thereof, and to carry the same across the said railway by means of arches or bridges, with all proper works and approaches connected therewith, within the several parishes, townships, and places next hereinafter mentioned, viz.—First, the road which crosses the said railway in the parish of Ealing, in the said county of Middlesex, near the six-and-a-half mile from London on the said railway. Second, the road which crosses the said railway in the parish of Langley Marsh, otherwise Langley Marish, in the county of Bucks, at the Langley station, near the sixteenth mile from London on the said railway. Third, the road which crosses the said railway in the parish of Bassildon, in the county of Berks, near the forty-third-and-a-half mile from London on the said railway.

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

And it is also intended by such Act to alter the tolls, rates, and duties at present levied or leviable for the use of the Great Western Railway, and to enable the Great Western Railway Company to raise money for the purposes aforesaid, and to purchase lands and houses by compulsion or agreement, for the purposes of the said proposed railways and other works, and to levy tolls, rates, and duties in respect of the use thereof, and to grant exemption 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 railways and works, and to confer other rights and privileges.

And it is further intended by such Act to enable the Great Western Railway Company to sell, or let, or transfer the proposed branch railways, or connecting or side lines from the intended railway from Newton Saint Loe to Radstock hereinbefore described, or some of them, and all or any of their powers in relation thereto, to the owners of or others interested in the collieries adjoining the last-men-

tioned intended railway, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed upon between them and the owners or other parties so interested as aforesaid.

And notice is hereby further given, that maps, plans, and sections of the said intended 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 instant with the Clerk of the Peace for the county of Berks, at his office in Abingdon in that county; with the Clerk of the Peace for the county of Wilts, at his office in Wilton in that county; with the Clerk of the Peace for the county of Oxford, at his office in the city of Oxford; with the Clerk of the Peace for the county of Somerset, at his office in Taunton in that county; with the Clerk of the Peace for the county of Bucks, at his office in Aylesbury; and with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell; 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 or to be situate, will be deposited, on or before the said thirtieth day of November instant, with the parish clerks of those parishes respectively, at their respective residences.

And it is also proposed by the said intended Act to empower the Birmingham and Oxford Junction and the Birmingham, Wolverhampton, and Dudley Railway Companies to lease, sell, or transfer the railways and works belonging to them respectively, or any part of the same, or the tolls thereof, to the Great Western Railway Company, and to enable the Great Western Railway Company to purchase or rent the same, and to carry into execution all or any of the powers of the several Acts relating to such railways, and to enable the Great Western Railway Company to raise additional capital for the purposes aforesaid, or to become holders of shares or capital stock in such undertakings, or to authorise the amalgamation of the said Companies and the capital stock thereof respectively.

And it is further intended by such Act to enable the Great Western and Uxbridge Railway Company and the Wycombe Railway Company, or either of them, to sell and transfer the railways and works belonging to them respectively, or any part thereof, and all or any of their powers in connection therewith or in relation thereto to the Great Western Railway Company, and to enable such last-mentioned Company to purchase and construct the said last-mentioned railways and works, or either of them, or any part thereof, and to exercise such powers or any of them, and to raise additional capital for such purpose; and for all or any of the purposes aforesaid it is intended to alter, repeal, amend, and enlarge, as far as may be necessary, the powers and provisions of the Birmingham and Oxford Junction Railway Act, 1846; the Birmingham, Wolverhampton, and Dudley Railway Act, 1846; the

Great Western and Uxbridge Railway Act, 1846; and the Wycombe Railway Act, 1846.

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

Dated November, 1846.

Leicester Water Works,

For supplying the Inhabitants of Leicester and its Vicinity with Water.

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 obtain an Act or Acts for supplying with water the inhabitants of the several parishes, townships, hamlets, precincts, and extra-parochial or other places of Saint Mary Bromkingsthorpe, Saint Martin, Saint Margaret, Saint Nicholas, All Saints, Saint Leonards, Leicester Abbey, and Woodgate, the Black Friars, the Augustine Friars, the Grey Friars, the White Friars, the Castle View, the New Works or Newarke (all of which are situate in or near the borough of Leicester), and likewise the parishes of Knighton and Belgrave, adjacent thereto, all in the county of Leicester; and for that purpose to make and construct a reservoir or reservoirs at or near a certain bridge called Locky Bridge, in the parish of Thornton, in the said county of Leicester, and a reservoir or reservoirs at, near, or upon a certain place called the Racecourse, in the parish of Saint Mary, in the said borough of Leicester; and to lay mains and pipes and make cuts, aqueducts, and other works to, through, into, or near the several parishes, townships, and extra-parochial or other places of Thornton Bagworth, Merry Lees, Botcheson, Desford, Baron Park, Rathby, Newtown Unthank, Glenfield, Kirby Muxloe, Kirby Frith, Leicester Forest, Braunstone, and New Parks, in the said county of Leicester, and the aforesaid parishes, extra-parochial, or other places of Bromkingsthorpe, Saint Mary, the Black Friars, the Augustine Friars, Saint Nicholas, Saint Martin, and Saint Margaret, all in or near the said borough of Leicester. And the termini of the said intended works are respectively the said first mentioned reservoir at or near the village of Thornton, in the parish of Thornton aforesaid, and the said reservoir at or near the Racecourse, in the said parish of Saint Mary, in or near the borough of Leicester aforesaid. And also to take powers for collecting, obtaining, and using the waters (or some portion thereof) from certain lauds, brooks, and streams situate in or near the parish of Thornton aforesaid, called respectively Thornton Brook and Carr Brook, otherwise Markfield Brook, the waters of which now flow to or into the brook or stream running from thence through, into, or near the said respective parishes or places of Merry Lees, Botcheson, Newtown Unthank, Desford, Baron Park, Rathby, Kirby Muxloe, and Glenfield, and from thence through, into, or near the parishes of Ansty, Cropstone, Thurcaston, Rothley Temple, and Rothley, or some of them, in the

county of Leicester, and from thence into the River Soar, otherwise called the Leicester Navigation, at or near Rothley aforesaid, and thence into the Loughborough Canal, in or near the town of Loughborough, in the said county of Leicester, and thence into the River Trent, in or near the parish of Lockington, in the said county of Leicester. And it is intended to obtain powers by the said Act or Acts to incorporate a Company for carrying out the above-mentioned objects, with power to levy, charge, and collect rates, rents, and remunerations for such supply of water as aforesaid, and to take by compulsion or agreement; and to hold lands, buildings, and other property necessary and proper for making and completing the above-mentioned works or any part thereof, and also to vary or extinguish all existing rights and privileges connected with such lands, buildings, and other property, or which would in any way impede or interfere with the objects aforesaid, or contemplated by the said Act or Acts or any of them, and to confer, vary, or extinguish other rights and privileges. And notice is hereby also given, that duplicate plans and sections of the said reservoirs, cuts, aqueducts, and other works to be made and maintained as aforesaid, together with a book of reference thereto, will be deposited for public inspection at the office of the Clerk of the Peace for the said county of Leicester, at his office in New-street, in the borough of Leicester aforesaid, on or before the thirtieth day of November instant; and a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes in or through which the said reservoirs, cuts, aqueducts, and works are intended to be made and maintained, will also be deposited for public inspection with the parish clerk of each such parish on or before the said thirtieth day of November instant. And it is also proposed in and by the said Act or Acts to empower the said Company to be thereby incorporated to let on lease, sell, or transfer the above-mentioned works or any part thereof, or the rents, rates, and remunerations to be thereby authorised to be taken and received for the supply of water as aforesaid to the mayor, aldermen, and burgesses of the said borough of Leicester, and to enable the said mayor, aldermen, and burgesses to purchase or lease the same, upon such terms and conditions as may be mutually agreed upon by and between the said Company and the said mayor, aldermen, and burgesses, or as may be determined by such referee or referees as shall be mentioned in the said Act or Acts.

Dated the 7th day of November 1846.

John Loseby, Solicitor, Leicester.

Ipswich and Bury St. Edmund's Railway, No. 5.

(Extension to East Dereham, and to Aylsham, in Norfolk.)

NOTICE is hereby given, That application is intended to be made to Parliament in the ensuing Session for an Act to amend the powers

and provisions of an Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for making a Railway from the Eastern Union Railway at Ipswich to Bury St. Edmund's;" and of another Act passed in the last Session of Parliament, intituled "An Act to amend the Ipswich and Bury St. Edmund's Railway Act, 1845, and for making a Railway from the said Ipswich and Bury St. Edmund's Railway to Norwich, with a Branch therefrom;" and to authorise the construction and maintenance by the said Ipswich and Bury St. Edmund's Railway Company of the following railways, with all proper works and conveniences connected therewith; that is to say, First, a railway diverging from and out of the intended Norwich Extension of the said Ipswich and Bury St. Edmund's Railway at or near to the Victoria Gardens, in the parish or hamlet of Lakenham, and county of the city of Norwich, and terminating by a junction with an intended railway from Wells to Dereham, at or near to Girling's Pit, near the road from Swanton Morley to East Dereham, in the parish of East Dereham, in the county of Norfolk; which said intended railway will pass from, in, through, or into Lakenham, Heigham, Eaton, Earham, Hellesdon otherwise Hellesden, Saint Stephens, Saint Benedict, Saint Giles, Saint Swithen, Saint Margaret, Saint Lawrence, Saint Michael at Coslany, Costessey otherwise Cossey, Saint Gregory, Saint John Maddermarket, Saint Peters of Mancroft, the Town Close and the Liberty thereof, all in the said city of Norwich, and county of the said city; Hellesdon otherwise Hellesden, Costessey otherwise Cossey, Drayton, Earham, Taverham, Felthorpe, Swannington, Ringland, Attlebridge, Morton otherwise Morton-on-the-Hill, Weston otherwise Weston Longville, Whitwell, Lenwade, Alderford, Great Witchingham, Little Witchingham, Ling otherwise Lyng, Bawdeswell, North Tuddenham, Sparham, Bylaugh otherwise Belaugh, Elsing, Swanton Morley, Hoe otherwise Hoo, and East Dereham, or some of them, all in the said county of Norfolk. Second, a railway diverging from and out of the line of the said intended railway last above described, at or near to a certain field adjoining the turnpike-road leading from Drayton to Attlebridge, and known as the Taverham Glebe land, in the parish of Drayton and county of Norfolk, and terminating at or near to a certain field, known as the Barn Close, adjoining the turnpike road from Norwich to Aylsham in the parish of Aylsham and county of Norfolk aforesaid, which said intended railway will pass from, in, through, or into Taverham, Drayton, Felthorpe, Horsford, Haveringland, Hevingham, Brixton, Burgh, Brampton, Marsham, Aylsham, or some of them, in the said county of Norfolk. Third, a railway diverging from and out of the line of the said intended railway first above described, in the parish of Elsing and county of Norfolk, in a certain field in the occupation of Esther Miles, known as the Ten Acres field, adjoining the road from Elsing to Swanton Morley, and terminating by a junction with the line of an intended railway from Wells to Dereham, in the parish of North Elmham and county of Norfolk, at or near to a certain arable

field in the occupation of John Alesbrook and James Alesbrook, lying between Elmham Little Heath, and Worthing Church, which said intended railway will pass from, in, through, or into Elsing, Swanton Morley, Bylaugh otherwise Belaugh, Hoe otherwise Hoo, Worthing, Beetley and North Elmham, or some of them, in the county of Norfolk.

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 or adjoining to the aforesaid places, with which it may be necessary so to interfere in the construction of the said intended railways and works.

And it is also intended by such Act to enable the Ipswich and Bury St. Edmund's Railway Company to raise money for the purposes aforesaid, and to take powers for the purchase of lands and houses by compulsion, and 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 interfere with the construction, maintenance, or use of the said intended railways and works, and to levy tolls, rates, and duties, in respect of the use of the said railways and other works, and to grant certain exemptions from such tolls, rates, and duties, and to confer other rights and privileges.

And notice is hereby further given, that plans and sections, describing the line and levels of the said intended 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 such lands proposed to be taken for the purposes thereof, together also with a published map showing the general directions of the intended 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 Norfolk, at his office in Norwich; and with the Clerk of the Peace for the county of the city of Norwich, at his office in that city; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railways and works are intended to be made, will be deposited, on or before the same thirtieth day of November, with the parish clerk of those parishes respectively, at their respective residences.

Dated November, 1846.

Few & Co., Covent Garden,
W. O. & W. Hunt, 10, Whitehall, } Solicitors.

Ipswich and Bury St. Edmunds Railway, No. 1.
(Extension to Yarmouth.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to amend the powers and provisions of an Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for making a Railway from the Eastern Union Railway at Ipswich to Bury St. Edmunds;" and of another Act passed in the last session of Parliament, intituled "An Act to amend the Ipswich and Bury St. Edmunds Railway Act 1845, and for making a Railway from the said Ipswich and Bury St. Edmunds Railway to Norwich, with a branch therefrom;" and to authorise the construction and maintenance by the Ipswich and Bury St. Edmunds Railway Company of an Extension or Branch Railway, with all proper works, approaches, and conveniences connected therewith, to diverge from the line of the Norwich Extension of the Ipswich and Bury St. Edmunds Railway at two points; the first thereof at or near to Blackthorn Farm, in the parish of Diss, in the county of Norfolk; and the second thereof in a certain field called "The Meadow," adjoining the Hill Farm, in the occupation of Robert Carter, in the parish of Burston, in the same county; which two diverging lines or forks will converge in a certain field known as Plumtre field, in the occupation of the said Robert Carter, in the last-mentioned parish, and to terminate at a point in the hamlet or township of South Town otherwise West Town otherwise Little Yarmouth, in the parish of Gorleston, in the county of Suffolk, at or near the Yarmouth drawbridge; which said intended railway and works will pass in, from, through, or into Diss, Burston, Thelveton otherwise Thelton, Shimpling, Dickleburgh, Langmere otherwise Dickleburgh-with-Langmere, Rushall, Pulham St. Mary the Virgin, and Pulham St. Mary Magdalen, Needham, Starston, Harleston, Redenhall, Redenhall-with-Harleston, Redenhall-with-Harleston-and-Wortwell, Wortwell, Alburgh, Denton, Earsham, Ditchingham, Broome, Ellingham, Geldeston, Gillingham, Gillingham St. Mary, Gillingham All Saints, Aldeby otherwise Alderby otherwise Aldby otherwise Aldeburgh, Toft otherwise Toft Monks, Raveningham, Thorpe St. Matthias otherwise Thorpe by Haddiscoe otherwise Haddiscoe Thorpe otherwise Thorpe next Haddiscoe, Haddiscoe, Wheatacre, Wheatacre All Saints, in the county of Norfolk; The Holy Trinity Bungay, St. Mary Bungay, Bungay, Bungay Common, Outney Common, Herringfleet otherwise Herlingfleet, Fritton, Ashby, Belton, Lound, Hopton, Bradwell, Burgh otherwise Burgh Castle, Hopland otherwise Hobland, Browston, South Town otherwise West Town otherwise Little Yarmouth, and Gorleston, in the county of Suffolk; and also to make and maintain a short branch railway to communicate with the Lowestoft and Reedham Railway, now in course of construction, commencing at a certain field, known as "Newman's Marsh," in the occupation of Robert Newman, in the parish of Haddiscoe, and terminating by a junction with the last-named railway at or

near a certain field in the occupation of William Jex, and to be constructed wholly in the said parish of Haddiscoe and in the county of Norfolk; and also another short branch railway to the said Lowestoft and Reedham Railway, commencing at a certain field, known as "The Second Toft Town Marsh," in the said parish of Haddiscoe, terminating by a junction with the said last-named railway at or near a certain field, in the occupation of Jonathan Farrow, in the parish of Raveningham, and to be constructed wholly in the parishes of Haddiscoe, Thorpe, and Raveningham, and county of Norfolk.

And it is also intended by such Act to take power to alter or divert, or stop up, whether temporarily or permanently, all turnpike and other roads, railways, tramways, aqueducts, canals, streams and rivers, within or adjoining to the aforesaid places, with which it may be necessary so to interfere in the construction of the said intended railways and works.

And it is also intended by such Act to enable the Ipswich and Bury St. Edmunds Railway Company to raise money for the purposes aforesaid, and to take powers for the purchase of lands and houses by compulsion, and 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 the construction, maintenance, or use of the said intended railways and works, and to levy tolls, rates, and duties in respect of the use of the said intended railways and other works, and to grant exemptions from such tolls, rates, and duties, and to confer other rights and privileges.

And notice is hereby further given, that plans and sections describing the line and levels of the said intended 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, and together also with a published map showing the general direction of the said 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 Norfolk, at his office at Norwich; and with the Clerk of the Peace for the county of Suffolk, at his office at Bury St. Edmunds; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railways and works are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.

Dated November, 1846.

Few and Co., Covent-garden,
W. O. and W. Hunt, 10, Whitehall, } Solicitors.

Norwich Small Tenements.

(Assessment of Landlords to Poor and other Rates, and Exemption of Occupiers.)

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 exempt from the payment of poor's rates the occupiers of houses, cottages, or tenements not exceeding the clear annual rent or value of five pounds and five shillings, situate within the several parishes, hamlets, liberties, townships, and places of Saint Peter of Mancroft, Saint Peter per Mountergate, Saint Stephen, the Liberty called the Town Close, Saint Giles, Saint Andrew, Saint George of Tombland, Saint George of Colegate, Saint Peter of Southgate, Saint Etheldred, Saint Julian, Saint John of Sepulchre, Saint Michael at Thorn, Saint John of Timberhill, All Saints, Saint Benedict, Saint Swithen, Saint Margaret, Saint Lawrence, Saint Gregory, Saint John of Maddermarket, Saint Michael at Plea, Saint Peter of Hungate, Saint Simon and Jude, Saint Martin at Palace, Saint Helen, the hamlet of Thorpe, Saint Michael of Coslany, Saint Mary of Coslany, Saint Martin at Oak, Saint Augustine, Saint Clement, Saint Edmund, Saint Saviour, Saint Paul, Saint James, the hamlets of Pockthorpe, Eaton, Earham, Hellesdon, Lakenham, Heigham, Trowse Millgate, Carrow, and Bracondale, within the city of Norwich and county of the same city; or to authorize the rating and assessing to the relief of the poor the landlords, owners, or proprietors of such houses, cottages, or tenements, and any other houses, cottages, or tenements within the several parishes, hamlets, liberties, townships, and places aforesaid, not exceeding the annual rent or value of six pounds, in lieu of the several occupiers thereof; and for repealing or for altering, amending, and rendering more effectual some of the powers or provisions of an Act passed in the session of Parliament held in the first and second years of the reign of his late Majesty King William the Fourth, intituled, "An Act for the better management of the poor in the several parishes and hamlets in the city of Norwich, and county of the same city," relating to the said rates for the relief of the poor, and to the assessment, collection, and recovery thereof, or of any compositions for the same; and also for exempting from the payment of church, borough, watch, highway, and other parochial and local rates, such occupiers as shall be exempted from the payment of poor's rates by the proposed Bill; and also the occupiers of houses, cottages, or tenements not exceeding the clear annual rent or value of five pounds and five shillings, within the precincts of the Cathedral Church, otherwise the parish of Saint Mary in the Marsh, in the said city of Norwich and county of the same city; or to empower the several persons authorised by law to make and assess church, borough, watch, highway, and other parochial and local rates, to assess to such rates the landlords, owners, or proprietors of houses, cottages, or tenements within the several parishes, hamlets, liberties, townships, and places within the said city and county of the same city,

and within the precincts of the Cathedral Church, otherwise the parish of Saint Mary in the Marsh, in the said city and county of the same, not exceeding the clear annual rent or value of six pounds; and in which Bill provisions are intended to be inserted for levying rates, for making and assessing the same, and for compounding for rates and altering existing rates, and for conferring, varying, and extinguishing exemptions from the payment of rates, and other rights and privileges.

Dated this ninth day of November 1846.

E. C. Bailey, Solicitor, Norwich.

Norwich Paving and Improvement Acts Amendment.

(Power to extend provisions of Acts, and to make a new Street or Streets between the Market-place and the Foundry Bridge.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next Session, for an Act to alter, amend, extend, enlarge, or repeal the powers and provisions (or some of them), of an Act of Parliament passed in the 46th year of the reign of His Majesty King George the Third, intituled "An Act for better paving, lighting, cleansing, watching, and otherwise improving the City of Norwich;" and of another Act of Parliament passed in the 6th year of the reign of His Majesty King George the Fourth, intituled "An Act for amending and enlarging an Act of His late Majesty, for better paving, lighting, cleansing, watching, and otherwise improving the City of Norwich;" and to extend the provisions of the said Acts to, and otherwise provide for, the paving, lighting, and improving the several parishes, hamlets, liberties, precincts, and places within the county of the city of Norwich, and to authorize the construction of one or more communication or communications, by one or more new street or streets, or carriage-way or ways, between the Market-place, in the said city of Norwich, and the bridge over the river Wensum called the Foundry Bridge; and the improvement of the existing communications between the said Market-place and bridge, and for the purposes aforesaid, to authorize the commissioners or other persons who may be empowered to carry the said intended Act into effect, to purchase and take lands and buildings by compulsion or agreement, and to vary or extinguish existing rights or privileges in any manner connected with the lands and buildings to be so purchased, and to confer other rights and privileges, and to borrow money and levy rates or duties on the owners or occupiers of houses, lands, tenements, and hereditaments within the said city and county, or certain parts thereof, and to alter existing rates or duties, and to effect other improvements within the said city and county.

Dated this 10th day of November 1846.

Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway.

(Partial alteration of Levels, and Abandonment Extension Lines, and Leasing or Sale of Lines.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to enable the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Company, to deviate in the construction of the main line of their railway, from the level thereof, as at present authorized to be constructed, and to alter the said level, commencing at a field belonging to the Earl of Effingham, and in the occupation of Thomas Gilberthorpe, called or known by the name of the Great Acre, situate in the township of Kimberworth, in the parish of Rotherham, in the west riding of the county of York, numbered 85, in the township of Kimberworth, on the Parliamentary plan of the said main line, as deposited with the Clerk of the Peace, for the said west riding, and extending from thence southerly, for about one mile along the Parliamentary line of the said main line of railway, to a field, or property, called the "Low Meadow," occupied by George Ellis, situate in the township of Ecclesfield, and numbered 5, in the said township of Ecclesfield, on the said Parliamentary deposited plan, and also to authorize the said company to make an extension of their said main line, so altered in level, to commence in the said last-named field, and to terminate on the present site of the Royal Hotel, in the occupation of Sarah Travis, the younger, situate in Castlefields, in the township and parish of Sheffield, in the said west riding, and which said alteration of levels, and the said extension railway, and works, will be made in, and pass from, in, through, or into the several parishes, townships, chapelries, hamlets, and extra-parochial, or other places following, or some of them, that is to say, Blackburn, Kimberworth, Rotherham, Ecclesfield, Brightside-Bierlow, Tinsley, Carbrook, Attercliffe, Attercliffe-cum-Darnall, Darnall, and Sheffield, all in the said west riding.

And it is intended, by the said Act, to enable the said Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Company, to abandon the formation of, and to relinquish that part of their said railway, by which the junction towards Sheffield was, by their Act passed in the last session of Parliament, authorized to be formed with the Sheffield and Rotherham Railway, in the township of Brightside-Bierlow, in the parish of Sheffield, in the said west riding, and which said junction, so intended to be abandoned as aforesaid, lies in and between the said field, numbered 5, in the township of Ecclesfield, in the said deposited Parliamentary plan, and passing thence through the townships of Ecclesfield and Brightside-Bierlow, terminates by a junction with the Sheffield and Rotherham Railway, adjoining to a field numbered 2, in the said township of Brightside-Bierlow, on the said deposited Parliamentary plan.

And it is intended, by the said Act, to enable the said Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Company, to deviate in the construction of that part of their said railway, by which the junction towards Rotherham, was, by the said last-mentioned Act, authorized to be formed with the said Sheffield and Rotherham Railway, in the township of Kimberworth, in the parish of Rotherham, in the said west riding, from the level of the said junction line, as authorized by the said company's said Act, passed in the last session to be constructed, and to alter the said level, commencing at the said field, called the "Low Meadow," occupied by George Ellis, and situate in the township of Ecclesfield, and numbered 5, in the township of Ecclesfield, on the said deposited Parliamentary plan, and extending from, in, through, or into the several parishes, townships, chapelries, hamlets, and extra-parochial, and other places following, or some or one of them, that is to say, Ecclesfield, Brightside-Bierlow, Kimberworth, and Rotherham, and terminating at the authorized junction with the Sheffield, and Rotherham Railway, adjoining a field, numbered 2, in the township of Kimberworth, on the said deposited Parliamentary plan.

And it is intended, by the said Act, to enable the said Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Company, to make and maintain a railway, commencing by a junction with the hereinbefore mentioned intended extension of the main line of the said railway, in a field, in the township of Tinsley, adjoining to and on the south side of the river Dun, at about two hundred and four yards south west of the bridge, by which the Sheffield and Rotherham Railway is carried over the Blackburn Brook, and thence passing from, in, through, or into the several parishes, townships, chapelries, hamlets, and extra-parochial, or other places following, or some of them, that is to say, Tinsley, Ickles, Brinsworth, Masbrough, and Rotherham, all in the said west riding, and terminating in a certain field, called or known by the name of the "Pigeon Lane Close," belonging to the Earl of Effingham, and in the occupation of John Wilson, in the said township and parish of Rotherham, at a point about three hundred and thirty yards, east of the north corner of Bridge Gate, in Rotherham, and also to make and maintain a railway, commencing by a junction with the first-mentioned intended extension of the said main line of railway, to the town of Sheffield; in a certain field, called or known by the name of the "Moor Flatt," belonging to the Earl Fitzwilliam, and in the occupation of James Hadfield, in the township of Tinsley, in the parish of Rotherham, in the said west riding, and thence passing from, in, through, or into the several parishes, or townships, of Tinsley, Kimberworth, and Rotherham, and terminating by a junction with the hereinbefore mentioned intended railway, into the town of Rotherham, in a certain field called by the name of "The Meadow," belonging to the Earl Fitzwilliam, and in the occupation of John Hoole France, in the township of Kimberworth, in the said parish of Rotherham.

And also to make and maintain a railway, diverging out of the firstly herein before mentioned intended extension to the town of Sheffield, near the Blonk Island Cottages, in or near the cattle market or vacant ground adjoining the same, in the town of Sheffield, in the said west riding, and passing thence through the townships of Sheffield and Brightside-Bierlow, both in the parish of Sheffield, in the said west riding, and terminating by a junction with the proposed Sheffield and Lincolnshire Junction Railway in property adjoining Walker-street, in the said township of Brightside-Bierlow, and numbered 56, in the said township of Brightside-Bierlow, on the deposited Parliamentary plans of the said Sheffield and Lincolnshire Junction Railway.

And in the said Act, power will be taken to make a diversion of the river Dun, and to make a new channel for the said river, and to stop up the old bed thereof, commencing at or near a plantation on the bank of the said river, in the township of Attercliffe-cum-Darnall, now occupied by the Reverend John Blackburn, numbered 69, in Attercliffe-cum-Darnall, on the plans intended to be deposited with the Clerk of the Peace for the said west riding, and thence passing from, in, through, or into the townships of Attercliffe-cum-Darnall and Brightside-Bierlow, in the said west riding, and terminating at a field in the occupation of William Workman and Robert Torr, called the "Little Meadow," in the said township of Attercliffe-cum-Darnall, in the said west riding. And also another diversion of the river Dun, and to make a new channel for the said river, and to stop up the old bed thereof, commencing at a field called "The Holme" or "Low Holme," in the occupation of William Hounsfield, in the township of Tinsley passing through the townships of Tinsley and Kimberworth, in the said west riding, and terminating in a piece of ground in the said township of Tinsley, in the parish of Rotherham, lying between the river Dun and the Sheffield Canal in the occupation of the Company of Proprietors of the said Sheffield Canal and William Travis, or one of them.

And in the said Act or Acts, powers will be inserted to construct stations, sidings, tunnels, bridges, viaducts, warehouses, offices, yards, erections, roads, communications, approaches, and conveniences in the said several townships, parishes, extra-parochial and other places before mentioned, or some of them. And also powers to deviate in the construction of the said railways from the lines or situations thereof respectively, as laid down on the plans deposited as hereinafter-mentioned, to the extent shewn thereon, and to alter or divert, stop up, cut off, or cross, whether temporarily or permanently, all such turnpike-roads, parish roads, and other highways, canals, navigations and railways, tram-roads, rivers, drains, brooks, streams, and watercourses, within the parishes, townships, hamlets, extra-parochial and other places aforesaid as may be required to be altered or diverted, stopped up, cut off, or crossed for the purposes of such railways respectively; and also powers authorizing junctions with any

railway or railways, at the commencement or termination, or on the line or course of such railways respectively, in the several parishes townships, or places aforesaid, or some of them.

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

And it is also intended, by the said Act or Acts, to authorize the said Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Company, to raise a further sum of money for the purposes of the said railways and other works, and for the general purpose of the said undertaking.

And it is further intended to take powers by the said Act, to enable the said Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Company, to let on lease, or sell, or transfer, so much of their said railway as lies to the south of the intended station at the town of Barnsley, as also the railways and various other works, intended to be made under the said intended Act, or any part or parts thereof, and all the powers, rights, and privileges of the said company conferred, or to be conferred in connexion therewith, to a certain company in course of formation, and to be called the South Yorkshire, Doncaster, and Goole Railway Company, and to enable the last-mentioned company to construct, or to purchase, or rent, and use, and work such portion of the said railway and railways, and various other works, or any part or parts thereof respectively; and to take tolls, rates, and duties, upon or in respect thereof, and to purchase and hold lands, houses, and buildings, by compulsion or otherwise; and to exercise all powers and authorities conferred or to be conferred on the said Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Company, in connection therewith; and also to authorize the said last-named company, and the said South Yorkshire, Doncaster, and Goole Railway Company, to enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects aforesaid; and also to carry into effect and confirm any agreement or arrangement made, or hereafter to be made, for or in respect of the traffic which may pass on the respective lines and works of the said two companies.

And for all or any of the purposes aforesaid, it is intended to apply for powers by the said Act, to authorize the said South Yorkshire, Doncaster, and Goole Railway Company to increase their capital by the creation of new or additional shares, or by mortgage, loan, or otherwise.

And it is intended by the Act, to obtain powers

to authorize the said Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Company, to let on lease or to sell and transfer so much of their said railway as lies to the north of the intended station of the town of Barnsley, and the branch from the township of Barugh into the township of Cawthorne, and the works connected therewith, or any part or parts thereof, and all the powers, rights, and privileges of the said company connected therewith, to the said South Yorkshire, Doncaster, and Goole Railway Company; the Midland Railway Company, and the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, or one of them, and to enable the said specified companies, or one of them, to purchase or rent, take, and use such portion of the said railway, branch railway, and works, or any part or parts thereof, and to take tolls, rates, and duties in respect thereof, and to purchase and hold lands, houses, and buildings, by compulsion or otherwise, and to exercise all powers and authorities of the said Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Company, in connection with such portion of their said railway and works; and also to authorize the said Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Company, and such specified companies, some or one of them, to enter into such mutual arrangements as may be necessary for carrying out the purposes and objects last aforesaid; and also to carry into effect and confirm any agreement or arrangement made, or to be made, in respect of the traffic passing on the several lines of the said three specified companies respectively, or one of them.

And for all or any of the purposes aforesaid, it is intended to take powers to authorize the said South Yorkshire, Doncaster, and Goole Railway Company, the Midland Railway Company, and the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, or one of them, to increase their present capital by the creation of new or additional shares, or by mortgage or otherwise; and also for all or any of the purposes hereinbefore mentioned, to alter, amend, extend, and enlarge the powers and provisions of the Act passed in the last session of Parliament, relating to the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Company; and also to alter, amend, extend, and enlarge the powers and provisions of the Acts following, or some of them; that is to say, the several Acts relating to the Midland Railway Company, passed, respectively, in the seventh and eighth, and eighth and ninth years of Her present Majesty; and also those passed in the last session of Parliament; and also the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, passed, respectively, in sessions of Parliament held respectively in the seventh year of the reign of King William the Fourth, the first year of Her present Majesty, the fifth and sixth, sixth and seventh, and seventh and eighth years of the reign of Her said present Majesty, and also those passed in the last session of Parliament.

2 D 2

And notice is hereby also given, that duplicate plans and sections, describing the line and situation of the whole of the works and the lands in or through which they are to be made, maintained, varied, extended, and enlarged, and through which every communication to or from the works shall be made, together with books 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, with the lines of railway delineated thereon, so as to shew their general course and direction, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace for the west riding of the county of York, at his office at Wakefield, in the said west riding; and that a copy of so much of the said plans and sections as relate to each parish, in or through which the said works, or any part thereof, are intended to be made or maintained, together with a book of reference thereto, will be deposited, for public inspection, on or before the said thirtieth day of November next, with the parish clerk of each such parish, at the respective places of abode of such parish clerks.—Dated the ninth day of November 1846.

Leeman and Clark, York,
Solicitors for the Bill.

Boston, Stamford, and Birmingham Railway.
(Branch to Wisbech Harbour, and Wisbech Harbour Improvement.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the Boston, Stamford, and Birmingham Railway Company to make and maintain a branch railway, with all proper works, stations, approaches, wharfs, warehouses, and conveniences connected therewith, commencing by a junction with the Stamford and Wisbech line of the Boston, Stamford, and Birmingham Railway, as authorized to be constructed by the "Boston, Stamford, and Birmingham Railway Act, 1846, Stamford and Wisbech Line," at or near a certain field in the parish of Wisbech Saint Peter, in the isle of Ely, in the county of Cambridge, numbered 29 in such parish on the plans referred to in the 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, the borough of Wisbech, Wisbech Saint Peter, Wisbech Saint Mary, and Leverington, in the said isle of Ely, and terminating at or near that part of the river Nene and Wisbech Harbour, in the said parishes of Leverington and Wisbech Saint Peter, or one of them, near to the mill called Bell's Mill.

And it is also proposed, by such intended Act, to authorize the Boston, Stamford, and Birmingham Railway Company, to enlarge and improve all such part of the said harbour or port of Wisbech as lies between a certain mill called Webster's Mill and the boundary between the said

parishes of Wisbech Saint Peter and Leverington, near to Bell's Mill aforesaid; and to construct and maintain all such wharfs, docks, quays, piers, moles, jetties, landing-places, warehouses, works, buildings, and erections, as may be necessary or proper for making the same a good and commodious harbour and port, all which last-mentioned improvements and works will be situate within the parishes, townships, and extra-parochial places of Wisbech Saint Peter, the borough of Wisbech, and Leverington aforesaid, some or one of them.

And it is proposed, by such intended Act, to authorize the said company to raise additional capital for the purposes of the said undertaking, and to confer powers on the said company to stop up, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the parishes, townships, and places aforesaid, or any of them, which it may be necessary so to stop up, alter, or divert, by reason of the construction of the said intended works, or any of them.

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

And it is also proposed, by such intended Act, to confer upon the said company powers to purchase lands and buildings by compulsion or agreement for the purposes of the said intended works, 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 for the purposes of the said intended Act, it is proposed to alter, amend, enlarge, or repeal, so far as may be necessary, the powers and provisions of the said "Boston, Stamford, and Birmingham Railway Act, 1846, Stamford and Wisbech Line."

And notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans, and sections, describing the line and levels of the said proposed branch railway, and the works connected therewith, and the situation of the said proposed new works at, or connected with, the Wisbech Harbour, and the lands proposed to be taken for such purposes respectively, together with books of reference to such plans, containing the names of the actual or reputed owners and lessees, and of the occupiers of such lands, will be deposited with the Clerk of the Peace of the Isle of Ely, at his office in Wisbech; and with the Clerk of the Peace of the county of Cambridge, at his office at Cambridge; and that on or before the same thirtieth day of November, a copy of so much of the said plans, sections, and books of reference, as relates to each parish in or through which the said branch railway, and works connected therewith, and the works at or connected

with the said Wisbech Harbour, are respectively intended to be made, will be deposited with the parish clerks of those parishes, at their respective residences.—Dated this tenth day of November 1846.

S. S. Baxter, Solicitor,
Atherstone, and 18, Abingdon-street, Westminster.

Victoria Park.

Approaches from the East India Dock-road, Limehouse, from Bethnal-Green, and from Cambridge Heath Turnpike.

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 authorize and empower the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works and Buildings, to form and make a new street or road from the north side of the East India Dock-road, at Limehouse, in or nearly in a north-west direction to York-place, in the Mile End-road, opposite, or nearly opposite, to the south end of the Grove-road, and from thence along the Grove-road to the south entrance of Victoria Park, which street or road is intended to commence on the north side of the East India Dock-road, near to the west end of Canton-place, and to run from thence in a north-west direction across meadow-land and premises belonging to Paynton Pigott Stainsby Conant, Esquire, to the stream or canal, called or known as the Limehouse Cut, then across the said stream or canal, and from thence, across land and premises respectively, belonging to William Cotton, Esquire, Richard Redfearn Goodlad, Esquire, John Harris, and John Morth Woolcombe, Esquire, to the public highway or road leading from Mile-end-road to Bow Common, then across the said road, and from thence over lands and premises belonging respectively to Sarah Johnson, and John Soanes, Esquire, to the road or way leading from the Bow Common-road to the East London Cemetery, then across the said road or way, and from thence across land and premises belonging respectively to Edward Lawford, Esquire, and Smith, to the Mile End-road, opposite to the south end of the Grove-road, Mile End, and then along the Grove-road, to the south entrance of the Victoria-park.

Also to divert, alter, widen, and improve the said road called the Grove-road, and such parts of the present streets, roads, courts, alleys, and ways as will form entrances into the said intended new street or road, which said new street or road, is proposed to be made in, or to pass from, through, or into the several parishes of Saint Ann's Limehouse, Saint Dunstan Stepney, and Saint Matthew Bethnal-green, and the Hamlet of Mile End Old Town, in the county of Middlesex.

And also to form and make a new street or road, from the north side of the said East India Dock-road at Limehouse aforesaid, to commence at or near to the entrance to a cow-yard, in the occupation of Mr. Abbott, and to run from thence in a north-east direction across the before-mentioned.

meadow-land and premises belonging to Paynton Pigott Stainsby Conant, Esquire, till it intersects the before described intended new road, about midway between the East India Dock-road, and the stream or canal called or known as the Lime-house Cut.

Also to divert, alter, widen, and improve such parts of the present streets, roads, courts, alleys, and ways, as will form entrances into the said last before-mentioned intended new street or road, which said new street or road is proposed to be made in or to pass from, through, or into the parish of Saint Ann's Limehouse, in the said county of Middlesex.

And also to form and make a new street or road, to commence from or near to the junction of the Bethnal-green and Cambridge-heath-roads, at or near to the north side of the church of Saint John Bethnal-green, and to run from thence in a north-east direction across Bethnal-green to the Old Ford-road, opposite to a new road formed across land called or known by the name of Bishop Bonner's-fields, to the west entrance of Victoria-park.

Also to alter and widen, in continuation of such last-mentioned new street or road, the lane known or called Russia-lane on the east side thereof, commencing at the south end of the said lane, and running from thence in a northward direction along the said lane, to the bar across the said lane, and also to take down and remove the said bar.

Also to divert, alter, widen, and improve such parts of the present streets, roads, courts, alleys, and ways as will form entrances into the said last-mentioned new street or road, which said new street or road is proposed to be made in or to pass from, through, or into the parish of Saint Matthew Bethnal-green, in the said county of Middlesex.

And also to form and make a new street or road from the turnpike at the junction of the Hackney-road and Cambridge-heath-road, to commence at the west end of Prospect-place, and to run from thence in an eastward direction along Prospect-place, to the west end of the Bishop's-road, and from thence in a northward direction to a bridge about to be built over the Regent's Canal, at the east end of John-street, to communicate with the road formed, or intended to be formed, across the north-west corner of Victoria-park, to Groveret-lane, Hackney.

Also to divert, alter, widen and improve such parts of the present streets, roads, courts, alleys, and ways as will form entrances into the said last before-mentioned new street or road, which said new street or road is proposed to be made in or to pass from, through, or into the several parishes of Saint Matthew Bethnal-green, and Saint John Hackney, in the said county of Middlesex.

And in the said Bill, powers will be contained for the compulsory purchase of all such houses, buildings, lands, and hereditaments as may be

necessary for carrying the several purposes aforesaid into execution.—Dated this tenth 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.

Manchester and Leeds Railway Branches, Extensions, Deviations, and Alterations of Levels and other Works.

(Alterations of Levels in Bury. Branch from Liverpool, and Bury Railway, to Heywood Extension; Darcey Lever Deviation; Liverpool Station; branch from Manchester and Leeds Railway to Heywood branch; Clifton branch Extension, and Station at Bury, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill, to alter, amend, and enlarge the powers and provisions of the several Acts following; that is to say;

"The Manchester and Leeds Railway Act, 1836;" "The Manchester and Leeds Railway Act, 1837;" "The Manchester and Leeds Railway Act, 1839;" "The Manchester and Leeds Railway Act, 1841;" "The Manchester and Leeds Railway Act, 1844;" "The Manchester and Leeds Railway Act, (No. 1), 1845;" "The Manchester and Leeds Railway Act, (No. 2), 1845;" "The Manchester and Leeds Railway Act, 1846;" "The Ashton, Stalybridge and Liverpool Junction Railway Act, 1844;" "The Ashton, Stalybridge and Liverpool Junction Railway Act, 1845;" "The Huddersfield and Sheffield Junction Railway Act, 1845;" "The Liverpool and Bury Railway Act, 1845;" "The Liverpool and Bury Railway Act, 1846;" and also of the several Acts following, relating to the Manchester, Bolton, and Bury Canal Navigation and Railway Company, that is to say, an Act passed in the first and second years of His late Majesty King William the Fourth, an Act passed in the second and third years of the reign of His said late Majesty, an Act passed in the fifth and sixth years of the reign of His said late Majesty; an Act passed in the first and second years of the reign of Her present Majesty; and an Act passed in the ninth and tenth years of the reign of Her present Majesty; also of 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; "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 also "The West Riding Union Railways Act, 1846;" and particularly to authorize the Manchester and Leeds Railway Company to pay interest in respect of certain shares, and to make arrangements as to the payment of dividends thereon, and to change the name of the said Manchester and Leeds Railway Company, and to incorporate it by another name, and to enable the said company to raise a further sum of money; in which said Bill it is also intended to apply for powers to enable the Manchester and Leeds Railway Company to alter the level of a portion of the original line of the Liverpool and Bury Railway, as authorized to be made between the easterly side or bank of the river Irwell, numbered 1, in the township of Bury, on the original plan of the said last-mentioned railway, deposited in the office of the Clerk of the Peace for the county of Lancaster, and the point where the said last-mentioned railway is intended to form a junction with the East Lancashire Railway, in a field which in the original plan of the said Liverpool and Bury Railway, is numbered 31, in the said township of Bury; and also to alter the level of a portion of the original line of the extension of the Heywood branch of the Manchester and Leeds Railway authorised to be made between a garden, which on the original plan of the said Heywood Branch Extension Railway, deposited at the office of the said Clerk of the Peace for the county of Lancaster, is numbered 53, in the said township of Bury, and a field, which in the same plan is numbered 33, in the same township, the whole being within the said township of Bury, in the parish of Bury, in the county of Lancaster; and also to relinquish and abandon the levels of the said railways respectively between the points aforesaid, as authorized to be made by the Acts relating thereto respectively; and also to make and maintain the several branch, extension, or deviation lines of railway following, or some of them, with all necessary stations, erections, bridges, wharfs, warehouses, communications and other works connected therewith; that is to say,

A railway, diverging out of, and commencing by a junction with the Liverpool and Bury Railway, now in course of construction, in a field, in the township and parish of Bury, belonging, or reputed to belong to the Earl of Derby, Samuel Ashtor, Edmund Harrison and James Harrison, or some or one of them, and now in the occupation of Thomas Stott, and which said field, in the plan of the said Liverpool and Bury Railway, deposited with the Clerk of the Peace for the county of Lancaster, on or before the thirtieth day of November 1844, is numbered 18, in the said township of Bury, and terminating by a junction with the said extension of the Heywood Branch of the Manches-

ter and Leeds Railway, in the said garden, numbered 53, in the township of Bury, on the original plan of the said Heywood Branch Extension, deposited with the Clerk of the Peace for the county of Lancaster, as aforesaid, on the easterly side of the turnpike-road, leading from Prestwich to Bury, which said intended railway and works will be situate wholly within the said township and parish of Bury, in the said county of Lancaster.

Also an extension of, or deviation in, the original line of the said Liverpool and Bury Railway, commencing at or near the Wesleyan Methodist chapel and vestry in the township of Tongue-with-Haulgh, in the parish of Bolton-le-Moors, in the said county of Lancaster, and which, on the original plan of the said Liverpool and Bury Railway, deposited with the Clerk of the Peace of the county palatine of Lancaster aforesaid, is numbered 84, in the same township, and terminating by a junction with the said Liverpool and Bury Railway, in a field, in the township of Darcey Lever, in the parish of Bolton-le-Moors, in the said county, now in the occupation of John Ormerod, and which, in the said original plan, deposited as last aforesaid, is numbered 99 in the same township, which said extension or deviation will be made in, or will pass from, through, or into the several parishes townships, extra-parochial, and other places following, or some of them, that is to say, Tongue-with-Haulgh, Darcey Lever, and Bolton-le-Moors, all in the county palatine of Lancaster; and also to abandon and relinquish so much of the original line of the said Liverpool and Bury Railway, as lies between the said points of commencement and termination of the said extension or deviation.

And also a railway commencing by a junction with the main line of the said Manchester and Leeds Railway, near and on the northerly side of the bridge, carrying the said last-mentioned railway across the Heywood Branch of the Rochdale Canal, in the township of Hopwood in the parish of Middleton, in the said county of Lancaster, and terminating by a junction with the Heywood Branch of the said Manchester and Leeds Railway, in the said township of Hopwood and parish of Middleton at a point about 38 chains south-west of the Blue Pits Station of the said Manchester and Leeds Railway, which said intended railway and works, will be made in, or will pass from, through, or into, the several parishes, townships, and extra-parochial, and other places following, or some of them, that is to say, Middleton, Hopwood, Castleton, and Rochdale, all in the said county of Lancaster.

And also an extension or branch railway commencing by a junction with the Clifton Branch of the Manchester and Bolton Railway in the township of Clifton, in the parish of Eccles in the said county of Lancaster at the distance of fifteen chains or thereabouts, from and on the westerly side of the point where that branch railway crosses the turnpike-road leading from Manchester to Bolton, and terminating in a field in the township of

Little Hulton, in the parish of Dean in the said county of Lancaster, now or late in the occupation of Robert Lansdale, at a distance of about nineteen chains, north-west of certain vitriol works, now in the occupation of Harrison Blair, which said intended extension or branch railway and other works connected therewith will pass from, in, through or into, or be situate within the several parishes, townships, extra-parochial or other places following or some of them, that is to say,—Eccles, Dean, Clifton, Kearsley and Little Hulton, all in the said county of Lancaster.

And notice is hereby further given, that it is intended to obtain powers by the said Bill to purchase by compulsion or agreement or otherwise, certain houses, lands, tenements and hereditaments, near the Market-house, in the said town of Bury, in the township and parish of Bury, in the said county of Lancaster, for the purpose of providing additional station room in connexion with the said Heywood Branch extension of the said Manchester and Leeds Railway; and also certain houses, lands, tenements, and hereditaments, situate in the township and parish of Liverpool, in the said county of Lancaster, adjoining to and lying parallel with the westerly limit of deviation of the said Liverpool and Bury Railway, as delineated on the original plan thereof, deposited with the Clerk of the Peace of the said county of Lancaster as aforesaid, and lying between Love-lane, in the said township and parish of Liverpool, and Little Howard-street, in the same township and parish, for the purpose of providing additional station-room or sidings in Liverpool, in connection with the said Liverpool and Bury Railway.

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

And notice is hereby further given, that duplicate plans of the several railways between the points where such alteration in levels is proposed to be made, and also sections and duplicates thereof, shewing the levels, as proposed to be authorized, with books of reference thereto; and also plans of the said several proposed railways and works, and also duplicates of such plans with sections and duplicates thereof, together with books of reference thereto, respectively, 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 said county of Lancaster, at his office at Preston, in the same county, on or before the thirtieth day of

November 1846; and on or before which said thirtieth day of November 1846, a copy of so much of the said plans and sections as relates to each parish in or through which such levels are proposed to be altered; and the said several railways and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

And notice is hereby further given, that it is intended, in the said Bill, to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties upon, or in respect of, the said several intended new railways and works, and the said portions of lines so altered in level, and the intended new works thereof respectively, and to alter the existing tolls, rates, dues, lockages, or duties authorized by the said Acts, or some of them, to be levied and collected on, or in respect of, the several railways, and the canal therein mentioned, and to confer, vary, or extinguish exemptions, from the payment of tolls, rates, dues, lockages, and duties, and other rights and privileges.

And notice is hereby further given, that it is intended, in the said Bill, to apply for powers to enable the Manchester and Leeds Railway Company, as owners of the Liverpool and Bury Railway, to contribute towards the construction of the branch of the Liverpool, Ormskirk, and Preston Railway, commencing from the said Liverpool and Bury Railway, in the township of Kirkdale, in the parish of Walton-on-the-Hill, and terminating near the junction of Walter-street and Regent-road, in the township and parish of Liverpool; and likewise towards the construction of the station or stations, docks, and other works and conveniences connected therewith, or to purchase or lease the same, or any portion thereof, or any interest therein; and to enable the said Liverpool, Ormskirk, and Preston Railway Company, or the East Lancashire Railway Company, as owners of such Liverpool, Ormskirk, and Preston Railway, to sell or lease the same, or any part thereof, or any interest therein, to the said Manchester and Leeds Railway Company; and to vest the said branch railway stations, works, and conveniences, jointly in the Manchester and Leeds Railway Company, and the Liverpool, Ormskirk, and Preston Railway Company, or the East Lancashire Railway Company, as owners as aforesaid, so that the same may become the joint property of the said companies. Also to enable the said companies to enter into all necessary agreements and arrangements with reference to the construction, maintenance, use, occupation, management, and appropriation thereof respectively; and to the levying and appropriation of tolls, rates, and charges upon or in respect thereof, or any part thereof; and for that purpose to alter and amend the provisions of the several Acts hereinbefore referred to, and "The Liverpool, Ormskirk, and Preston Railway Act, 1846;" "The East Lancashire Railway Act, 1844;"

"The East Lancashire Railway Act, 1845, No. 2;" and "The East Lancashire Deviation and Branch Railways Act, 1846," or some of them.—Dated this seventh day of November 1846.

Darbishire and Lewis, Manchester, Solicitors.

London Sewage Chemical Manure 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, to make, construct, maintain, alter, vary, or otherwise divert certain sewers, drains, and culverts, and other works, for the purpose of intercepting and collecting the sewage from certain sewers and drains which are now emptied into the river Thames, and are called or known as the Grosvenor, Horseferry, Wood-street, and King-street Sewers, in the city of Westminster, and county of Middlesex, and which are under the jurisdiction and controul of the Commissioners of Sewers for the city and liberty of Westminster and part of the county of Middlesex; and the Arnold Sewer in the parish of Lambeth, and the Duffield Sewer in the parish of Bermondsey, both in the county of Surrey, and which are under the jurisdiction and controul of the Commissioners of Sewers for Kent and Surrey, and for conveying the same sewage into reservoirs, tanks, receptacles, and depositories to be constructed for that purpose, and to build, construct, and make the said reservoirs and tanks for the purpose of treating the said sewage so collected, chemically, and separating from the water the solid matter contained therein; and also for collecting and solidifying the noxious gases which may be evolved therefrom, and adapting the same to agricultural and other useful purposes; and for incorporating certain persons into a company, and for granting to them all proper and necessary powers for those and other purposes relating thereto; which said sewers, drains, culverts, reservoirs, tanks, and other works will pass from, in, through, or into the several parishes of Saint John the Evangelist, in the city of Westminster, and county of Middlesex; Saint Mary, Lambeth, Saint John, Waterloo Road, and Saint Mary Magdalen, Bermondsey, in the county of Surrey.

And notice is hereby given, that powers are intended to be taken in the said Act, to deviate in the construction of the proposed sewers, drains, culverts, reservoirs, tanks, and other works, to such extent as will be shewn or defined on the plans.

And notice is hereby also given, that it is intended to apply for power to levy and take certain tolls, rates, and duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and any other rights or privileges; and also to obtain powers for the compulsory purchase of lands or houses.

And notice is hereby further given, that plans, and also duplicates of such plans, and also sections,

and duplicates thereof, describing the situation of the proposed sewers, drains, culverts, reservoirs, tanks, and other works connected therewith respectively, and the lands to be taken for the purposes thereof, together with books of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited, for public inspection, at the office of the Clerk of the Peace for the said county of Middlesex, at his office at Clerkenwell; and with the Clerk of the Peace for the said county of Surrey, at his office at Lambeth; and a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes in or through which the proposed sewers, drains, culverts, reservoirs, tanks and other works will be situate, will, on or before the said thirtieth day of November instant, be deposited with the parish clerk of each such parish.

Dated this tenth day of November 1846.

*John R. L. Walmisley, Solicitor,
12, North-street, Westminster.*

Claridge's Patent Asphalte Company, conferring powers upon.

NOTICE is hereby given, that application is intended to be made in the next session of Parliament, for leave to bring a Bill for regulating legal proceedings by and against a certain company, called Claridge's Patent Asphalte Company, and called or known also by the name of "The Seyssel Asphalte Company, 'Claridge's Patent,'" and for enabling the said company to purchase or take an absolute assignment of certain patents granted to Richard Tappin Claridge, or any or either of them, or exclusive licences or an exclusive licence to use the same patents, any or either of them, and for enabling the said company to grant licences to use the same patents, any or either of them, and for granting other powers to the said company.—Dated the eleventh day of November 1846.

*Hodgson and Burton, 10, Salisbury-street,
Strand.*

The British Commercial Insurance Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to repeal an Act, passed in the second year of the reign of King William the Fourth, entitled "An Act to enable the British Insurance Company to sue, and be sued, in the name of one of the Directors, or of the secretary for the time being of the company;" and to confer more extensive powers on the said company for the same purposes.

Dated fifth day of November 1846.

*C. R. Williams, Solicitor to the said
Company.*

Great Western Railway from Yeovil and Bridport to Exeter, with Branches.

(Proposed Railways, from the Wilts, Somerset, and Weymouth Railway, near Yeovil and near Bridport, to the South Devon, and Bristol and Exeter Railways, at Exeter, with Branches to Sidmouth and to Charmouth near Lyme, and to the Chard Canal Railway, at Ilminster, and to the Crewkerne Branch of the Bristol and Exeter Railway, near Crewkerne.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the construction, by the Great Western Railway Company, of the several railways hereinafter-mentioned, with all proper works and conveniences, roads and approaches, connected therewith; that is to say, a railway commencing by a junction with the Wilts, Somerset, and Weymouth Railway, in the parish of Bradford Abbas, in the county of Dorset, in or near to a field in that parish, distinguished by the number 24 on the plans of the said railway referred to in the Act authorizing the construction thereof, passing thence in, through, or into the several parishes, townships, and extra-parochial, or other places of Bradford Abbas and Clifton Maybank, in the county of Dorset; Yeovil, Berwick, otherwise Barwick, Stoford, Closworth, Sutton Bingham, Pendermer, Hardington Mandeville, West Coker, East Coker, East Chincock, Haselbury Plucknett, and North Perrott, or some of them, in the county of Somerset; Mosterton, South Perrott, and Broadwindsor, or some of them, in the county of Dorset; Misterton, Crewkerne, Wayford, Winsham, Cricket Saint Thomas, Seaborough, and Chard, or some of them, in the county of Somerset; Thorncombe, Chardstock, Hawkchurch, Stockland, and Dalwood, or some of them, in the counties of Devon and Dorset, or one of them; Axminster, Kilminster, Shute, Wilington, Widworthy, Cotleigh, Offwell, Monkton, Honiton, Honiton Borough, Avliscombe, Buckereil, Feniton, Gittisham, Ottery Saint Mary, Talaton, Whimble, Broadcliff, Poltimore, Honiton, Clist, Pinhoe, and Heavitree, or some of them, in the county of Devon: Saint Sidwell and Saint David, in the county of the city of Exeter; Saint Paul, Allhallows on the Walls, and Saint Edmund on the Bridge, or some of them, in the city and county of the city of Exeter; and Saint Thomas the Apostle, in the county of Devon; and terminating in the last-named parish at or near Saint Thomas, otherwise Cowick Street, by a junction with the line of the South Devon Railway.

Also a railway, diverging out of the firstly-mentioned intended railway at or near to Queen Street Road, in the parish of Saint David, in the said county of the city of Exeter, and passing in, or through, and terminating within the same parish in a field in that parish, distinguished by the number 24 on the plans of the Bristol and Exeter Railway, referred to in the Act authorizing the construction thereof, and in or near to which field the said intended railway is intended to form a junction with the said Bristol and Exeter Railway.

Also a railway, diverging out of the said firstly-mentioned intended railway at Taleford, in the parish of Ottery Saint Mary, in the county of Devon, on the north side of the road leading from Taleford to Gosford, passing thence in, through, or into, the several parishes, townships, and extra-parochial, or other places of Ottery Saint Mary, Tipton Saint John, Fen Ottery otherwise Ven Ottery, Harpford, Stopford otherwise Stoford, Sidbury, Sidford, Salcombe Regis, and Sidmouth, or some of them, in the county of Devon, and terminating in the said parish of Sidmouth, near the gas works, in the field adjoining Searle's brewery, on the west side of the road to Exeter, with an extension line diverging thereout at a point distant about twenty-five chains to the north of the aforesaid intended terminus, passing in, through, or into, the said parishes of Sidmouth, Sidbury, and Salcombe Regis, or some of them, and terminating in the said parishes of Salcombe Regis and Sidmouth, or one of them, in the field known as the marsh or ham adjoining the beach on the east side of Sidmouth Town.

Also a railway, diverging out of the said firstly-mentioned intended railway, in or near to a field called Common Mead otherwise Lower Mead, now or lately belonging to and in the occupation of William Notley, situate in the parish of Chard, in the county of Somerset, passing thence in, through, or into the several parishes, townships, and extra-parochial, or other places of Thorncombe, in the counties of Devon and Dorset, or one of them, Chard, Cricket Saint Thomas, Winsham, Chard Porough, Chaffcombe, Knoll Saint Giles, Cricket Mallerbe, East Dowlish otherwise Dowlish Wake, West Dowlish, Kingston, Donyatt, Broadway, Ilminster, and Ilton, or some of them, in the county of Somerset, and terminating in the said parish of Ilminster in or near to a field in that parish, distinguished by the number 41a in the plans of the Chard Canal Railway, referred to in the Act authorizing the construction thereof, and in or near to which field the said intended Railway is intended to form a junction with the said Chard Canal Railway.

Also a railway, diverging out of the said firstly-mentioned intended railway, in or near to an arable field, situate partly in the parish of Crewkerne, in the county of Somerset, partly in the parish of Misterton, in the same county, now or lately belonging to William Hallett, deceased, and occupied by William Aplin, and situate on the east side of the road leading from Crewkerne to Bridport; passing thence in, through, or into, the several parishes of Misterton, Crewkerne, North Perrott, Haselbury Plucknett, and Merriott, in the county of Somerset, and South Perrott, in the county of Dorset, or some of them, and terminating in the said parish of Crewkerne in or near to a field in that parish distinguished by the number fifty-three on the plans of the Crewkerne branch of the Bristol and Exeter Railway, referred to in the Act authorizing the construction thereof, and in which field the said intended railway is intended to form a junction with the said Crewkerne branch.

Also a railway, commencing by a junction with the said Wilts, Somerset, and Weymouth Railway, in the parish of Bradpole, in the county of Dorset, or near to a field in that parish, distinguished by the number fifteen on the plans of the said Wilts, Somerset, and Weymouth Railway, hereinbefore referred to, passing thence in, through, or into the several parishes, townships, and extra-parochial, or other places of Bradpole, Bridport, Walditch, Bothenhampton, Burton Bradstock, Alington, Loders, Symondsbury, Whitechurch Canonorum, Netherbury, Pillesdon otherwise Pilsdon, Broadwinsor, Bettiscombe, and Marshwood, or some of them, in the county of Dorset; Chard, in the county of Somerset; and Axminster, Thorncombe, Hawkechurch, and Chardstock, in the counties of Devon and Dorset, or one of them, and terminating in a field called Ridge, part of Axe Farm, in the last-named parish, in the occupation of George Bradley and John Bradley, or one of them, where the same is intended to join the line of the said first-mentioned intended railway.

And also a railway diverging out of the said last-mentioned intended railway, in the parish of Marshwood, in the county of Dorset, at or near to a place called Shaves-cross; passing thence in, through, or into, the several parishes, townships, and extra-parochial, or other places of Marshwood, Pillesdon, otherwise Pilsdon, Bettiscombe, Whitechurch Canonorum, Wootton Fitzpaine, Wootton Abbots, Catherston Lewiston, Charmouth, and Lyme Regis, or some of them, in the county of Dorset, and terminating in the said parish of Charmouth, in or near to a meadow-field, now or lately belonging to the Reverend John Dixon Hales, and occupied by William Vallins, and abutting on the eastern side of the road leading from Charmouth to the sea.

And it is intended by such Act, to take power to alter, divert, or stop up, whether temporarily or permanently, all such turnpike roads, streets, railways, tramways, aqueducts, canals, streams, and rivers, upon or adjoining the lines of the said intended railways or works respectively, which it may be necessary to interfere within the construction or for the purposes of the said intended railways and works.

And it is further intended by such Act, to vary, repeal, or extinguish, all existing rights or privileges 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 intended by such Act, to confer on the said Great Western Railway Company powers for raising additional capital, and also for the purchase of land, by compulsion or agreement, for the purposes of the said intended works, and for levying tolls, rates, and duties, upon or in respect of the use thereof, and to confer such exemptions from such tolls, rates, and duties, as to such company may seem meet.

And it is also intended by such Act, to authorize the sale or lease to the Bristol and Exeter Railway Company, and to the South Devon Railway Company, jointly or severally, of the whole

or any part of the said intended railway secondly hereinbefore described, and of the whole or any part of so much of the said intended railway firstly hereinbefore described, as will be situate in the county of the city of Exeter, and in the parish of Saint Thomas the Apostle, in the county of Devon, and to enable such last-mentioned companies, or either of them, to purchase or rent the same, or to contribute funds towards the construction thereof, and for those purposes, or either of them, to raise additional capital, and also to enable the said Great Western Railway Company, and the said Bristol and Exeter Railway Company, and the said South Devon Railway Company, to enter into and carry into effect such arrangements as may be agreed on for the use in common by such companies of the aforesaid portions of the said intended railways, and of the stations of the said companies respectively situate thereon or adjoining thereto.

And for the purposes aforesaid, it is further intended by such Act to alter, amend, and enlarge, some of the powers and provisions of the several Acts hereinafter mentioned, or some of them, that is to say, the several Acts relating to the Great Western Railway and the railways and branch railways forming part of that undertaking, and belonging to the Great Western Railway Company, bearing date as follows, that is to say, an Act of the fifth and sixth years of the reign of His late Majesty King William the Fourth, cap. 107; an Act of the sixth year of the same reign, cap. 38; an Act of the first year of the reign of Her present Majesty Queen Victoria, cap. 91; an Act of the first year of the same reign, cap. 92; an Act of the second year of the same reign, cap. 27; an Act of the sixth and seventh years of the reign of His said late Majesty King William the Fourth, cap. 77; an Act of the first and second years of the reign of Her said present Majesty Queen Victoria, cap. 24; an Act of the fifth year of the same reign, 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 eighth and ninth years of the same reign, cap. 188; an Act of the eighth and ninth years of the same reign, cap. 191; and an Act of the ninth year of the same reign, cap. 14; "The Wilts, Somerset, and Weymouth Railway Act, 1845;" "The Wilts, Somerset, and Weymouth Railway Amendment Act, 1846;" an Act of the seventh and eighth years of the reign of Her said present Majesty, cap. 68; and an Act of the ninth and tenth years of the same reign, cap. 402, relating to the South Devon Railway; an Act of the sixth year of the reign of His late Majesty King William the Fourth, cap. 36; and an Act of the first year of the reign of Her present Majesty, cap. 26; an Act of the third year of the same reign, cap. 47; an Act of the fourth and fifth years of the same reign, cap. 41; an Act of the eighth and ninth years of the same reign, cap. 155; and an Act of the ninth and tenth years of the same reign, cap. 181; severally relating to the Bristol and Exeter Railway; and also the Acts relating to the West

London Railway, which bear date as follows, an Act of the third year of the reign of His late Majesty King William the Fourth, cap. 36; an Act of the sixth year of the same reign, cap. 79; an Act of the third and fourth year of the reign of Her present Majesty, cap. 105; an Act of the eighth and ninth years of the same reign, cap. 156; and an Act of the ninth and tenth year of the same reign, cap. 369.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels, of the said intended 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, on or before the thirtieth day of November instant, be deposited, for public inspection, at the respective offices of the Clerks of the Peace, following; that is to say, at the office of the Clerk of the Peace for the county of Devon, at the Castle of Exeter, in that county; at the office of the Clerk of the Peace of the city and county of the city of Exeter, at Exeter; at the office of the Clerk of the Peace for the county of Somerset, at Taunton, in that county; and at the office of the Clerk of the Peace for the county of Dorset, at Sherborne, in that county; and that on or before the said thirtieth day of November, 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, or maintained, or will pass, or be situate, will be deposited with the parish clerks of such parishes respectively, at their respective residences.

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

Dated this fifth day of November 1846.

Gloucester and Dean Forest Railway Company. Construction of Docks.

(For enabling the said Company to form Docks at Gloucester.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for a Bill to authorize the Gloucester and Dean Forest Railway Company to make and maintain one or more dock or docks, basin or basins, with all necessary and proper wharfs, quays, landing-places, entrances, approaches, warehouses, buildings, and other works and conveniences connected therewith, to be situate at or near the terminus of the branch railway of the said company, leading to the Gloucester and Berkeley Canal, and to communicate with the Gloucester and Berkeley Canal; which said docks, basins, and other works are intended to be made and constructed on certain lands forming part of the bank, and on lands adjoining to the bank of the Gloucester and Berkeley Canal on the west side of the said bank, and on portions of two closes of ground adjoining, know by the names of Sizes Ground and Coggins; and the said docks and works, and the lands upon

which the same will be constructed, will all be situate in the parishes, townships, extra-parochial and other places following, that is to say, the South Hamlet, North Hamlet, Saint Owens, Saint Mary de Lode, Saint Nicholas, Hempstead, Littleworth, and Tuffley, all in the county of Gloucester, or some or one of them; and to supply the said docks, basins, and works, with water from the river Severn, and from the Gloucester and Berkeley Canal, the water of which said canal is supplied from the river Severn, the river Frome, and the Stroudwater Canal.

And it is also intended by such Bill, to take powers to make lateral deviations from the line of the proposed works to the extent, or within the limits defined on the plans hereinafter mentioned; and also to stop up, alter or divert, whether permanently or temporarily, all roads, highways, railways, tramways, aqueducts, canals, streams, and rivers, within the said parishes, townships, and extra-parochial or other places aforesaid, which it may be necessary to stop up, alter, or divert, or interfere with, in the construction of the aforesaid works or any of them, and more particularly to make and maintain a diversion or deviation of a public road leading from the west side of the basin of the said Gloucester and Berkeley Canal to Hempstead, between the points where such road crosses the bridge over the brook at Lanthony, and where the said road passes between the west end of the Graving Dock belonging to the basin of the Gloucester and Berkeley Canal and the river Severn. Also, to make alterations in the levels of the whole or some part of another road leading out of the last-mentioned road to the Lanthony Bridge, over the said canal.

And it is further intended by such Bill, to enable the said Gloucester and Dean Forest Railway Company to sell, or lease and transfer the said dock or docks, basin or basins, and the works connected therewith, or any of them, or any part thereof, and to delegate all or any powers of such company in connection therewith, or in relation thereto, to the said Gloucester and Berkeley Canal Company and to enable such last-mentioned company to purchase, or take on lease, or construct the works, which may be so sold, or let, or transferred to them, and to exercise such powers or any of them; and also to authorize the said Gloucester and Berkeley Canal Company to raise and contribute funds for or towards the construction, maintenance, and use of the said intended docks and works, and generally to enter into, confirm, and carry into effect such arrangements and agreements in reference thereto as may be, or have been, mutually agreed on between them and the said Gloucester and Dean Forest Railway Company.

And in the event of any such transfer or lease to the said Gloucester and Berkeley Canal Company, to extend the powers and provisions, or some of them, contained in the several Acts of Parliament relating to the said Gloucester and Berkeley Canal, to the docks, basins, and works, hereby proposed to be made.

And it is further intended, for the purposes aforesaid, to alter, amend, and enlarge, so far as may be

necessary, the provisions of the following Acts, local and personal, passed in the several sessions of Parliament after mentioned, relating to the said Gloucester and Berkeley Canal, namely, an Act passed in the thirty-third year of the reign of King George the Third; an Act passed in the thirty-seventh year of the same reign; an Act passed in the forty-fifth year of the same reign; an Act passed in the fifty-eighth year of same reign; an Act passed in the third year of the reign of King George the Fourth; an Act passed in the sixth year of the same reign; an Act passed in the second and third years of the reign of King William the Fourth; and an Act passed in the fourth year of the same reign.

And it is further intended in such Bill, to take powers for purchase of land and houses, and all rights and interests therein, by compulsion or agreement, for the purposes aforesaid; and to extinguish all rights and privileges connected with such land and houses; and for levying tolls, rates, and duties, in respect of the use of the said docks and works; and to confer, vary, or extinguish exemptions from such tolls, rates, and duties, and other rights and privileges.

And it is further intended by such Bill, to enable the said Gloucester and Dean Forest Railway Company to lease, sell, or transfer all or any part of the said docks, basins, and works, which they may be authorized to make or maintain under the provisions of such Bill, and to delegate all or any powers of such company to the Great Western Railway Company and the South Wales Railway Company, or either of them, and to enable such companies or either of them to take on lease, purchase, rent, or construct the said docks and works, or any part thereof, and to exercise all such powers or any of them, which may be conferred by such Bill, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended docks and works, and generally to enter into and carry into effect such arrangements and agreements, in reference thereto, as may be or have been mutually agreed on between them or either of them and the said Gloucester and Dean Forest Railway Company, and to take tolls and duties in respect of the said docks and works.

And it is further proposed by such Bill, to authorize the union and amalgamation of the said Gloucester and Dean Forest Railway Company, and the several railways, docks, and other works belonging thereto or connected therewith, with the said Great Western Railway Company or South Wales Railway Company, or either of them, on such terms as may be agreed upon; and to authorize the company, to be formed by such union or amalgamation, to use, work, and hold the said intended railways, docks, and works, and to take tolls in respect thereof.

And it is intended for the purposes aforesaid to alter, amend, and enlarge the several Acts of Parliament, local and personal, relating to the said Great Western Railway Company, and which Acts are distinguished in the Queen's printer's copies thereof as follow; that is to say, the fifth and sixth William the Fourth, cap. 107; the sixth William

the Fourth, cap. 38; the sixth William the Fourth, cap. 77; the first Victoria, cap. 91; the first Victoria, cap. 92; the first Victoria, cap. 24; the second Victoria, cap. 27; the fifth Victoria, session 2, cap. 28; the sixth Victoria, cap. 10; the seventh Victoria, cap. 3; the eighth and ninth Victoria, cap. 40; the eighth and ninth Victoria, cap. 188; the eighth and ninth Victoria, cap. 191; and the ninth Victoria, cap. 14.

Also the Acts, local and personal, relating to the Cheltenham and Great Western Union Railway Company, passed in the following sessions of Parliament, namely, an Act passed in the sixth and seventh years of the reign of King William the Fourth; an Act passed in the first and second years of the reign of Her present Majesty Queen Victoria; and an Act passed in the fifth year of the same reign; and also the Acts relating to the West London Railway, that is to say, an Act of the third year of the reign of His late Majesty King William the Fourth; an Act of the sixth year of the same reign; an Act of the third and fourth years of the reign of Her present Majesty; an Act of the eighth and ninth years of the same reign; and an Act of the ninth and tenth years of the same reign; and also "the South Wales Railway Act, 1845," and an Act passed in the ninth year of the reign of Her present Majesty, intituled "an Act for extending the line of the South Wales Railway, and for making certain alterations of the said Railway, and certain branch railways in connection therewith."

And it is further intended by such Bill, to amend and enlarge the powers and provisions of "The Gloucester and Dean Forest Railway Act, 1846," and to extend the provisions thereof to the said docks, basins, and other works, proposed to be made as aforesaid.

And notice is hereby further given, that duplicate plans and sections of the said intended docks, basins, and works, and also of the proposed diversion and deviation of the said road from the said canal-basin to Hempstead, and of the lands proposed to be taken for the purposes of the said works, 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 of Gloucester, at his office in Gloucester; 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 proposed docks and works are intended to be made, and the said road to be diverted, 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.

Whitcombe, Helps, and Wemyss,
Gloucester, Solicitors.

Bolton Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to place under the management of the mayor, aldermen, and burgesses of the borough of Bolton, in the county palatine of

Lancaster, the paving, sewerage, draining, cleansing, lighting, and watering, and the regulation and general improvement of the said borough.

And it is intended to confer upon the said mayor, aldermen, and burgesses the powers hereinafter mentioned; that is to say,

To pave, sewer, drain, cleanse, light, water, regulate, and improve the streets, squares, courts, lanes, passages, and places within the said borough, and to prevent nuisances, obstructions, and annoyances therein.

To establish one or more market or markets within the said borough, and to erect and build one or more market-place or market-places, and market-house or market-houses in the said borough, to erect weighing-machines, and to appoint places in which horses, cattle, meat, and other articles and things shall be sold and exposed for sale.

To erect and provide slaughter-houses and places for slaughtering cattle, and to regulate the use of all other slaughter-houses, and places for slaughtering cattle within the said borough.

To purchase lands and grounds, either within the said borough or at a reasonable distance therefrom, to be appropriated and devoted for the purpose of public resort or recreation.

And for the purpose of improving the ventilation of the densely crowded districts of the said borough, and the sanitary condition of the inhabitants thereof, and increasing the general convenience of traffic, to widen and improve some of the streets in the said borough, or some part or parts thereof and some of the thoroughfares, courts, and alleys, leading from or to, or contiguous to such streets or some of them, and also to form and open certain new streets or thoroughfares in the said borough, between Bradshawgate and School-street, in Great Bolton, also between Bank-street and Church-bank, in Great Bolton, also between Bridge-street and Water-street or King-street, in Great Bolton, or some of such new streets or thoroughfares, and to form and effect certain other improvements adjacent to such streets or thoroughfares or some of them, and in other parts of the said borough.

And for the purpose of widening and improving the said streets, and the forming and opening of such new streets or thoroughfares, and for effecting the certain other improvements in the said borough, and also for the purpose of providing the said market or markets, market-places, weighing-machines, and slaughter-houses, and for other improvements to be authorized by the said Act or Acts, it is intended to apply for powers to purchase by compulsion, houses, buildings, lands, tenements and hereditaments.

And powers will also be sought in the said Act or Acts, to levy rates and assessments upon the owners and occupiers of lands, buildings, and property within the said borough, to defray the expenses of executing all or any of the works and purposes hereinbefore and hereinafter specified, and also rates, rents, and duties, and to make charges for the use of the markets or market-

places, and the stalls and standing-places therein, and for weighing-machines and slaughter-houses, and otherwise in relation thereto.

And also to alter, vary, and extinguish any existing rates and assessments, tolls, rents, duties, and charges, at present levied in the said borough, or any part thereof, for all or any of the purposes aforesaid, and to extinguish any exemptions or existing rights and privileges which would interfere with, or be deemed detrimental to the execution of the powers aforesaid.

And also to raise money by mortgage or otherwise, upon the credit of such rates, assessments, rents, duties, and charges, or upon the credit of the borough rate or rates, or borough fund, and of any rates, rents, or monies payable to the borough fund, and of any property vested in or belonging to the said mayor, aldermen, and burgesses, or which may be acquired by them, under or by virtue of such intended Act or Acts, or otherwise howsoever, all or any of them.

And it is also intended by such Act or Acts, to empower the said mayor, aldermen, and burgesses to purchase by agreement, or take on lease, from the Bolton Gas Light and Coke Company, the lands, works, and undertaking of such company, or any part thereof, and to hold and maintain the same for the purpose of supplying and to supply with gas the inhabitants of the said borough, and the several townships, hamlets, and places mentioned in the Act passed in the session of Parliament held in the sixth and seventh years of the reign of Her present Majesty, for incorporating such company, and comprised within the limits of such Act, and to exercise the other powers at present vested in the said company, and to enable such company to sell or lease the said lands, works, and undertaking to the said mayor, aldermen, and burgesses.

And also to enable the said mayor, aldermen, and burgesses, after such purchase or lease, to take rents, rates, and duties, in respect of the supply of gas as aforesaid, and to confer other rights and privileges, and to pay the clear income arising from the rents, rates, and duties so to be taken, to the credit of the said borough fund.

And it is further intended by such Act or Acts, to empower the said mayor, aldermen, and burgesses to take on lease and purchase the lands, buildings, reservoirs, works, and undertaking of the Bolton Waterworks Company, and to enable such company to grant such lease, and to make such sale.

And to enable the said mayor, aldermen, and burgesses to hold and maintain the said lands, buildings, reservoirs, works, and undertaking, and to exercise the powers of the said company, and to supply with water the inhabitants of the said borough, and the several townships, hamlets, and places mentioned in the two several Acts passed respectively in the sessions of Parliament held in the sixth and seventh years, and in the ninth and tenth years of the reign of Her present Majesty, relating to the said Bolton Waterworks Company, or one of them, and comprised within the limits of such Acts.

And also to enable the said mayor, aldermen, and burgesses, after such lease or purchase, to levy rents, rates, and duties, in respect of the supply of water as aforesaid, and to confer other rights and privileges, and to pay the clear income arising from the rents, rates, and duties so to be levied, to the credit of the said borough fund.

And notice is hereby further given, that it is intended by the said Act or Acts, to alter, amend, enlarge, and consolidate the several Acts following, or some or one of them; that is to say, an Act passed in the thirty-second year of the reign of His Majesty King George the Third, intituled "An Act for inclosing, dividing, and allotting a certain common or waste ground, called Bolton Moor, and other the commons and waste grounds within the township of Great Bolton, in the county palatine of Lancaster, and for widening, paving, lighting, watching, cleansing, and regulating the streets, lanes, passages, and places within the towns of Great Bolton and Little Bolton, and for supplying the said towns with water, and for providing fire-engines and firemen, and for removing and preventing nuisances, incroachments, and annoyances, and for licensing and regulating hackney coaches and chairs within the said towns." An Act, passed in the fifty-seventh year of the reign of His said Majesty King George the Third, intituled "An Act for granting further powers for improving the town of Great Bolton, in the county of Lancaster;" an Act passed in the eleventh year of the reign of His Majesty King George the Fourth, intituled "An Act for more effectually cleansing, paving, lighting, watching, regulating, and improving the township of Little Bolton, in the county palatine of Lancaster;" or to repeal the said Acts, and vest all or some of the lands, rents, property, powers, rights, and trusts held, exercised, or enjoyed under the same, in the said mayor, aldermen, and burgesses; and for more effectually carrying into execution any of the purposes aforesaid, it is proposed by the said intended Act or Acts, to alter, amend, and enlarge some of the powers and provisions of the several Acts following; that is to say, two Acts passed in the session of Parliament held in the said sixth and seventh years of the reign of Her said present Majesty, one intituled "An Act for more effectually supplying with water the town of Bolton, and several townships adjacent thereto, in the county of Lancaster;" and the other intituled "An Act for more effectually lighting with gas the borough of Bolton, and certain places adjacent thereto, in the county of Lancaster;" and an Act passed in the said session of Parliament, held in the ninth and tenth years of the reign of Her said present Majesty, intituled "An Act for more effectually supplying water to the inhabitants of the town of Bolton, and several townships and places adjoining or near thereto, in the county of Lancaster."

And it is also intended by the said Act or Acts to enable the overseers of the poor of the townships of Little Bolton and Tonge-with-Haulgh respectively, which townships are situate partly within and partly without the said borough of Bolton, to pay the proportions of all borough rates

duly required from them out of the peors' rates made for those townships respectively, and to charge the sums so paid, and levy the same upon the inhabitants liable to the peors' rates in the parts of such townships situate within the said borough, in addition to and as part of, the peors' rates to which such inhabitants may be liable.—Dated this seventh day of October 1846.

J. K. Watkins, Town Clerk.

Boston, Stamford, and Birmingham Railway.

(Railway from Wisbech to Sutton Bridge, with Branch therefrom to Sutton Saint Mary, and Improvement of Harbour at Sutton Bridge.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the Boston, Stamford, and Birmingham Railway Company to construct and maintain a railway, with all proper stations, erections, wharfs, warehouses, communications, works, and conveniences connected therewith; commencing by a junction with the Stamford and Wisbech line of the Boston, Stamford, and Birmingham Railway, as authorized to be constructed by the "Boston, Stamford, and Birmingham Railway Act, 1846, Stamford and Wisbech Line," at or near a certain field in the parish of Wisbech Saint Peter, in the isle of Ely, in the county of Cambridge, numbered 29 in such parish on the plans referred to in the 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, Wisbech Saint Mary, the borough of Wisbech, Wisbech Saint Peter, Leverington, Leverington Saint Leonard, Newton in the Isle, Newton, and Tydd Saint Giles in the isle of Ely, in the county of Cambridge; Tydd Gowt, Tydd Saint Mary, the liberty of the duchy of Lancaster; Sutton otherwise Long Sutton, Sutton Saint Mary, Lutton, Sutton Saint Nicholas, Sutton Saint James, Sutton Saint Edmund's, Sutton Bourne otherwise Lutton Bourne, Sutton Marsh, Sutton Saint Matthew, and Wingland, in the parts of Holland and county of Lincoln; and terminating at or near a certain bridge called Sutton Bridge or the Cross Keys Bridge, in the parish of Long Sutton or Sutton Saint Mary aforesaid.

Also a branch railway, with all proper works, approaches, and conveniences connected therewith, diverging from or out of the said intended railway, at or near the South Holland Drain, in the said parishes of Tydd Saint Mary, and Sutton Saint Mary, or one of them, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Tydd Saint Mary, the liberty of the duchy of Lancaster, Sutton otherwise Long Sutton, Sutton Saint Mary, Lutton, Sutton Saint Nicholas, Sutton Saint James, Sutton Saint Edmund's, Sutton Bourne otherwise Lutton Bourne, Sutton Marsh, Sutton Saint Matthew, and Wingland aforesaid; and

terminating at the town of Long Sutton, otherwise Sutton Saint Mary, in the parish of Sutton Saint Mary or Long Sutton aforesaid.

And notice is hereby further given, that it is proposed in such intended Act, to authorize the said Boston, Stamford, and Birmingham Railway Company to enlarge and improve so much of the Harbour or Port at or near Sutton-Bridge as extends three hundred yards northwards and three hundred yards southward of the said Bridge and in the parts of Holland aforesaid, and to construct, erect, and maintain such structures, wharfs, docks, quays, piers, moles, jetties, landing places, warehouses, works, buildings, and erections, as shall be necessary or proper for making the same a good and commodious Port or Harbour; which said last-mentioned improvements and works will be wholly situate in the said parish of Sutton Saint Mary otherwise Long Sutton.

And it is proposed, by such intended Act, to authorize the said company to raise additional capital for the purposes of the said undertaking, and to confer powers upon the said company to divert, alter, or stop up, whether temporarily or permanently, all turnpike and other roads and highways, streams, canals, drains, sewers, navigations, railways, and tramroads within the parishes, townships, and places aforesaid, or any of them, which it may be necessary to divert, alter, or stop up by reason of the construction of the said intended works, or any of them.

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

And it is also proposed, by such intended Act, to confer upon the said company powers to purchase lands and buildings, by compulsion or agreement, for the purposes of the said intended works; and also to levy tolls, rates, and duties in respect of the use thereof; and to grant certain exemptions from such tolls, rates, and duties.

And for the purposes of the said intended Act, it is proposed to alter, amend, enlarge, or repeal, so far as may be necessary, the powers and provisions of the said "Boston, Stamford, and Birmingham Railway Act, 1846, Stamford and Wisbech Line."

And notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans, and sections, describing the line and levels of the said proposed railway, branch railway, and works connected therewith, and the situation of the said proposed new works at or connected with the said Harbour at Sutton-Bridge, and the lands proposed to be taken for such purposes respectively, together with books of reference to such plans, containing the names of the actual or reputed owners and lessees, and of the occupiers of such lands, will be deposited with the Clerk of the

Peace for the isle of Ely, at his office in Wisbech; with the Clerk of the Peace for the county of Cambridge, at his office in Cambridge; and with the Clerk of the Peace of the parts of Holland, in the said county of Lincoln, at his office in Spalding; and that, on or before the same thirtieth day of November, a copy of so much of the said plans, sections, and books of reference, as relates to each parish in or through which the said railway, branch railway, and works connected therewith, and the works at or connected with the said Harbour at Sutton-bridge are respectively intended to be made, will be deposited with the parish clerks of those parishes respectively, at their respective residences.—Dated this tenth day of November 1846.

S. S. Baxter, Solicitor, Atherstone, and
18, Abingdon-street, Westminster.

Taw Vale Railway and Dock.

(Deviations, and Bideford and South Molton 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, and enlarge, the powers and provisions of three several Acts, one passed in the first year of the reign of Her present Majesty Queen Victoria intituled "An Act for making a Railway from Penhill, in the parish of Fremington, in the county of Devon, to the town of Barnstaple, and for constructing a Dock in the said parish of Fremington, to be called the Taw Vale Railway and Dock," another passed in the eighth and ninth years of the reign of Her said present Majesty, intituled "An Act to amend the Act relating to the Taw Vale Railway and Dock," and another passed in the ninth and tenth years of the reign of Her said present Majesty, intituled "An Act for amending the Acts relating to the Taw Vale Railway and Dock, and for making an extension therefrom to the Exeter and Crediton Railway, in the county of Devon," or to repeal the said Acts, and grant more effectual powers instead thereof, and to alter some of the rates and tolls authorized to be taken by such Acts or one of them.

And in such Bill or Bills, it is intended to apply for powers enabling the Taw Vale Railway and Dock Company to make and maintain the deviations, railways, and branch railways following, or such of them or such part or parts thereof, respectively, as the promoters may hereafter determine, that is to say,

A railway, commencing by a junction or junctions with the said Taw Vale Railway, at or near the termination of the said Taw Vale Railway, at Fremington Dock, in the said parish of Fremington, in the said county of Devon, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Fremington, Tawstock, Instow, Westleigh, and Bideford, or some of them, all in the said county of Devon, and terminating at or near the shipwrights' yard, called Brooks Yard, near to or adjoining the street

called East-the-Water, in or near the town of Bideford, in the said parish of Bideford, in the said county of Devon, a branch railway commencing by a junction or junctions, with the said main line of railway, in or near a field numbered twelve, in the parish of Atherington, in the said county of Devon, in the plans of the Taw Vale Railway Extension, deposited with the Clerk of the Peace of the county of Devon, in the month of November 1845, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Tawstock, Bishopstawton, Atherington, Swimbridge, Warkleigh, Satterleigh, Filleigh, George-Nympton otherwise Nympton Chittlehampton, Chittlehamholt, and Southmolton, or some of them, all in the said county of Devon, and terminating in or near a field called the Horsepond Meadow, near to or adjoining a street or public road called the Causeway, in or near the town of Southmolton, in the said parish of Southmolton, in the said county of Devon.

A deviation in the line of the Taw Vale Railway Extension, as authorized by the Act passed in the last session of Parliament, commencing by a junction with the line of the said railway, in or near a field numbered ten, in the said parish of Tawstock, in the said county of Devon, in the said plans of the said Taw Vale Railway Extension, deposited with the Clerk of the Peace for the said county of Devon, in the month of November in the year 1845, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Tawstock, Fremington, and Bishopstawton, all in the said county of Devon, or some of them, and terminating in the authorized line of the said railway extension in or near to a field, numbered twenty, in the parish of Bishopstawton, in the said county of Devon, in the said deposited plans.

A deviation in the line of the said Taw Vale Railway Extension, commencing by a junction therewith, in or near a field numbered sixty-seven, in the said parish of Bishopstawton, in the said county of Devon, in the said deposited plans of the said Taw Vale Railway Extension, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Bishopstawton, Atherington, Highbickington, Warkleigh, Burrington, Rings Ash otherwise Ashreigny, and Chittlehampton, or some of them, all in the said county of Devon, and terminating in the said authorized line of the said Taw Vale Railway Extension, in or near a field numbered forty-seven, in the said parish of Chittlehampton, in the said county of Devon, in the said deposited plans.

And it is intended, if power be granted to make the said deviations, to abandon so much of the now authorized line of the said Taw Vale Railway Extension, as may be rendered unnecessary by reason of such deviations.

A branch railway, commencing by a junction with the said last-mentioned deviation, at or near a wood called Hawkridge Wood, in the said parish of Chittlehampton, passing thence from, in, through, and into the several parishes, townships,

and extra-parochial places of Tawstock, Bishops Tawton, Atherington, Swimbridge, Warkleigh, Satterleigh, Filleigh, George-Nympton otherwise Nympton Chittlehampton, Chittlehamholt, and Southmolton, or some of them, all in the said county of Devon, and terminating in or near the aforesaid field, called the Horsepond Meadow, near to or adjoining a street or public road called the Causeway, in or near the town of South Molton, in the said parish of South Molton, in the said county of Devon.

And in the said Bill or Bills, it is intended to take powers to construct, amend, and enlarge a floating dock, lock-gates, sluices, piers, and other works, landing-places, and other conveniences, at and near Penhill, in the parish of Fremington, in the said county of Devon.

And in the said Bill or Bills, it is intended to take power to construct stations, communications, works, piers, wharfs, docks, landing-places, jetties, and other conveniences, in the several parishes, townships, and extra-parochial places before mentioned, or some of them; and in the said Bill or Bills, powers will be applied for to cross, alter, divert, or stop up, whether permanently or temporarily, all such turnpike-roads and other highways, occupation roads, and paths, rivers, and railways, within the parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to cross, alter, divert, or stop up, for the purposes of such deviations, railways, or branch railways and docks.

And notice is hereby further given, that it is intended to apply for powers to levy tolls, rates, or duties, for the use of the said deviations, railways, and branch railways and docks, 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 notice is hereby further given, that maps and duplicate plans and sections describing the direction, lines and levels of the said intended deviations, railways, and branch railways and docks, and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands will, on or before the thirtieth day of November instant, be deposited, for public inspection, with the Clerk of the Peace for the said county of Devon, at his offices at the Castle of Exeter, in the said county of Devon; 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 deviations, railways, and branch railways and docks, or any of them, will pass or be situate, will be deposited with the parish clerk of each such parish, at his residence.

—Dated this ninth day of November 1846.

Wilkinson and Rasch,
London,
Henry D. Barton,
Exeter,

} Solicitors for the said
Taw Vale Railway
and Dock Company.

Midland Railway.

(Leicester and Swannington Railway Widening, Deviations, and Branches), Enlargement of Leicester Station, and Extending Powers as to Ibstock Branch.

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 alter, widen, and enlarge, certain portions of the line of the Leicester and Swannington Railway, hereinafter described, or to construct and maintain a railway adjoining thereto, with all proper works and conveniences connected therewith; that is to say, from a point thereon in the parish of Ibstock, in the county of Leicester, near to the fourteenth mile post on the said railway, measured from Leicester, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Ibstock, Whitwick, Battleflat, Ravenstone, Snibston, Packington, Hugglescote, Hugglescote Grange, Donnington-on-the-Heath, Stanton under Bardon, Thornton, Bagworth, and Nailstone, or some of them, in the county of Leicester, and Ravenstone, Snibston, and Packington, or some of them, in the county of Derby, and terminating on the line of the said Leicester and Swannington Railway, near to the eleventh mile post thereon, measured from Leicester, and in the said parish of Thornton. And also from a point on the said Leicester and Swannington Railway, in the parish of Thornton, and county of Leicester, aforesaid, near to the ninth mile post on the said railway, measured from Leicester, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Thornton, Bagworth, Botcheston, Desford, Newtown Unthank, and Ratby, or some of them, in the county of Leicester, and terminating on the line of the said Leicester and Swannington Railway, at or near the sixth mile post thereon, measured from Leicester, and in the said parish of Ratby. And also to make a certain other alteration in the line of the said Leicester and Swannington Railway hereinafter mentioned, and to abandon so much of the line of the said Leicester and Swannington Railway, between the points hereinafter mentioned, as by reason of such alteration will be rendered useless and unnecessary, such alteration commencing on the line of the said Leicester and Swannington Railway at the point thereon hereinbefore mentioned, near to the said eleventh mile post, in the parish of Thornton, and county of Leicester aforesaid, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Thornton, Bagworth, Bagworth Park, Bagworth Old Park, Bagworth Moats, Nailstone, Ibstock, and Stanton under Bardon, or some of them, in the county of Leicester, and terminating at the point on the said railway hereinbefore mentioned, near to the said ninth mile post, in the parish of Thornton and county of Leicester aforesaid. Also to abandon so much of the line of the branch railway from Burton-upon-Trent to Whitwick as authorized to be

made by an Act, passed in the last session of Parliament, intituled "An Act for enabling the Midland Railway Company to alter a portion of the Leicester and Swannington Railway, and to make certain branches," as lies between a certain field in the parish of Gresley, otherwise Church Gresley and county of Derby, numbered 64 on the plans of the said branch railway referred to in the said Act, and the proposed junction thereof with the line of the Leicester and Swannington Railway, in the parish of Whitwick and county of Leicester; and also to abandon the branch railway authorized to be made by the said Act, from the the said Leicester and Swannington Railway, in New Parks, in the county of Leicester, to the Midland Railway, in the parish of Saint Mary, Leicester, and to make and maintain new and altered lines of railway, in lieu of the before-mentioned portions of railway so proposed to be abandoned; that is to say, one of such new and altered lines of railway commencing in or near the said field, in the parish of Gresley otherwise Church Gresley, in the county of Derby, numbered 64, on the plans before referred to, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Gresley otherwise Church Gresley, Castle Gresley, Linton, Swadlincote, Measham, Willesley, Packington, Snibston, and Ravenstone, or some of them, in the county of Derby; and Seals, Netherseal, Overseal, Ashby-de-la-Zouch, Ashby-Woulds, Moira, Blackfordby, Littleworth, Boothorpe, Packington, Coleorton, Overtown Sancey, otherwise Orton Sancey, Nethertown Quatremarsh otherwise Orton Quatremarsh, The Altons, Ravenstone, Normanton-on-the-Heath, Nailstone, Ibstock, Snibston, Whitwick, Thringstone, Swannington, Coalville, Hugglescote, Hugglescote Grange, Donnington-on-the-Heath, Stanton-under-Bardon, Bagworth, and Thornton, or some of them, in the county of Leicester, and terminating by a junction with the said Leicester and Swannington Railway at the point thereon hereinbefore mentioned, near to the said fourteenth mile post, in the parish of Ibstock, and county of Leicester aforesaid; and the other of such new or altered lines of railway, commencing by a junction with the said Leicester and Swannington Railway at the point thereon hereinbefore mentioned, near to the said sixth mile post, in the parish of Ratby, and county of Leicester aforesaid, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Ratby, Botcheston, Grooby, Newtown Unthank, Desford, Baron Parks, Glenfield, Glenfield Frith, Kirby Muxloe, Leicester Forest, Kirby Frith, Braunstone Frith, Braunstone, New Parks, Lubbesthorpe, Glen Parva, otherwise Little Glen, Aylstone, Knighton, Saint Margaret Leicester, and St. Mary Leicester, or some of them, in the county of Leicester, and terminating at the line of the Midland Railway, south of the town of Leicester, by two several junctions therewith, one of such junctions being in the parish of Knighton, and the other in the parish of Saint Mary Leicester, both in the county of Leicester.

And also to make the following branch railways, or some of them, that is to say, one thereof commencing by a junction with the said branch from Whitwick to Burton-upon-Trent, as authorized to be made by the said recited Act, near to a certain road leading from Church Gresley to Linton, in the parish of Gresley, otherwise Church Gresley aforesaid, numbered 25 on the plans of the said branch railway referred to in the said Act, passing wholly within the said parish of Gresley, otherwise Church Gresley, and terminating at or near the Gresley collieries, in the parish of Gresley, otherwise Church Gresley, and county of Derby aforesaid.

Another of such branch railways commencing by a junction with the branch railway to the Swadlincote Collieries, as authorized to be made by the said recited Act near to Gin Stables or Stonydelph Cottage, in the parish of Stapenhill, and county of Derby aforesaid, passing thence from, through, or into the several parishes, townships, and extra-parochial, or other places of Gresley, otherwise Church Gresley, Castle Gresley, Stapenhill, Cauldwell, Stanton, Newhall, Stanton and Newhall, Linton, and Swadlincote, or some of them, in the county of Derby, and terminating at or near the south side of Gresley Wood, in the parish of Gresley, otherwise Church Gresley aforesaid.

Another of such branch railways, commencing by a junction with the branch to the Swadlincote Collieries aforesaid, near to the Swadlincote Old Colliery, in the parish of Gresley otherwise Church Gresley, and county of Derby aforesaid, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Gresley otherwise Church Gresley, Castle Gresley, Stapenhill, Cauldwell, Stanton, Newhall, Stanton and Newhall, Linton, and Swadlincote, or some of them, in the county of Derby, and terminating at or near a colliery, called Price's Colliery, in the parish of Gresley otherwise Church Gresley, aforesaid.

And the other of such branch railways, commencing by a junction with the branch to the Swadlincote Collieries aforesaid, near to the terminus of such branch, in the parish of Gresley otherwise Church Gresley aforesaid, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Gresley, otherwise Church Gresley, Castle Gresley, and Swadlincote, or some of them, in the county of Derby, and terminating at Newhall Field Colliery, in the parish of Gresley otherwise Church Gresley aforesaid.

And it is also intended by such Act to revive and extend the power for taking and purchasing by compulsion or agreement any lands, tenements, or hereditaments upon, in, or through which a certain branch railway from the said Leicester and Swannington Railway to the Ibstock Collieries, called the Ibstock Branch, has been made and constructed, and which branch is situate in the several parishes, townships, and extra-parochial or other places of Ibstock, Nailstone, Bagworth, and Thornton, or some of them, in the said county of

Leicester; and also to alter, widen, and enlarge certain portions of the same branch within the several last-mentioned parishes, townships, and extra-parochial or other places, or some of them.

And it is further intended by such Act to enable the Midland Railway Company to alter, extend, and enlarge the present station of the Leicester and Swannington Railway at Leicester, and to construct and maintain such additional works as may be necessary for the purpose, within the extra-parochial place, called the Augustine Friars, in Leicester, in the said county of Leicester.

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, to enable the 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 of the said intended works respectively, and to levy tolls, rates, and duties in respect of the use thereof respectively, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended to vary or extinguish all existing rights or privileges in any manner connected with the lands so 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 respectively, and to confer other rights and privileges.

And it is further intended, to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts hereinafter mentioned, or some of them; that is to say, an Act passed in the 11th year of the reign of His Majesty King George the Fourth, intituled "An Act for making and maintaining a railway or tramroad from the river Soar, near the west bridge, in or near the borough of Leicester, to Swannington, in the county of Leicester, and four branches therefrom;" an Act passed in the third year of the reign of His late Majesty King William the Fourth, intituled "An Act to enable the company of proprietors of the Leicester and Swannington Railway to execute additional works and branches, and for altering and amending the powers of the Act relating to the said railway;" an Act passed in the 7th year of the reign of His said Majesty King William the Fourth, and the 1st year of the reign of Her present Majesty Queen Victoria, intituled, "An Act to enable the Leicester and Swannington Railway Company to raise a further sum of money;" an Act passed in the 7th and 8th years of the reign of Her present Majesty, intituled, "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways;" and

two Acts passed in the last session of Parliament, one thereof intituled, "An Act for vesting the Leicester and Swannington Railway in the Midland Railway Company," and the other thereof intituled "An Act for enabling the Midland Railway Company to alter a portion of the Leicester and Swannington Railway and to make certain branches;" and the several other Acts relating to the Midland Railway Company, that is to say, local and personal Acts, 8th and 9th Victoria, chapters 49, 56, 90, and local and personal Acts, 9th and 10th Victoria, chapters 51, 102, 156, 157, 163, 203, 254, 255, 326 and 340.

And notice is hereby lastly given, that maps, plans, and sections, describing the direction, lines, and levels, of the said intended alterations, widening, and enlargement of the line of the said Leicester and Swannington Railway, and of the said intended branch railways and enlargement of station respectively, and other works, and of the lands proposed to be taken for the purposes thereof respectively, together with books of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands, will be deposited on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the county of Leicester, at his office in Leicester; and with the Clerk of the Peace for the county of Derby, at his office in Chesterfield; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended alterations, widening, and enlargement, and branch railways, enlargement of station, and works 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,
Berridge and Macaulay, Leicester,
Samuel Carter, Birmingham, Solicitors.

Hartlepool and Stockton Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill in order to obtain an Act to authorize the construction and maintenance of the railway hereinafter mentioned, with all proper communications, and all other necessary and convenient works connected therewith, that is to say, a railway commencing at and by a junction with the railway of the Hartlepool Dock and Railway Company, at a distance of 208 yards or thereabouts, eastward of the one mile post of the said railway of the Hartlepool Dock and Railway Company, in the parish of Hart, and terminating at and by a junction with the railway of the Stockton and Hartlepool Railway Company at a distance of twenty yards or thereabouts, northward of the bridge on which the said Stockton and Hartlepool Railway passes over the road leading from Stranton to the sea-shore in the

parish of Stranton, in the county of Durham, which said intended railway and works will be made and maintained in, and pass from, in, through, or into, and be situate within the several townships, townlands, and extra-parochial or other places following, or some of them, that is to say, Throston, Hartlepool, Hart, and Stranton, and the parishes of Hart and Stranton, all in the said county of Durham.

And it is also intended, by the said intended Act to authorize the construction and maintenance of the branch railway hereinafter mentioned, with all proper communications, and all other necessary and convenient works connected therewith, that is to say, a branch railway commencing at and by a junction with the said railway of the Hartlepool Dock and Railway Company, in the said parish of Hart, at a distance of 185 yards or thereabouts, westward of the said one mile post on the said last-mentioned railway, and terminating at and by a junction with the said first hereinbefore mentioned intended railway at a distance of 242 yards or thereabouts in a south-westerly direction, from the point where the said intended branch railway is intended to join the said railway of the Hartlepool Dock and Railway Company as aforesaid, and at a distance of 368 yards or thereabouts in a south-easterly direction from the point where the said intended branch railway is intended to join the said railway of the said Hartlepool Dock and Railway Company as aforesaid, which said intended branch railway and works will be made and maintained in and pass from, in, through, or into, and be situate within the several townships, townlands, and extra-parochial or other places following, or some of them, that is to say, Hart, Throston, and Hartlepool, and the said parish of Hart, all in the said county of Durham.

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, footpaths, tramroads, railways, paths, aqueducts, canals, brooks and streams, sewers, waters, and water-courses within the aforesaid parishes, townships, townlands, and extra-parochial, or other places, or any of them, which it may be necessary or expedient to stop up, alter, or divert for the purpose of making and maintaining, or more conveniently making and maintaining, or using the said intended railway, branch railway, and works, or any of them.

And it is also intended, by such Act, to take powers to deviate in constructing the said intended railway, branch railway, and works from the respective line or lines thereof, laid down on the plans thereof, to be deposited as hereinafter mentioned, to such extent as will be defined on the said plans.

And it is also intended, by such Act, to enable the Stockton and Hartlepool Railway Company to carry the said intended undertaking into effect, or to incorporate a company for that purpose.

And it is also intended, by the said Act, to take, for the purposes of the said undertaking, powers for the compulsory purchase of lands, houses,

buildings, and hereditaments, as well as powers for the purchase thereof respectively, by agreement; and also powers for the levying and taking of tolls, rates, and duties on and for the use of the said intended railway, branch railway, and other works, and otherwise, and to confer certain exemptions from payment of such tolls, rates, and duties, and to confer other rights and privileges.

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

And it is further intended, by such intended Act, in case a company shall be thereby incorporated, to enable the company thereby to be incorporated, to amalgamate with, or sell, or lease, and transfer the said intended railway, branch railway, and works, or any part thereof, and all or any powers of such company in connection therewith, or in relation thereto, to the said Stockton and Hartlepool Railway Company, and to enable the said last-mentioned company, to amalgamate with or contract for, purchase, or take on lease the said intended railway, branch railway, and works, and to exercise such powers, or any of them, and to guarantee to the said company, to be incorporated by the said intended Act, such interest or profit on their outlay as may be agreed upon; and also to raise and contribute funds for or towards the purchase, construction, maintenance, working, and use of the said intended railway, branch railway, and works, and generally, to enable the said Stockton and Hartlepool Railway Company to enter into and carry into effect such further and other arrangements and agreements in reference to the said intended railway, branch railway, and works, or any part thereof, as may be mutually agreed on, and for such purposes it is proposed and intended to alter, amend, extend, and enlarge the powers and provisions of an Act passed in the session of Parliament held in the fifth and sixth years of the reign of Her present Majesty, relating to the Stockton and Hartlepool Railway; and it is intended by the said intended Act to take power to alter the existing tolls, rates, and duties of the said Stockton and Hartlepool Railway Company, and to empower the last-mentioned company to levy other tolls, rates, and duties.

And notice is hereby further given, that a plan and section of the said intended railway, branch railway, and works, and of the lands in or through which they are intended to be made and maintained, and which are proposed to be taken for the purposes thereof, and a duplicate of such plan, and a duplicate of such section, 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, in the present year, with the Clerk of the

Peace for the county of Durham, at his office in the city of Durham; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway, branch railway, and works are intended to be made and maintained will be deposited, on or before the thirtieth day of November, in the present year, with the parish clerk of each such parish, at the place of abode of each such parish clerk.—Dated this ninth day of November 1846.

Bell, Steward, and Lloyd,
59, Lincoln's-inn-fields, London.

Manchester Corporation Waterworks (with power to sell to the Manchester and Salford Waterworks Company).

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, to supply more effectually with water the Borough of Manchester; and also the places following, that is to say; Crumpsall, Houghton, and Reddish, in the parish of Manchester; Worsley, Barton-upon-Irwell, and Eccles, in the parish of Eccles; Prestwich, in the parish of Prestwich-cum-Oldham, all in the county of Lancaster; and Hyde, in the parish of Stockport; and Mottram, Godley, and Newton in the parish of Mottram-en-Longdendale, all in the county of Chester, or some of them, and for such purposes to construct and to maintain the following reservoirs, and aqueducts and other proper works and conveniences connected therewith:—A reservoir at or near Woodhead, in the township of Tintwistle, in the parish of Mottram-en-Longdendale, in the county of Chester and in the hamlet or township of Padfield, in the parish of Glossop, in the county of Derby. A reservoir at or near the junction of the Great and Little Crowden Brooks, in the township of Tintwistle, and parish of Mottram-en-Longdendale aforesaid. A reservoir on the Armfield Brook, near Wooley Mill, in the same township and parish. A reservoir near the head or source of the Armfield Brook in the same township and parish. A reservoir on the Hollingworth Brook, at or near Car Wood, in the townships of Hollingworth and Tintwistle, in the parish of Mottram-en-Longdendale. A reservoir near a place called Tetley Fold, in the township of Godley, in the said parish of Mottram, en Longdendale. A reservoir near the Sunfield public-house on the Manchester and Hyde turnpike road, in the township of Denton, and parish of Manchester, in the county of Lancaster. A reservoir near the Pendleton Toll Bar, in the township of Pendleton, in the said parish of Manchester. A reservoir on Kersal Moor Race Course, in the township of Broughton, in the said parish of Manchester. An aqueduct, or conduit commencing at Enter Clough, in the township of Tintwistle, in the said parish of Mottram-en-Longdendale, and terminating in the intended reservoir at the junction of the Great and Little Crowden Brooks, all within the said township of Tintwistle, and parish

of Mottram-en-Longdendale. An aqueduct, or conduit, commencing at the intended reservoir at the junction of the Great and Little Crowden Brooks, and terminating in the intended reservoir on Armfield Brook, near Wooley Mill, with a branch to the Armfield Brook above the works occupied by John Robert Hull, all within the township of Tintwistle, and parish of Mottram-en-Longdendale aforesaid. An aqueduct or conduit, commencing at the intended reservoir on Hollingworth Brook, near Car Wood, and terminating at the intended reservoir near Tetley Fold, in the said township of Godley; and which aqueduct or conduit will pass through or into the several townships, parishes, and extra-parochial places of Hollingworth, Mottram, Godley, Hattersley, Matley, and Mottram-en-Longdendale, all in the said county of Chester. An aqueduct or conduit, within the township of Tintwistle aforesaid, commencing on Armfield Moor, and terminating in the intended reservoir, near the head of Armfield Brook. Another aqueduct or conduit, within the said township of Tintwistle, commencing on a part of the moorland called Bower or Boar Flat, and terminating on or near Robinson Moss with several branches on the moorland thereto and therefrom. An aqueduct or conduit, within the said township of Tintwistle, on parts of the moorland called Rakes Moss and Spind Moor, with several branches thereto and therefrom. An aqueduct or main pipes from the intended reservoir near Tetley Fold, in the said township of Godley, to the reservoir in the said township of Denton, and from thence to the said intended reservoirs in Pendleton and Broughton, with a branch to the present reservoir of the Company of Proprietors of the Manchester and Salford Waterworks at Gorton; which aqueduct or pipes will pass through or into the several townships, parishes, or extra-parochial places of Godley, Mottram-en-Longdendale, Hyde, and Stockport, in the county of Chester; Houghton, Ashton-under-Lyne, Audenshaw, Denton, Gorton, Newton, Ardwick, Manchester, Salford, Pendleton, and Broughton, in the county of Lancaster; and to obtain water for the purposes of such supply from certain lands, springs, brooks, and streams, in the several townships, parishes, and places aforesaid, or some of them, which water now flows or proceeds directly or derivatively into the rivers Etherow and Mersey, and also into a certain navigation called The Mersey and Irwell Navigation; and also to make, lay down, complete, and maintain through private lands and through the streets, roads, lanes, and public places within the several parishes, townships, and extra-parochial, or other places hereinbefore mentioned, or some of them, all necessary mains, pipes, and other works connected therewith.

And it is proposed by the said intended Act to empower the said mayor, aldermen, and burgesses to purchase, by compulsion or agreement, such lands, houses, streams, springs of water, and other property, as may be requisite for the purposes aforesaid; and also to vary, or extinguish all rights and privileges connected with such lands, houses,

springs, streams of water, and property, or which would or might impede or interfere with the objects aforesaid.

And it is also proposed by the said intended Act to enable the mayor, aldermen, and burgesses to demand and receive rates and rents in respect of the supply of water to be afforded under the authority of the said Act, and to grant exemptions from the payment of such rates or rents.

And notice is hereby also given, that on or before the 30th day of November next duplicate plans and sections of the before-mentioned intended reservoirs, aqueducts, and works, together with books of reference to such plans, will be deposited with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and with the Clerk of the Peace for the county of Chester, at his office at Chester, and with the Clerk of the Peace for the county of Derby, at his office at Chesterfield, and on or before the said 30th day of November, a copy of so much of the plans, sections, and books of reference as relates to each of the several parishes within which the intended reservoirs, aqueducts, and works, or any of them will be made, will be deposited at the residence of the parish clerks of such parishes respectively.

And notice is hereby further given, that powers will be sought by the said intended Act to enable the said Mayor, Aldermen, and Burgesses to assign and transfer to the Company of Proprietors of the Manchester and Salford Water Works, and to enable the said Company to accept and take, and to have, exercise, and enjoy all the powers, authorities, rights, and privileges, with reference both to the construction, maintenance, and use of the said intended new reservoirs, aqueducts, and works, and also with reference to the levying of rates or rents, or otherwise, which may be vested in, or granted to, or be exercisable by the said Mayor, Aldermen, and Burgesses, under and by virtue of the said intended Act, and to raise money for such purposes.

And it is also proposed by the said intended Act to enable the said Mayor, Aldermen, and Burgesses to raise money for the several purposes thereof, upon the credit of the borough fund and borough rate of the said borough, and upon the credit of the rates or rents which they may be authorised to demand, levy, and receive by virtue of the said intended Act, or by either of such means, or by such other means as to Parliament shall seem meet, and as may be provided 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 Water Works, 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 re-

lating to the borough of Manchester, passed respectively in the eighth, ninth, and tenth years of the reign of Her present Majesty.

Dated this third day of November 1846.

Joseph Heron, Town Clerk.

London and North Western Railway.

(Proposed branches from the Coventry and Nuneaton line to the Mount Pleasant and Victoria Collieries, with power to the London and North Western Railway Company to admit certain parties as shareholders in their Undertaking.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the London and North Western Railway Company to make and maintain the branch railways hereinafter mentioned from and out of the Coventry and Nuneaton Line of the London and North Western Railway, together with all proper works, stations, and other conveniences connected with such branch railways respectively, that is to say, a branch railway diverging from the main line of the London and North Western Railway between Coventry and Nuneaton, in the parish of Exhall, in the county of Warwick, near to the point where the said main line crosses the turnpike-road from Coventry to Nuneaton, and terminating in the parish of Foleshill in the same county, at or near a certain colliery called the Victoria Colliery, and passing from, in, through, or into the several parishes, townships and extra-parochial or other places of Foleshill and Exhall in the said county of Warwick.

And also another branch railway, also diverging from the main line of the London and North Western Railway, between Coventry and Nuneaton in the parish of Bedworth in the said county of Warwick, near to the town of Bedworth, and at or near a part marked as 6 miles and 7 furlongs on the plan of the said main line deposited with the Clerk of the Peace for the county of Warwick, and referred to in the Act passed in the last session of Parliament authorizing the construction of the said main line, and terminating in the said parish of Bedworth, at or near a certain colliery called Mount Pleasant Colliery, and passing from, in and through the said parish of Bedworth.

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

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

And it is further intended by such Act or Acts, to vary or extinguish all existing rights or privileges in any manner, connected with the lands proposed to be purchased or taken as aforesaid, or which would in any manner impede or interfere with the construction, maintenance, or use of the said branch railways, and to confer other rights and privileges, and to authorize the London and North Western Railway Company to raise such further sums of money as may be necessary for the purposes of the said branches and works.

And it is proposed, in and by the said intended Act, to empower the said London and North Western Railway Company to admit certain parties, consisting wholly or in part of the shareholders or parties interested in a certain company called the Oxford, Coventry, and Burton-upon-Trent Railway Company, to become shareholders in the undertaking of the London and North Western Railway Company, and the capital thereof, to the extent of the capital which may be required, or estimated to be required, for the construction of the said main line from Coventry to Nuneaton, and of the branch railways so to be applied for as aforesaid, and the works thereof respectively, and to empower such parties to subscribe and pay such capital accordingly, in such manner as may be determined or agreed upon; and to guarantee to such parties in respect of such capital, such fixed or other rate of dividend, and to make such terms and conditions in respect thereof, as may be agreed upon between the said company and such parties, and for the purposes aforesaid, to diminish the existing amount of capital which the London and North Western Railway Company are authorized to raise.

And it is proposed in and by the said intended Act to alter, amend, and enlarge some of the powers and provisions contained in an Act passed in the last session of Parliament, intituled "An Act to empower the London and Birmingham Railway Company to make a branch railway from the London and Birmingham Railway, near Coventry, to the Trent Valley Railway in the parish of Nuneaton;" and also 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 Acts, 8th and 9th Victoria, chapter 156, and local and personal Acts 9th and 10th Victoria, chapters 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

And notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans and sections, describing the line, direction, and levels of the said intended branch railways, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the

owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited, for public inspection, with the Clerk of the Peace for the county of Warwick, at his office in Stratford-on-Avon; and that that on or before the said thirtieth day of November instant, copies of so much of the said plans, sections, and book of reference as relate to the several parishes in or through which the said intended branch railways are proposed to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.

Dated this sixth day of November 1846.

Parker, Hayes, Barnwell, and Twisden,
1, Lincoln's inn-fields, London,
Samuel Carter, Birmingham, Solicitors.

London, Brentford, and Great Western Junction
Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway or railways, or some part or parts thereof, with all proper and necessary works, approaches, and conveniences connected therewith, commencing at or near Princes-street, in the parishes of St. Margaret and St. John, or one or either or both of them, in the city or liberties of Westminster, and terminating at or near Drum-lane, in the town of Brentford, in the parish of Ealing, in the county of Middlesex, the line of the Great Western Railway, in the parish of Acton and county of Middlesex, to the town and parish of Egham, in the county of Surrey, at or near Drum-lane aforesaid; which said intended railways or railway, and works, approaches, and conveniences connected therewith, will pass from, in, through, or into, or be made or situate within the several parishes, townships, town lands, and extra-parochial places, or other places following, or some of them; that is to say, Saint Martin-in-the-Fields, Saint Margaret, Westminster, the area or verge of the close of Buckingham Palace, the area of the close of the collegiate or abbey church of Saint Peter, Saint John the Evangelist, Westminster, Saint George, Hanover-square, the outward of Saint George, Hanover-square, Saint Peter and Saint Paul, Pimlico, Chelsea, Saint Luke, Chelsea, Saint Jude, Upper Chelsea, Saint Saviour, Holy Trinity, Saint Mary Abbott, Kensington, Brompton, Holy Trinity, Brompton, Knightsbridge, Kensington, the area or verge of the palace at Kensington, Saint Barnabas, Kensington, Fulham, Saint Mary, Fulham, North End, Saint Mary, North End, Earl's Court, Walham Green, Hammersmith, Saint Peter, Brook Green, Chiswick, Turnham Green, Acton, East Acton, Steyne, Ealing, Little Ealing, Great Ealing, Old Brentford, New Brentford, Brentford End, and Hanwell, in the city or liberties of Westminster and county of Middlesex, or some or one of them.

And notice is hereby further given, that it is also intended by such Act or Acts, to take power to stop up, alter, vary, enlarge, or divert, whether

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

And notice is hereby further given, that it is intended by the said Act or Acts to take power to make lateral deviations in the construction of the said railways or railway, or other works as aforesaid connected therewith, from the lines or situations thereof laid down in the plans hereinafter mentioned, to the extent which will be defined upon the said plans.

And notice is hereby further given, that it is intended by the said Act or Acts to take powers for the purchase by compulsion or agreement of houses, lands, tenements, and hereditaments for the purposes of the said undertaking or undertakings, or which would in any manner impede or interfere with the construction, maintenance, or use thereof; and to vary or extinguish all existing rights or privileges in any manner connected with such houses, lands, tenements, and hereditaments, and to confer other rights and privileges, and for the levying of tolls, rates, or duties upon or in respect of the said railways or railway, or other works, and to confer, vary, or extinguish any exemptions from payment of tolls, rates, or duties, or other rights or privileges, together with all necessary powers and provisions for carrying the above purposes into effect. And it is further intended to apply for and obtain powers in the said Act or Acts to enable the company to be incorporated, either alone or jointly with any other company or party, to undertake the execution of the said intended undertaking or undertakings, and to sell or let on lease the said intended railways or railway, and such other works as aforesaid, and to use and work the same, or any part or parts thereof respectively; and to take tolls, rates, and duties upon or in respect thereof; and to purchase and hold houses, lands, tenements, and hereditaments by compulsion or otherwise, and to exercise all powers and authorities to be conferred by the said intended Act or Acts on the said company thereby intended to be incorporated in connection therewith. And also to authorize the company to be incorporated by the said Act or Acts to enter into such arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railways or railway, and such other works as aforesaid. And also to effect and confirm any agreement or arrangement made, or hereafter to be made, for or in respect of the traffic passing, or which may pass, on the line of the said intended railways or railway.

And notice is hereby further given, that maps or plans and sections of the said intended railways or railway, and such other works as aforesaid, and of the houses, lands, tenements, and hereditaments

proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such houses, lands, tenements, and hereditaments, will be deposited, on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the city and liberties of Westminster, at his office in Carlisle-street, Soho-square, in the said city and liberties; and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions-house, Clerkenwell, in the said county of Middlesex; and that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the parishes in, from, through, or into which the said intended railways or railway, and such other works as aforesaid, are intended to be made, will be deposited, on or before the thirtieth day of November, in the present year, with the parish clerks of such parishes respectively, at their respective residences.—Dated this tenth day of November 1846.

Worcester Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for better paving, lighting, watching, cleansing, and otherwise regulating and improving the city and municipal borough of Worcester, and the several streets, lanes, roads, paths, ways, courts, passages, and other places, lying and being within the said city and municipal borough, 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, sewers, and watercourses, and removing and preventing encroachments, nuisances, annoyances, and obstructions within the said city and municipal borough, aforesaid, and also for constructing and maintaining covered cesspools or other receptacles or depositories for the purpose of collecting the filth, manure, and suilage in the said city and municipal borough, aforesaid; and powers will also be applied for in the said Act, authorizing the sale of such manure and suilage, and the application of the proceeds arising therefrom, in reduction of the rates and duties hereinafter mentioned, and powers will also be applied for in the said Act, for enabling the commissioners to be named in the said intended Act, to purchase, by compulsion or otherwise, all such lands and houses, tenements and hereditaments, within the said city and municipal borough as 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 Act, to authorize the levying of rates, assessments, and duties upon the owners and occupiers of property within the said city or municipal borough, and to alter any existing rates, assessments, and duties, and to confer, vary, or extinguish exemptions from the

payment of rates, assessments, or duties, and other rights and privileges, and also the raising of money by mortgage or otherwise, upon the security of the said rates, assessments, and duties, for the purpose of carrying into effect all or any of the objects aforesaid; and it is also intended that the said Act shall contain all the powers and provisions usually inserted in Acts of a similar description, or which may be deemed necessary or expedient for carrying into effect the objects and purposes beforementioned.—Dated this tenth day of November 1846.

H. M. Daniel, Solicitor, Pierpoint-street, Worcester.

Bridge House Estates Debt.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the mayor and commonalty and citizens of the city of London to raise a sum or sums of money, at a reduced rate of interest, to pay off the several sums of money now charged upon the Bridge House Estates of the city of London, under and by virtue of an Act of Parliament passed in the seventh year of the reign of King George the Fourth, intituled "An Act to authorize the Lords Commissioners of His Majesty's Treasury to advance money out of the Consolidated Fund towards the expenses of rebuilding London-bridge;" and also of an Act of Parliament passed in the third and fourth years of the reign of King William the Fourth, intituled "An Act for raising a sum of money for the repair of Blackfriars-bridge," and to alter and amend the said Acts; and also to authorize the said mayor and commonalty and citizens to raise a further sum of sums of money on the credit of the said estates; and also to authorize the said mayor and commonalty and citizens to raise money upon the security of their estates and revenues for effecting public works and improvements; and also to enable the said mayor and commonalty and citizens, from time to time, to reborrow any sum or sums of money to pay off the monies which shall be then charged on the said Bridge House Estates, or on the estates and revenues of the said mayor and commonalty and citizens.—Dated at Guildhall, the seventh day of November 1846.

E. Tyrrell, City Remembrancer.

Llynvi Iron Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable a company, called "The Llynvi Iron Company," to sue and be sued in the name of the secretary or any one of the directors for the time being of the said company, and to grant other powers and privileges to the said company.—Dated this tenth day of November 1846.

Tilson, Squance, Clarke, & Morice, Solicitors to the Bill.

London and North Western Railway.

(Proposed Branches and Extensions from Kenilworth to Berkswell, and Leamington to Warwick, and widening the line from Leamington to Coventry.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the London and North Western Railway Company to construct and maintain the following extensions or branch railways and works, that is to say, a railway with proper works and conveniences connected therewith, and approaches thereto, commencing by a junction with the existing Coventry and Leamington line of the London and North Western Railway, in the parish of Kenilworth, in the county of Warwick, near to the Kenilworth station, and terminating by a junction with the main line of the said London and North Western Railway in the parish of Berkswell, in the said county of Warwick, near to the point where the said main line crosses a certain public highway called Docker's-lane, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places, of Kenilworth, Stoneleigh otherwise Stoneley, Barton Green otherwise Burton Green, and Berkswell, or some of them, in the county of Warwick.

Also another railway, with proper works and conveniences connected therewith, and approaches thereto, commencing in the parish of Leamington Priors, in the county of Warwick, near a place called Eastnor Terrace there, where it is intended to form a junction with the intended line of the Leamington and Rugby Railway, and terminating in the parish of Saint Mary, in the borough of Warwick, in the same county, and passing from, in, through, or into the several parishes, townships, extra-parochial and other places of Leamington Priors, Saint Mary Leamington Priors, Milverton, Warwick, St. Nicholas Warwick, Myton, Emscote otherwise Edmondscote, Bridge-end ward Warwick, Smith street ward Warwick, Saint Nicholas Meadow, Saint Mary Warwick, High-street ward Warwick, Jury-street ward Warwick, Castle-street ward Warwick, Saltisford ward Warwick, Market-place ward Warwick, and West-street ward Warwick, or some of them, in the county of Warwick.

And in the said Act, it is intended to take power to enable the London and North Western Railway Company to alter, widen, and enlarge the existing line of railway between Leamington and Coventry, from the termination thereof in the parish of Milverton, in the county of Warwick, to the junction with the main line near the city of Coventry, and the works thereof, or to construct and maintain an additional line of railway adjoining thereto, with all proper works and conveniences connected therewith, such proposed alterations, widening, and enlargement, or additional railway and works, being situate in or passing from, in, through, or into the several parishes, townships, and extra-parochial or other places, of Milverton, Saint Nicholas Warwick, Leek Wootton, Hill Wootton, Kenilworth,

Stoneleigh otherwise Stoneley, Stivichall, Coventry, Saint Michael Coventry, and Saint John the Baptist Coventry, or some of them, in the county of Warwick.

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

And it is proposed in and by the said intended Act, to empower the London and North Western Railway Company to purchase, by compulsion or agreement, all houses and land required for the completion of the same, and also to cross, divert, alter or stop up, either temporarily or permanently, all such turnpike-roads, parish roads and other highways, streams, canals, navigable rivers, navigations, railways and tramroads, within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary or expedient to cross, divert, alter or stop up, for the purposes of the said railways and works, and to deviate in the construction of the said railways from the line thereof, as shewn on the plans hereinafter mentioned, to the extent which shall be defined on the same, and to take powers to levy tolls, rates, and duties in respect of the use of the said railways, and to vary or extinguish all existing rights and privileges connected with the lands proposed to be taken for the purposes of the said railways and works, or which would in any manner impede or interfere with the objects aforesaid, and to empower the said company to raise any sum or sums of money for the purposes aforesaid, and by the said Act to confer other rights and privileges.

And it is proposed, in and by the said intended Act, to alter, amend, and enlarge some of the powers and provisions contained in 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 Acts, eighth and ninth Victoria, chapter 156, and local and personal Acts, ninth and tenth Victoria, chapters 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369 and 396.

And notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans, and sections, describing the line, direction, and levels of the said intended railways, and the situation of the lands proposed to be taken

for the purposes of the same, and the said intended works, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited, for public inspection, with the Clerk of the Peace for the county of Warwick, at his office in Stratford-on-Avon; and that, on or before the said thirtieth day of November instant, copies of so much of the said plans, sections, and book of reference, as relate to the several parishes, in or through which the said intended railways and works are proposed to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.—Dated this sixth day of November 1846.

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

Northampton and Banbury Railway.

From the London and North Western Railway, near the Blisworth Station, to Banbury, with power for the London and North Western Railway Company to subscribe towards the same, or to purchase, lease, or make other arrangements in respect of the same, and Junction with the Oxford and Rugby Line of the Great Western Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an act to authorize the construction and maintenance of a railway, with proper works and conveniences connected therewith and approaches thereto, commencing by a junction with the Northampton and Peterborough branch of the London and North Western Railway, at or near the Gayton Wharf, on the Northampton Arm of the Grand Junction Canal, in the parish of Blisworth, in the county of Northampton, and terminating near the town of Banbury, in the parish of Warkworth, in the county of Northampton, at or near the southern side of the highway leading from Warkworth to Banbury, and near to the point where the same highway joins the turnpike road from Brackley to Banbury, near to the said town of Banbury; near to which proposed termination, and in the said parish of Warkworth, it is also proposed to form a junction with the Oxford and Rugby line of the Great Western Railway; which said intended railway and works will be made in or pass from, through, or into the several parishes, townships, extra-parochial and other places of Blisworth, Gayton, Banbury Lane, Tiffeld, Easton Neston, Hulcot, Showsley, Towcester, Caldecote otherwise Caldecote, Handley, Wood Burcote, Greens Norton, Bengall, Duncote, Field Burcote, Littleworth, Potcote, Abthorpe, Foscothe, Charlock otherwise Challock, Bradden, Slapton, Wappenham, Astwell, Falcutt otherwise Faulcut, Weedon, Weedon Lois otherwise Loys Weedon otherwise Weedon Pinkenny, Milthorpe, Weston, Helmdon otherwise Helmedon, Sulgrave, Stutchbury otherwise Stuttesbury, Gretworth otherwise Greatworth, Marston, Marston Saint Lawrence, Westhorpe otherwise Westrop, Thenford, Hinton,

Hinton in the Hedges, Stean otherwise Stene otherwise Steane, Farthinghoe otherwise Farthinghoe, Thorpe, Thorpe Mandeville, Middleton, Middleton Cheney, Newbottle, Astrop, Charlton, Purston, Great Purston, Little Purston, Burston, King's Sutton, Walton, Brackley, Saint James Brackley, Saint Peter Brackley, Halse, Warkworth, Grimsbury, Nethercott otherwise Nethercote, Overthorpe, Huscote, Banbury, and Saint Mary Banbury, or some of them, in the county of Northampton. And it is intended to take powers in such Act to construct stations, communications, works, and other conveniences, in the several parishes, townships, and extra-parochial and other places before-mentioned, or some of them, for the working and using the said railway, and also to authorise junctions with any railway or railways, or intended railway or railways, at the commencement or termination or in the line or course of the said railway, as before described, in the several parishes, townships, and extra-parochial and other places aforesaid, or some of them.

And it is proposed, in and by the said intended Act, to incorporate a company, with powers to make and maintain the said railway and works, and to purchase, by compulsion or agreement, all houses and lands required for the completion of the same, and also to cross, divert, alter, or stop up, either temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, canals, navigable rivers, navigations, railways, and tramroads, within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary or expedient to cross, divert, alter, or stop up for the purposes of the said railway and works, and to deviate in the construction of the said railway from the line thereof, as shewn on the plans hereinafter mentioned, to the extent which shall be defined on the same, and to take powers to levy tolls, rates, and duties in respect of the use of the said railway, and to vary or extinguish all existing rights and privileges connected with the lands proposed to be taken for the purposes of the said railway, or which would in any manner impede or interfere with the objects aforesaid, and by the said Act to confer other rights and privileges.

And it is proposed, in and by the said intended Act, to empower the said company to be thereby incorporated, to let on lease, sell, or transfer, to the London and North Western Railway Company, the said intended railway, or any part or parts thereof, and to delegate to such company the execution of all or any of the powers of the said intended Act, or to make such other arrangements with the said company, for the working or using of the said intended railway, as may be thought expedient, and to enable the said London and North Western Railway Company to purchase, rent, or construct, or join in subscribing towards the construction of the said intended railway, or any part or parts thereof, and to raise any sum or sums of money for such last-mentioned purposes, or to enter into such other arrangements with the said intended company as aforesaid.

And by the said intended Act it is proposed to take power to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts hereinafter mentioned, or some of them, that is to say, an Act, passed in the session holden 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 Acts, 8th and 9th Victoria, chapter 156, and Local and Personal Acts, 9th and 10th Victoria, chapters 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

And notice is hereby further given, that, on or before the thirtieth day of November instant, maps, plans, and sections, describing the direction, line, and levels of the said intended railway, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited for public inspection with the Clerk of the Peace for the county of Northampton, at his office in Northampton; and that, on or before the said thirtieth day of November instant, copies of so much of the said plans, sections, and book of reference, as relate to the several parishes in or through which the said intended railway and works are proposed to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.—Dated this sixth day of November 1846.

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

Royston and Hitchin Railway Act Amendment.

(Extension from Royston to Cambridge, and power to Sell or Lease the same to the Great Northern Railway 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, and enlarge, the powers and provisions of "The Royston and Hitchin Railway Act, 1846," in which said Bill it is intended to apply for powers to make an extension line of railway, together with all necessary stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith, to commence by a junction with the authorized line of the said Royston and Hitchin Railway, in a certain pasture field adjoining to and lying on the east side of the turnpike road, leading from Royston to Huntingdon, commonly known as the Old North Road, and which said field is in the parish of Bassing-

bourn in the county of Cambridge, and is in the occupation of Joseph Phillips, and is bounded on the east by the said turnpike road, on the north and west by other lands in the occupation of the said Joseph Phillips, and on the south by lands belonging to Thomas Symms Maling, Thomas Titchmarsh, and the Trustees of Barfield's Alms-houses, respectively, and which said field is numbered in the plans of the Cambridge and Oxford Railway, deposited in the month of November 1845, with the Clerk of the Peace for the said county of Cambridge, No. 7, in the parish of Bassingbourn aforesaid, and to terminate in a certain piece or plot of pasture ground situate and being in the parish of Saint Andrew the Less otherwise Barnwell, in the town and county of Cambridge, and which said piece or plot of ground is in the occupation of Mr. Michael Foster, and lies between and adjoins the south side of the New Botanic Garden Ground, in the said town and county of Cambridge, and the north side of the road or avenue leading to and from Brookland House, in the said parish of Saint Andrew the Less otherwise Barnwell; also to form a junction with the main line of the Eastern Counties Railway, in the said parish of Saint Andrew the Less otherwise Barnwell, by means of a spur or branch issuing from the main line of the said hereinbefore described extension line of railway, in a certain arable field in the parish of Trumpington, in the said county of Cambridge, in the occupation of Robert Emson, and which said field abuts upon and is bounded at the east end thereof by the said Eastern Counties Railway, and is situate to the south of the Hills Road Bridge, in the said parish of Saint Andrew the Less otherwise Barnwell aforesaid, at a distance therefrom of six hundred yards or thereabouts, and which said spur or branch will join the main line of the said Eastern Counties Railway at the part where the same adjoins a certain arable field in the occupation of Mr. Michael Foster, which said field is situate to the south of the said Hills Road Bridge, at a distance therefrom of two hundred and thirty-five yards or thereabouts, which said extension railway, spur or branch, and works will pass or be made from, in, through, or into the several parishes, townships, townlands, and extra-parochial and other places following, or some of them; that is to say, Royston, Bassingbourn, Kneesworth, Melbourn, Meldreth, Shepreth, Foxton, Newton, Barrington, Hauxton otherwise Hawkston, and certain extra-parochial lands adjoining, Harston otherwise Harlston, Great Shelford, Little Shelford, Haslingfield, Grantchester otherwise Granchester, Trumpington, and Hinton otherwise Cherry Hinton, in the county of Cambridge, Saint Andrew the Less otherwise Barnwell, and Saint Mary the Less, in the town and county of Cambridge.

And it is also intended to apply for power to make lateral deviations from the line of the said extension railway, spur or branch, and works, to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter or stop up, whether temporarily or permanently all such turnpike-roads, parish-roads,

streets and other highways, streams, canals, sewers, pipes, navigations, bridges, railways and tram-roads within the said parishes, townships, townlands, extra-parochial and other places aforesaid, or some of them, as it may be necessary to divert, alter or stop us for the purposes of the said extension, spur or branch and works.

And notice is hereby further given, that a plan of the said extension, spur or branch, and works, and also a duplicate of such plan, and a section and duplicate thereof, together with books of reference thereto, and also a published map with the line of the said extension, spur, or branch delineated thereon, will be deposited for public inspection with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge 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 so much of the plan and section as relates to each parish in or through which the said works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

And notice is hereby further given, that it is intended 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 extension, spur or branch and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And notice is hereby further given, that it is also proposed to empower the said Royston and Hitchin Railway Company to sell or let on lease and transfer the said intended extension railway, spur or branch, and works, or any part of the same, and the tolls thereof, and all and every the rights, powers, privileges, authorities, lands, buildings, property, estate, and effects belonging to such company, to the Great Northern Railway Company, and to delegate to the said last-mentioned company the execution of all or any of the powers of the said intended Bill, and to authorize the said Great Northern 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 extension, spur, branch, and works, or any part thereof, and to purchase, take on lease, rent, work, or construct the said intended extension, spur or branch, and works, or any part of the same, and to take tolls and duties upon or in respect thereof, and to raise money by shares, mortgage or otherwise, for 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 provisions of "The Great Northern Railway Act 1846," and "The Stamford and Spalding Railway Act 1846."—Dated this ninth day of November 1846.

Bircham, Dalrymple, and Drake, Bedford-row, London, Solicitors.

London and Blackwall Railway Improvement; and Branches to the Saint Katherine's and London Docks.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to alter, amend, and enlarge, some of the powers and provisions of the several Acts hereinafter mentioned, videlicet; An Act passed in the seventh year of the year of the reign of his late Majesty King William the Fourth, intituled "An Act for making a railway from the Minorities to Blackwall, with branches to be called the Commercial Railway;" An Act passed in the first year of the reign of Her present Majesty Queen Victoria, intituled "An Act to amend the Act relating to the Commercial Railway Company;" an Act passed in the third year of the reign of Her present Majesty, Queen Victoria, intituled "An Act for extending the line of the railway between London and Blackwall, called the Commercial Railway, and for amending the Acts relating thereto;" an Act passed in the fourth year of the reign of Her present Majesty Queen Victoria, intituled "An Act for granting further powers to the London and Blackwall Railway Company;" an Act passed in the fifth year of the reign of Her present Majesty Queen Victoria, intituled "An Act to alter, amend, and enlarge, the powers and provisions of the Acts relating to the London and Blackwall Railway;" and an Act passed in the last session of Parliament, for widening the London and Blackwall Railway and in such Bill it is intended to apply for power to enable the London and Blackwall Railway Company, to alter the gauge of their railway, as at present constructed, notwithstanding the provisions of an Act passed in the last session of Parliament, intituled "An Act for regulating the gauge of railways," and also to take certain property near to certain streets called Crutched Friars, Railway Place, Church-row, and London-street, or some of them, in the parishes of Saint Olave Hart-street, Saint Katherine Coleman, Allhallows Staining, and Allhallows Barking, or some of them, in the city of London; and also for powers to make and maintain the following branch railways, that is to say, a branch railway from and out of the London and Blackwall Railway, at, or near to Whitelion-street, otherwise Leman-street, in the parish of Saint Mary Matfelon otherwise Whitechapel, in the county of Middlesex, passing them through, or into the parishes, and places of Saint Botolph without Aldgate, the Tower Liberties and precincts, Saint Katherine, near the Tower, and Saint John of Wapping, or some of them, in the county of Middlesex, and terminating in, or near the London Docks, in the said parish of Saint John of Wapping, also a branch railway from and out of such last-mentioned branch railway, at, or near to the street called Upper East Smithfield, in the said parishes of Saint John of Wapping, and Saint Botolph without Aldgate, or one of them, and terminating in, or near, the Saint Katherine's Docks, in the last-mentioned parish; and it is also intended, to alter the levels of part of the London

and Blackwall Extension Railway at, or near its junction with the Eastern Counties Railway, in the parish of Saint Mary Stratford le Bow in the county of Middlesex.

And notice is hereby also given, that it is intended to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the plans hereinafter mentioned, and to take rates, and tolls, for the use of the said branch railways.

And notice is hereby further given, that maps and duplicate plans and sections of the before-mentioned works, and also books of reference, to such plans, will, on or before the thirtieth day of November instant, be deposited, for public inspection, at the office of the Clerk of the Peace, for the county of Middlesex, at Clerkenwell, and at the office of the Clerk of the Peace, for the city of London, at his office in the Old Bailey; and that on or before the said thirtieth day of November, a copy of so much of the said plans, sections, and books of reference as relates to the several parishes hereinbefore mentioned, in which such property is situate, or such branch railways, or alteration of levels will be made, will be deposited with the parish clerk, of each such parish, at his residence.

Dated this ninth day of November 1846.

Stokes, Hollingsworth, Tyerman, and Johnston,
24, Gresham-street,
Pearce, Phillips, and Winckworth,
10, Swithin's-lane.

Windsor Castle and Town Approaches Improvement, and Removal of Datchet Bridge.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to authorize and empower the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, on behalf of Her Majesty, to make the several alterations and improvements in the approaches to the castle and town of Windsor, following, that is to say, to construct a bridge across the river Thames, from a point in the parish of Datchet, in the county of Buckingham, near the eastern end of a certain island or ayte in the river Thames, known by the name of Blackpotts, to the south side of the said river, in the parish of New Windsor, in the county of Berks, and to make a new road from such intended bridge upon, through, and over certain parts of Her Majesty's Home or Little Park, and other lands of Her Majesty, to or near to Datchet Lane, and to widen and improve Datchet Lane aforesaid, from, or from near the site of the said intended bridge to, or near to, the residence of the Naval Knights, and from thence to make a new road through lands and property belonging to the Dean and Canons of Windsor, and others, into Thames Street, Windsor, at or near the foot of the Hundred Steps.

Also to pull down and remove the houses and buildings on the south and east sides of Thames Street, and the east side of High Street, Windsor, from, or from near the foot of the Hundred Steps, to the foot of the Castle Hill, nearly opposite to

the gateway of the White Hart Inn, and to widen and improve Thames Street and High Street, on the same sides thereof, between the Hundred Steps and the Castle Hill aforesaid.

Also to stop up the public road leading from the town of New Windsor, by Frogmore, to or towards Old Windsor, between the point where the said road falls into or crosses the north end of the Long Walk, and a point in the parish of New Windsor, near where such road crosses the boundary of the parishes of New Windsor and Old Windsor, near a house called the Nelson Inn, in the parish of Old Windsor.

Also to stop up all roads, ways, paths, and passages now leading into, upon, through or over Her Majesty's Home or Little Park, or leading across the Long Walk, between a point in the Long Walk, fifty yards or thereabouts northwards of the Double Gates and the castle of Windsor; and in lieu thereof respectively, to make a new road leading out of the present Sheet Street Road, near a place called the Magpie Style, upon, through, or over certain lands of Her Majesty, on the west side of the Long Walk, passing from from thence across or under the Long Walk, and running from thence, in a south-easterly direction, upon, through, and over certain lands of Her Majesty, called the Shaw Farm and Clay Hall Farms respectively, till such new road falls into a road or way called Clay Hall Lane, near the junction of Clay Hall Lane with the road leading from New Windsor to Old Windsor aforesaid, and to widen and improve that portion of Clay Hall Lane from its junction with the intended new road aforesaid to the road from New to Old Windsor aforesaid.

Also to make a new road or way leading out of the said road from New to Old Windsor, from a point in the parish of New Windsor, nearly opposite to the Nelson Inn aforesaid, across a field, the property of Her Majesty, to the river Thames, in New Windsor aforesaid, near the junction of the parishes of Old Windsor and New Windsor aforesaid, and to construct a bridge from thence across the river Thames to the opposite bank in the parish of Datchet, in the said county of Buckingham, and to make a new road from such last-mentioned bridge, through or over property belonging to the Earl of Harewood and others, to or near to a farm-house, called Southley Farm-house, in the parish of Datchet aforesaid; and to divert, widen, and improve the present road between Southley Farm-house aforesaid and the village of Datchet, and to make a new road from the village of Datchet aforesaid, along or near to the north bank of the river Thames, to the hereinbefore-mentioned intended bridge, near Blackpotts aforesaid; also to pull down and remove Datchet-bridge, and to stop up all roads, ways, paths, and passages in the parish of New Windsor, which now lead to or from such bridge.

To divert, alter, and stop up that part of the present road and towing-path, on the south bank of the river Thames, which is in the parish of New Windsor, and lying between the two hereinbefore-mentioned intended bridges, and to remove the same from the south to the north bank of the

said river, between the same points, in the parish of Datchet, in the county of Buckingham aforesaid; and to purchase and acquire on behalf of Her Majesty, certain lands and houses, situate abutting on, or near to the said road leading from New Windsor to Old Windsor, by Frogmore aforesaid, so proposed to be stopped up; and also situate abutting on, or near to the said intended new roads; and which said roads, bridges, towing-paths, and other works, matters, and things are, or will be, situate in and pass, or will pass from, in, through, or into the several parishes of New Windsor and Old Windsor, in the county of Berks, and the parish of Datchet, in the county of Buckingham, or some of them.

And it is intended to apply for powers to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike-roads, parish-roads, streets, and other highways, streams, sewers, pipes, canals, navigations, or bridges within the said parishes, 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 of the said bridges and works, with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury, in such county; and with the Clerk of the Peace for the county of Berks, at his office at Abingdon, in such county, on or before the thirtieth day of November 1846; and on or before the said thirtieth day of November 1846, copies of the said plans, together with books of reference thereto, will be deposited with the parish clerks of New Windsor, Old Windsor, and Datchet respectively, at their respective places of abode.

And notice is hereby further given, that it is intended, by the said Bill to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken, and to confer, vary, or extinguish other rights and privileges.—Dated this tenth day of November 1846.

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

Pemberton, Crawley, and Gardiner, 20, Whitehall-place, Westminster.

Plymouth and Tavistock Turnpike Road.

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 continue the term, and to repeal, alter, or vary, amend, or enlarge all or any the powers and provisions of two several Acts, the one passed in the forty-fourth year of the reign of His Majesty King George the Third, intituled "An Act for the better amending and repairing of the roads leading from the Lower Market-house, in Tavistock, to Old Town Gate, in the borough of Plymouth, and from Manadon Gate to the Old Pound, near Ply-

mouth Dock, in the county of Devon;" and the other passed in the fifty-third year of the reign of His said Majesty King George the Third, intituled "An Act for altering and enlarging the term and powers of an Act of the forty-fourth year of His present Majesty for repairing the roads leading from Tavistock to Old Town Gate, in the borough of Plymouth, and from Manadon Gate to the Old Pound, near Plymouth Dock, in the county of Devon;" and which said Acts have been from year to year continued by virtue of several Statutes now in force for continuing Local Turnpike Acts in England.

And notice is hereby given, that it is intended to take powers by the said Bill to take, alter, extend, and enlarge a certain parish road or highway leading from the said turnpike road at Knackersknowle to Tamerton Folliott, in the said county of Devon, and to make the same turnpike-road, and which said parish road or highway commences by a junction with the said turnpike road at Knackersknowle aforesaid, and passes through or into the several parishes of Eggbuckland, Saint Budeaux otherwise Budock, and Tamerton Folliott, all in the said county of Devon, and terminates at the corner and commencement of the present parish road or highway leading from Tamerton Folliott aforesaid to the village of Saint Budeaux aforesaid, and to erect toll-gates thereon, and to receive tolls thereat, and to vest such first-mentioned parish road or highway within the termini aforesaid in the Commissioners appointed under the said recited Acts, or one of them.

And notice is hereby also given, that duplicate plans and sections of the said intended branch roads, works, and undertakings, with a book or books of reference thereto, and also a published map with the branch line of road delineated thereon, will be deposited for public inspection 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, on or before the thirtieth day of November 1846; and that, on or before the said thirtieth day of November 1846, a copy of so much of the said plans and sections as relates to each parish in or through which the said branch road and works are intended to be made, together with a book of reference thereto, will be deposited, for public inspection, with the parish clerk of each such parish, at his place of abode.

And notice is hereby further given, that it is intended by the said Bill, to apply for powers for the compulsory purchase of lands and houses for all and every 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; and also to levy tolls, rates, or duties upon or in respect of the said road and works, and branches thereof, and to alter and vary the existing tolls, rates, or duties authorized to be taken by the hereinbefore-mentioned Acts, or either of them, 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 to enable the Commissioners acting

under the said hereinbefore-mentioned Acts, to raise a further sum of money upon the credit of the tolls, rates, and duties to be authorized to be raised and taken by the said intended Bill, or already existing and taken under the said Acts, or either of them, for all or any of the purposes aforesaid.—Dated Plymouth, 7th November 1846:

Copleston Lopes Radcliffe, Solicitor for the said Bill.

Railway from the Eastern Counties Railway, at Hutton, to Southend, both in the county of Essex, called the London and Southend Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for the purpose of making and maintaining a railway, with all proper works, stations, approaches, and other conveniences connected therewith, commencing by a junction with the Eastern Counties Railway, at or near a certain Grove called Brockley Grove, in the parish of Hutton, in the county of Essex, near the turnpike road leading from Brentwood to Billericay, in the same county, and passing thence from, in, through, or into the several parishes, townships, townlands, extra-parochial or other places following, that is to say, Hutton, Shenfield, Mountnessing otherwise Mountneysing, Billericay, Great Burstead otherwise Great Burghstead, Ramsden Crays, Ramsden Bellhouse, Downham, South Hanningfield otherwise South Hanningville, Wickford, Runwell, Rawreth, Rayleigh otherwise Rayley, Eastwood, Rochford, Sutton, Milton otherwise Middleton, Prittlewell, and Southend, or some of them, all in the said county of Essex, and terminating at or near Southend aforesaid, in the parish of Prittlewell, and hamlet of Milton otherwise Middleton, or one of them, in the county of Essex, at a close of pasture land, the property of Amy Letitia Purvis and Letitia Barrington Purvis, or one of them, and in the occupation of Edward Kilworth, adjoining to and on the eastern side of the road at the entrance of Upper or New Southend from Hadleigh, in the said county of Essex.

And notice is hereby further given, that in the said Bill powers will be applied for to make lateral deviations in the line laid down on the plans herein-after mentioned, to the extent thereon defined; and also to stop up, alter, or divert all such turnpike and other roads, highways, and other ways, rivers, streams, and watercourses within the parishes, townships, town lands, and extra-parochial or other places aforesaid, or any of them, as may be necessary for the purposes of such railway and works connected therewith; and also to levy tolls, rates, and duties in respect of the use of the said railway, and to grant exemptions from payment of such tolls, rates, or duties; and also for the compulsory purchase of lands, houses, and other property required for the purposes aforesaid; and to vary or extinguish all existing rights or privileges connected with such lands, houses, or other property

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

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and the works connected therewith, and the lands and property to be authorized to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property respectively, and also 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 show its general course and direction, will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in the said county of Essex; and that, on or before the same day, a copy of so much of the said plans and sections as relates to each of the said parishes in or through which the proposed railway, or the works connected therewith, are intended to be made or maintained, with a book of reference thereto, will be deposited for public inspection with the parish clerk of each such parish, at his residence.

Dated this ninth day of November 1846:

C. F. Chambers, 25, Gresham-street, London.

Tranmere Docks.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills, and to obtain an Act or Acts, to enable certain parties therein to be named, or certain trustees or commissioners to be thereby appointed, or a company to be thereby incorporated, to make, build, and construct one or more wet dock or wet docks, and one or more tidal basin or tidal basins, with all necessary and proper basins, canals, piers, wharfs, shipping, and landing-places, bridges, sluices, and works convenient and adjoining thereto, or connected therewith, in or near a certain place called Tranmere Pool, in the county of Chester; and to form a sea wall adjoining the river Mersey, between the piers of certain ferries, called Tranmere and Birkenhead Ferries, on the east side of the said docks, basins, and other works; which said docks, basins, and other works will be situated within or adjoining to the parishes, townships, and extra-parochial places of Tranmere, Birkenhead, Bebington otherwise Bebbington, and Bidston, all in the said county of Chester; and to construct a cut, drain, or culvert, with proper sluices and works in connection therewith, for the purpose of carrying off the drainage waters, which now usually flow through the said pool, from the lands to the west and north-west of the same, and within the said last-mentioned parishes, townships, or extra-parochial places, or some of them.

And notice is hereby also given, that it is intended to obtain powers by the said Act or Acts for the compulsory purchase of lands, houses, tene-

ments, and hereditaments, and to vary or extinguish all existing rights and privileges connected with such lands, or with the lands immediately abutting on the said pool, dock or docks, or with the waters or the said pool, 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 power for the parties to be named in, or trustees or commissioners to be appointed, or the company to be incorporated by the said intended Act or Acts, to levy tolls, rates, and duties for and in respect of the use of the said docks, basins, and other works and conveniences.

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

Dated this ninth day of November 1846.

John Faulkner, Solicitor, Chester.

York and North Midland Railway.

(Harrogate Branch Extension and Terminus.)

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 repeal, some of the powers and provisions of the several Acts relating to the 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 to enable the said York and North Midland Railway Company to extend or alter the line of their Harrogate Branch Railway, by making a railway, with all necessary works and conveniences connected therewith and approaches thereto, commencing by a junction with the said branch railway, at or near the north western end of the Crimble Viaduct for the same branch railway, now in course of construction, in the township and parish of Pannal, in the west riding of the county of York, thence passing from, in, through, or into the townships, parishes, and extra-parochial, or other places of Pannal, High Harrogate, Low Harrogate, Bilton, Bilton with Harrogate, Scriven, Scriven with Tentergate and Knaresborough, in the said west riding of the county of York, or some of them, and terminating in a close or parcel of ground,

belonging to the Right Honourable the Earl of Rosslyn, to be marked A on the plans, to be deposited as hereinafter mentioned, and which close is situate in the angle formed by the junction of the Otley turnpike-road with the Leeds and Knaresborough turnpike-road, in the township of Bilton otherwise Bilton with Harrogate, in the parish of Knaresborough, in the said west riding of the county of York, near the house known as the Brunswick Hotel; and also to make a station, with all proper conveniences and approaches at or near the terminus of the said proposed railway, in the township of Bilton, otherwise Bilton with Harrogate, and parish of Knaresborough aforesaid. And it is proposed to apply for powers in the said Act, so to be applied for, to divert, alter, and stop up, whether temporarily or permanently, all such turnpike-roads, parish roads, and other highways, streams, canals, navigations, and railways, within the said parishes, townships, extra-parochial, or other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up, for the purposes of such proposed railway, station, and other works; and also to take powers for the purchase, by compulsion or otherwise, of lands and houses for all or any of the purposes of the said intended railway, station, and works, or any of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the same railway, station, and works, and to grant other rights and privileges; and also to levy tolls, rates, or duties, for or in respect of the use of the said intended railway, station, and works, and to confer such exemptions from the payment of such tolls, rates, or duties, as may be thought expedient.

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

And notice is hereby further given, that duplicate plans and sections of the said intended railway, station, and other works, together with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the said west riding of the county of York, at his office at Wakefield, in the same riding, on or before the thirtieth day of November in this present year; 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 parish, in or through which the said intended railway, station, and works, are proposed to be made, with a book of reference thereto, will be deposited with the parish clerks of such parishes respectively, at their respective places of abode.—Dated this second day of November 1846.

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

North British Railway. (No. 1.)

(Increase of Capital and Enlargement and Amendment of Acts; Junction with Leith Branch of the Edinburgh and Dalkeith Railway; Extension of Haddington and Kelso Branches; Deviations of Hawick and Kelso Branches; alteration of the Leith Branch of the Edinburgh and Dalkeith Railway, and amendment of the Acts relating thereto; and purchase of Additional Property, and formation of Branches adjacent to the Terminus in Edinburgh.)

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 several Acts after mentioned, viz., an Act passed in the 7th and 8th years of the reign of Her present Majesty, intituled "An Act for making a Railway from the City of Edinburgh to the Town of Berwick-upon-Tweed, with a branch to the Town of Haddington;" another Act, passed in the 8th year of the reign of Her present Majesty, intituled "An Act to empower the North British Railway Company to purchase the Edinburgh and Dalkeith Railway, and to alter part of the line of the said railway, and of the North British Railway, and to construct certain branch railways in connection therewith;" another Act passed in the 8th and 9th years of the reign of Her present Majesty, intituled "An Act for making a railway from the Edinburgh and Dalkeith Railway to the town of Hawick, in the county of Roxburgh;" another Act, passed in the 10th year of the reign of Her present Majesty, intituled "An Act to empower the North British Railway Company to construct certain branch railways in connection with the Hawick Branch of the North British Railway;" another Act passed in the 10th year of the reign of Her present Majesty, intituled "An Act to authorize the construction of certain branch railways and other works in connection with the North British Railway, and to authorize the construction and maintenance by the North British Railway Company of the following railways or branch railways; viz., first, a railway or branch railway, diverging from and out of the line of the North British Railway, at a point near to the crossing by the North British Railway of the turnpike-road leading from Edinburgh to Portobello, at or near to Wheatfield, in the parish of South Leith, and county of Edinburgh, passing in, into, or through the said parish of South Leith, and terminating by a junction with the Leith Branch of the Edinburgh and Dalkeith Railway, at a point near Seafield Toll-house, in the said parish and county; and also a junction or connecting railway diverging from the last-mentioned branch railway, at a point in a field belonging to William Henry Miller, Esq., to the north-west of Wheatfield, in the said parish of South Leith, and said county of Edinburgh, passing in, into, or through the said parish of South Leith, and terminating by a junction with the line of the North British Railway, at or near the place where the said railway crosses the public

road leading from Jock's Lodge to Leith, by Restalrig, in the said parish and county; second, a railway or branch railway, in extension of the Haddington Branch of the said North British Railway, from a point on the said branch near to Saint Lawrence House, in the parish of Haddington, and county of Haddington, passing in, into, or through the said parish, and terminating at or near to Poldrate-street, in the town of Haddington; and in the said parish and county; third, a railway or branch railway, in extension of the Kelso Branch of the said North British Railway, commencing at a point in the parish of Kelso, and county of Roxburgh, near to where the said branch crosses the boundaries of the parishes of Sprouston and Kelso, and passing in, into, or through the said parish of Kelso, and terminating at the town of Kelso, at the south side of the road leading from Kelso by Ednam to Dunse, near the east end of the street called the Horse Market, in the said parish of Kelso, and county of Roxburgh.

And it is also intended by the said Act, to authorize an alteration of the present line of the said Hawick Branch Railway from a certain field thereon in the parish of Stow, and county of Edinburgh, numbered 152 on the plans referred to in the Act thirdly hereinbefore recited, to another field thereon near Catha, in the said parish of Stow, and county of Edinburgh, numbered 172 on the said plans lastly referred to, and to authorize the formation of a new line of railway in substitution thereof, within the points above described, and within the said parish of Stow, and county of Edinburgh: Also an alteration of the present line of the said Hawick Branch Railway from a plantation thereon, near to Stand Hill, in the said parish of Ancrum, and county of Roxburgh, numbered 51 on the plans lastly referred to, to a field thereon, also near to Stand Hill, in the said parish of Ancrum, and county of Roxburgh, numbered 62 on the plans lastly referred to, and to authorize the formation of a new line of railway in substitution thereof, within the points above described, passing in, into, or through the parishes of Ancrum and Lilliesleaf, in said county of Roxburgh: Also an alteration in the present line of the said Kelso branch of the North British Railway, from a field on the said Kelso Branch, near Whitehill, in the parish of Saint Boswell's, and county of Roxburgh, numbered 13 on the plans of the said Kelso branch in the Act fourthly hereinbefore recited, to its proposed junction with the said Hawick Branch Railway, in a field also near to Whitehill, in the said parish and county, numbered 1 on the said last-mentioned plans; and to authorize the construction of a new line of railway in substitution thereof, from the first-mentioned point, near Whitehill, in the said parish of Saint Boswell's, to another point of junction with said Hawick Branch Railway; also near Whitehill, in the parish of Melrose, and said county of Roxburgh, at a field numbered 340 on the plans referred to in the Act thirdly hereinbefore recited, and passing in, through, or into the said parishes of Melrose and Saint Boswell's, and county of Roxburgh.

And it is further proposed by the said Act, to

take power to the North British Railway Company to acquire by agreement or compulsion additional property in the parishes of Trinity College, High Church, and Saint Andrew, in the city of Edinburgh, and Canongate and South Leith, or some of them, in the county of Edinburgh, or county of the city of Edinburgh, adjoining the terminus of the North British Railway, and to make, construct, and maintain a railway or branch railway, diverging from and out of the line of the North British Railway, at or near where the said railway crosses Gilmore-street, in the said parish of Canongate, and county of Edinburgh, passing in, into, or through the said parish of Canongate, and the parish of Trinity College, in the county of the city or county of Edinburgh, and terminating at or near to the lane or close called Chalmers'-Close, in the said parish of Trinity College; and another railway or branch railway, also diverging from the line of the said North British Railway, at or near where the said railway crosses Gilmore-street aforesaid, in the said parish of Canongate, and passing in, into, or through the said parishes of Canongate and Trinity College, and terminating at or near Trinity College Church, in the said parish of Trinity College, in the county of the city or county of Edinburgh, and to alter, improve, and enlarge so much of the line of the Leith branch of the Edinburgh and Dalkeith Railway as lies between a certain point thereon, near to Seafield toll-house, in the parish of South Leith, and county of Edinburgh, and is situate within the said parish of South Leith, in the county of Edinburgh, and the present termination thereof, at the pier and harbour of Leith, in the said parish of South Leith, and to adapt the same to the passage of locomotive engines thereon; and to alter or repeal some of the provisions of the Acts relating thereto, passed respectively in the 7th and 10th years of the reign of His Majesty William the Fourth, especially in so far as the same restrict the use of such locomotive engines on the said Edinburgh and Dalkeith Railway, or the said Leith branch thereof, or confer or relate to any rights of way-leave, or other rights or privileges affecting the same; and also to acquire, by agreement or compulsion, additional property adjoining the line of the said Leith branch of the said Edinburgh and Dalkeith Railway, within the said parish of South Leith and county of Edinburgh: And it is further intended by the said Act, to obtain powers to stop up, alter, vary, or divert, whether temporarily or permanently, all such roads, highways, streets, tramroads, railways, rivers, streams, ponds, canals, watercourses, piers, landing-places, and other works situated within the parishes, townships, and places aforesaid, as it may be necessary to stop up, alter, or divert, for the purposes, or during the construction of the said proposed works: and it is also intended to take power in the said Act for the compulsory purchase of lands, houses, and other heritages, and for the levying of tolls, rates, and duties, and for the increase of the capital of the said North British Railway Company, for the purposes aforesaid, and for laying the Haddington and Hawick branches

of the said railway, with a double line of rails, and for other the purposes of the said undertaking: and it is further intended by the said Act, to vary or extinguish all rights or privileges which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges. And notice is hereby also given, that maps, plans, and sections, describing the direction, lines, and levels of the intended railways, or 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 aforesaid, will be deposited, for public inspection, on or before the thirtieth of November 1846, in the offices of the principal sheriff-clerks in the city of Edinburgh, for the county of Edinburgh, and for the county of the city of Edinburgh; in the office of the principal sheriff-clerk in Haddington, for the county of Haddington; in the office of the principal sheriff-clerk in Jedburgh, for the county of Roxburgh; and that there will also be deposited, on or before the thirtieth day of November 1846, with the schoolmaster, if any, and if there be no schoolmaster, with the session-clerk of each of the parishes in Scotland through which the said branch railways and alterations are intended to be made respectively, at their respective residences, also with the town clerks of the Royal Burghs of Edinburgh and Canongate respectively, at their respective offices, a copy of so much of the said plans and sections as relates to each of the said several parishes and Burghs, together with the books of reference thereto respectively. — Edinburgh, November, 1846.

David Smith and J. G. Wood.

Midland Railway.

(Extension from near Leicester, *via* Bedford, to Hitchin, and to Northampton and Huntingdon, and Enlargement of the Leicester Station.)

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 by the Midland Railway Company of the several railways hereinafter described, 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 line of the Midland Railway, near Leicester, at or near a certain road leading from Wigston to Aylestone, and in the parish of Wigston Magna otherwise Great Wigston, in the county of Leicester, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Wigston Magna otherwise Great Wigston, Newton Harcourt, Wistow, Glen Magna otherwise Great Glen, Burton Overly, Kibworth Beauchamp, Kibworth Harcourt, Church Langton, Tur Langton, East Langton, West Langton, Thorpe Langton, Bowden Magna otherwise Great Bowden, Foxton, Market Harborough, and Saint Mary in Arden, or some of them, in the county of Leicester; Saint Mary in Arden, Little Bow-

den, Dingley, Brampton otherwise Brampton Ash otherwise Brampton by Dingley, Braybrook, Desborough, Rushton, Rushton All Saints, Rushton Saint Peter, Barford, Glendon, Geddington, Rowell otherwise Rothwell, Weekley, Newton, Kettering, Barton Seagrave, Broughton, Pytchley, Burton Latimer, Isham, Finedon otherwise Thingdon, Little Harrowden, Great Harrowden, Wellingborough, Irthlingborough otherwise Irthleborough, Chester, Knuston, and Irchester, or some of them, in the county of Northampton; Farndish, Wymington otherwise Wymington, Poddington otherwise Puddington, Souldrop, Sharnbrook, Bletsoe, Radwell, Felmersham, Milton-Ernest, Pavenham, Oakley, Clapham, Bromham, Biddenham, Saint Paul Bedford, Saint Mary Bedford, Saint John Bedford, Elstow, Cardington, Eastcotts, Harrowden, Wilshamstead, Hawnes, Old Warden, Southill, Campton, Shefford, Chicksands, Shefford Hardwick, Clifton, Henlow, Arlsey, Cadwell, Holwell otherwise Holywell, or some of them, in the county of Bedford; and Ickleford, Walsworth, and Hitchin, or some of them, in the county of Hertford, and terminating by a junction with the line of the Great Northern Railway, as at present authorized to be made, and by a junction with a certain proposed extension of the line of the Eastern Counties Railway from Hertford to Hitchin, at or near a certain road leading from Hitchin to Baldock, and in the parish of Hitchin, and county of Hertford, aforesaid. Also a railway diverging from and out of the said first-mentioned intended railway near a certain road leading from Great Bowden to Braybrook, and in the parish of Little Bowden, aforesaid, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Little Bowden, Little Oxenden, Great Oxenden, otherwise Oxenden Magna, Clipston, Arthingworth, Harrington, Kelmarsh, Draughton, Maidwell, Lamport, Hanging Houghton, Cottesbrook, Brixworth, Great Creaton, Little Creaton, Spratton, Pitsford, Church Brampton, Chapel Brampton, Boughton, Kingsthorpe, Saint James's End, Dallington, Duston, Cotton End, Far Cotton, Hardingstone, Upton, All Saints, Northampton, Saint Giles', Northampton, Saint Peter, Northampton, Saint Sepulchre, Northampton, Borough of Northampton, Priory of St. Andrew, St. Andrew's Mill, and certain extra-parochial lands and places adjoining to the parishes of All Saints, Northampton, Saint Giles, Northampton, Saint Peter, Northampton, and Saint Sepulchre, Northampton, aforesaid, or some of them, 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, at or near the Northampton station thereof, and in the parish of Hardingstone and county of Northampton, aforesaid; and also by a junction with the line of the Northampton and Peterborough branch, aforesaid, near Hunsbury Hill Farm, in the parish of Hardingstone and county of Northampton, aforesaid.

Also a branch railway, diverging from and out of the said first-mentioned intended railway, near

a certain road leading from Wellingborough to Little Mill, and in the said parish of Wellingborough, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Wellingborough, Chester, and Irchester, aforesaid, or one of them, and terminating by a junction with the line of the said Northampton and Peterborough branch, at or near the Wellingborough station thereof, and in the said parish of Irchester; together with a branch to connect the said last-mentioned intended branch railway with the said first-mentioned intended railway, and situate wholly within the parish of Wellingborough, aforesaid.

And also a railway diverging from and out of the said first-mentioned intended line of railway, near to a road leading from Burton Latimer to Isham, and in the said parish of Isham, in the said county of Northampton, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Isham, Burton Latimer, Finedon, otherwise Thingdon, Great Addington, Little Addington, Irthlingborough, otherwise Irthleborough, Woodford, Stanwick, Ringstead, Raunds, Denford, and Great Catworth, or some of them, in the said county of Northampton; Keyston, Bythorn, Molesworth, Brington, Great Catworth, Little Catworth, Long Stow otherwise Stow, Leighton otherwise Leighton Bromswold, Spaldwick otherwise Spaldwick with Upthorpe, Easton, Barham Woolley, Ellington, Weybridge, Alconbury, Brampton, Little Stukeley, Great Stukeley, Hinchinbrook, Saint John the Baptist Huntingdon, All Saints Huntingdon, Saint Benedict Huntingdon, Saint Mary Huntingdon, and Godmanchester, or some of them, in the county of Huntingdon, and terminating at or near the town of Huntingdon, in the parish of Godmanchester and county of Huntingdon aforesaid, by a junction with the line of the Ely and Huntingdon Railway as at present authorized to be made near to the turnpike road leading from Huntingdon to Godmanchester.

Also a Branch Railway diverging from and out of the line of the said last-mentioned intended railway, near a certain road leading from Ringstead to Stanwick, and in the said parish of Raunds, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Raunds, Stanwick, Irthlingborough otherwise Irthleborough, and Little Addington, or some of them, in the county of Northampton, and terminating by a junction with the line of the said Northampton and Peterborough Branch near Stanwick Mill in the said parish of Irthlingborough otherwise Irthleborough.

And it is further intended by such Act to enable the said Midland Railway Company to make a road or approach to an intended station on the said first-mentioned intended railway, commencing near the Town-hall in the town of Market Harborough aforesaid, passing through the several parishes, townships and extra-parochial or other places of Bowden Magna otherwise Great Bowden, Market Harborough, and Saint Mary in Arden, or some or one of them, and terminating near the

church yard or burying ground of St. Mary in Arden, in the parish of Bowden Magna, otherwise Great Bowden aforesaid.

And it is further intended by such Act to enable the said Midland Railway Company to alter, extend, and enlarge the present station of the Midland Railway at Leicester, and to construct and maintain such additional works as may be necessary for the purpose within the parish of Saint Margaret Leicester, in the county of Leicester.

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 enable the 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 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 railways and works, or any of them, 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 Act, incorporating the Midland Railway Company, passed in the 7th and 8th years of the reign of Her present Majesty, and intituled, "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways," and also the several Acts relating to the Midland Railway Company, that is to say, local and personal Acts, 8th and 9th Victoria, Chapters 49, 56, 90, and local and personal Acts, 9th and 10th Victoria, Chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326 and 341.

And notice is hereby lastly given, that maps, plans, and sections describing the direction, lines, and levels, of the said intended railways and works and enlargement of station, and of the lands proposed to be taken for the purposes thereof respectively, together with books of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year with the Clerk of the Peace for the county of Leicester, at his office in Leicester; with the Clerk of the Peace for the county of Northampton, at his office in Northampton; with the Clerk of the Peace for the county of Huntingdon, at his office in Saint Ives; with the Clerk of the Peace for the county of Bedford, at his office in Bedford; and with the Clerk of the

Peace for the county of Hertford, at his office in Saint Albans; 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 and enlargement of station respectively are intended 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 respective residences.—Dated this second day of November 1846.

Parker, Hages, Barnwell and Twisden,
1, Lincoln's-inn-fields, London; *Ber-*
ridge and Macaulay, Leicester; *Samuel*
Carter, Birmingham, Solicitors.

Dean and Chapter of Westminster's Estate.

(Sale and purchase of Property, in the parishes of Paddington and Saint George's, Hanover-square.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Act or Acts, to enable the Dean and Chapter of the Collegiate Church of Saint Peter, Westminster, to sell, dispose of, any convey, or to exchange, or to demise or lease, upon lives or for terms of years, three several pieces of land or ground, situate in the parish of Paddington, in the county of Middlesex, together with all houses, tenements, and buildings erected thereon, and all rights, privileges, members, and appurtenances belonging thereto, the first of such pieces of land containing about four acres, one rood, and fifteen perches, and being bounded on the east by a lane known as Elm's-lane, on the west by a lane known as Craven-hill, on the south by the high road leading from Oxford-street to Acton, and on the north by certain lands belonging to the parish of Paddington, known by the name of the Bread and Cheese Lands; the second of such pieces of land, containing about five acres, one rood, and five perches, and being bounded on the east by Elms-lane aforesaid, on the west by land forming part of the Paddington estate, belonging to the Bishop of London, and land, belonging to Earl Craven, on the south by the said lands called the Bread and Cheese Lands, and on the north by lands of the said Earl of Craven; and the third of such pieces of land, being known by the name of Knight's Field, in the parish of Paddington, and containing about eight acres, three roods, and twenty-three perches, and being bounded on the east and north by a lane, there called the Green Lane; also to enable the said Dean and Chapter to sell, dispose of, and convey or exchange, or demise, or lease, upon lives or for years, a certain mansion house, called or known by the name of Dorchester House, and the yards, gardens, offices, and other the premises and appurtenances thereunto belonging, situate in Park-lane, in the parish of Saint George, Hanover-square, in the county of Middlesex, also to enable the said Dean and Chapter, to enter into, and carry into effect, all arrangements and agreements, and to execute all convey-

ances, exchanges, deeds, and other instruments which may be necessary or expedient for carrying into effect all or any of the objects aforesaid; also enable the said Dean and Chapter to purchase, stand seized of, and take, or receive in exchange, the said hereinbefore-mentioned lands, called the Bread and Cheese Lands, belonging to the said parish of Paddington, which said lands lie between the first and second pieces of land hereinbefore described, and are bounded on east by Elms-lane aforesaid; on the west by Craven-hill aforesaid; on the north, partly by the piece of land secondly hereinbefore described, and on other part by land belonging to the Paddington estate, belonging to the Bishop of London, and on the south by the piece of land firstly hereinbefore described; and to enable all persons in whom the said last-mentioned lands may be vested in trust for the said parish of Paddington, or otherwise to sell, convey, or exchange, or demise and lease the same, and all rights and interests therein; and in the event of the said property being purchased or taken by the said Dean and Chapter to enable the said Dean and Chapter to resell and dispose of and convey such property, and to demise and lease the same, upon lives or for years.—Dated the tenth day of November 1846.

Parkgate and Chester and Birkenhead Junction Railway.

(For making a Railway from Parkgate, in the county of Chester, to join the Chester and Birkenhead Railway, in the parish of Bebbington, in the said county of Chester.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a railway, with all convenient and proper stations, wharfs, erections, works, bridges, communications, approaches, and conveniences connected therewith, to commence in a field, to be numbered 100 on the plan of such intended railway hereinafter mentioned, and situate in the township of Great Neston, in the parish of Great Neston, in the county of Chester, and to terminate by a junction with the Chester and Birkenhead Railway, in a field to be marked number 1 on the said plan, and situate in the township of Lower Bebbington, in the parish of Bebbington, in the said county of Chester; which said railway and works connected therewith will be constructed within or pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them; that is to say, Bebbington otherwise Bebbington, Higher Bebbington, Lower Bebbington, Poolton-cum-Spittle, Thornton otherwise Thornton Hough otherwise Thornton Mayow, Raby, Leighton, Great Neston, Little Neston, and Ness, all in the county of Chester.

And it is also intended, by the said intended Act, to stop up, alter, or divert, temporarily or permanently, within the several parishes, townships, and extra-parochial places aforesaid, or some of them, all such turnpike roads, highways, canals, rivers, and railways, as it may be necessary to stop

up, alter, or divert for the purpose of constructing, maintaining, or using the said intended railway and works respectively.

And it is further intended, by the said Act, to incorporate a company to carry into execution the said undertaking, and all the powers to be granted in relation thereto, and to take powers to purchase, by compulsion or otherwise, lands and houses for the purposes aforesaid, and to vary or extinguish all existing rights and privileges connected with such lands or houses, or which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and also to levy tolls, rates, or duties for or in respect of the said intended railway and works respectively, and to grant certain exemptions from the payment of such tolls, rates, or duties.

And it is further intended, by the said Act, to enable the said company thereby to be incorporated to sell, or let, or transfer the said intended railway and works, or any part thereof, and all or any of the powers of the said company in connection therewith, whether with reference to the levying of tolls, rates, and duties, or otherwise, to the Chester and Birkenhead Railway Company, and to authorize the said last-mentioned railway company to purchase, take, and use the same, and to exercise such powers, or any of them.

And notice is hereby further given, that duplicate plans and sections, describing the lines, levels, and situations of the said intended railway and works and conveniences, and the lands in or through which they are to be made and maintained, together with books of reference to such plans respectively, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited, for public inspection, on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Chester, at his office at Chester, in the said county; and that, on or before the thirtieth day of November instant, a copy of so much of the said plans and sections, as relates to each of the parishes aforesaid in or through which the railway will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.—Dated this tenth day of November 1846.

Williams and M'Leod, Temple, Solicitors.
for the Bill.

Great Indian Peninsula Railway Company, for making a Railway from Bombay to Alleh, with extensions to Mhuse and the Pera River, and branches or extensions to Sholapoor, Hyderabad, Kandeish, Indore, and Hoshungabad, and elsewhere.

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 by the name of the Great

Indian Peninsula Railway Company, established for the purpose of making, constructing, working, and maintaining one or more railway or railways from Bombay to Alleh, with extensions to Mhuse and the Pera River, and branches or extensions to Sholapoor, Hyderabad, Kandeish, Indore, and Hos-hungabad, and elsewhere; and to enable the said company to obtain and acquire all powers, rights, and privileges from the Honourable East India Company, or the supreme or any local government of India, necessary or convenient for the objects of the said undertaking; and also to enable the Honourable East India Company, or the supreme or any local government of India, to have and exercise all powers necessary or convenient for the purpose of authorizing, constructing, maintaining, protecting, and regulating railways and railway works in India, and for acquiring and holding lands, or any right, estate, interest, or profit in or out of lands for any term of years, or in perpetuity for such purpose, and for the exercise of such powers, by the said supreme or any local government, in favour of, and to grant and concede lands, and depute the said powers to the said Great Indian Peninsula Railway Company, or any officer or officers thereof, and to enable the said Great Indian Peninsula Railway Company to make and enter into contracts with the Honourable East India Company, and the supreme or any local government of India, or any other body corporate or person in Great Britain or India, and for such body corporate or person to enter into any such contract or contracts with the said Great Indian Peninsula Railway Company, or any officer or officers thereof, and for the said Great Indian Peninsula Railway Company to do all acts necessary and convenient for the objects aforesaid; and also to enable the said Great Indian Peninsula Railway Company to sue and be sued, either in Great Britain or India, in the name of one or more directors, or some officer of the said company, and to confer such other powers, rights, and privileges on the said company as may be deemed necessary or convenient for the purposes of the said undertaking, including powers to acquire, take, and hold lands, or any right, estate, interest, or profit in or out of lands for any term of years, or in perpetuity in the East Indies and in Great Britain; and also powers and facilities for making, enforcing, and recovering calls, creating and transferring scrip, and other shares, mortgages, debentures, and other like instruments and securities for increasing the capital of the company; and for raising and borrowing money, by mortgage or otherwise; and also for levying tolls, rates, and duties in respect of the use of the said railway or railways, and the extensions or branches thereof, together with such further and other powers as may be deemed advisable for regulating and protecting the rights of the respective shareholders, and the payment or remittance of dividends, or interest in respect of any share or shares, or other interest in the said railway or railways, extensions, and branches to or in Great Britain or India respectively, or elsewhere.—Dated this twelfth day of November 1846.

White and Borrett, 35, Lincoln's-inn-fields.

Falmouth and Helston Railway, from the Cornwall Railway, at Penryn, to Helston.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act, for making and maintaining a railway or railways, with all proper stations, bridges, piers, wharfs, communications, and works connected therewith, to commence at or near the town and borough of Penryn, in the county of Cornwall, by a junction with the Cornwall Railway, and to terminate at or near to the town of Helston, in the said county, at or near the point where the turnpike-road from Helston to Falmouth crosses the public highway which divides the parish of Wendron from the borough of Helston, which said railway will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them; that is to say, Buddock, borough of Penryn, Gluvias otherwise Saint Gluvius, Mabe, Constantine, Stithians, Mawgan, Wendron, and the borough and town of Helston, in the county of Cornwall.

And it is intended to apply for powers in the said intended Act, to make lateral deviations from the line of the proposed works, to the extent, or within the limits defined upon the plans hereinafter mentioned or referred to, and also to cross, divert, alter, or stop up all such turnpike roads, parish roads, and other highways, streams, canals, creeks, arms or branches of the sea, navigations, aqueducts, sewers and pipes, railways and tram-roads, within the said parishes, townships, and extra-parochial, and other places aforesaid, or any or either of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works.

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

And notice is hereby further given, that duplicate plans and sections of the said railway and works, describing the line and levels thereof, together with a book of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the county of Cornwall, at his office, at Saint Austle, on or before the thirtieth day of November instant, and, on or before the said thirtieth day of November instant, a copy of so much of the said plans and sections as relates to each of the aforesaid parishes respectively, in or through which the said railway and works are intended to be made or varied, together with a book

of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.—Dated this thirteenth day of November 1846.

Thomas Harvey, 2, Winchester-buildings,
London; *Samuel Bamfield*, Falmouth,
Solicitors to the Bill.

Thames Conservancy.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to constitute a Board of Conservancy for the river Thames, between Yentete, in the county of Kent, and Staines, in the county of Middlesex, and for the river Medway, as far as the jurisdiction of the Corporation of London extends therein, and to vest in such Board all the rights, powers, and privileges which the corporation of the city of London, or the Lord Mayor of the said city, have heretofore possessed at common law, by prescription or under any Act of Parliament, in and over the rivers Thames and Medway, within the limits aforesaid, and the several rivers, streams, and watercourses within the flow and reflow of the tide of the said river Thames, and connected therewith; and for empowering the said Board to make bye-laws for the regulation, management, and improvement of the river Thames; and to authorize the said Board to set out boundaries, and to lay down, make, maintain, and grant and license all necessary embankments, cuts, channels, reservoirs, and other works, and to widen, deepen, straighten, dredge, protect, and otherwise improve the bed, channel, and banks of the said rivers, and of all parts of the waters connected therewith; and to take down and rebuild bridges, and to remove all obstructions to the free navigation of the said rivers, and to impose penalties upon all persons placing or continuing obstructions on the said rivers, and to remove the same; and to authorize the said Board to appoint and remove harbour masters and other officers, and to place buoys, beacons, and mooring chains in the said rivers, and to compel the removal of wrecks therefrom.

And to authorize the said Board to raise and supply ballast from the bed of the river Thames, with all necessary powers for that purpose.

And also to authorize the said Board to make, maintain, grant, and license basins, docks, harbours, piers, jetties, and quays, with all proper conveniences for the navigation and improvement of the said rivers, and for the safety and use of the vessels navigating the same.

And it is intended by the said Act, to take powers to erect steam-boat and other piers, and power for the purchase of lands, houses, tenements, and hereditaments, waters, and buildings, for the purposes aforesaid, and for landing-places and piers; and to purchase private moorings, and to levy rents, tolls, rates, and duties, in respect of the navigation of the said rivers and for the said piers; and to vary or extinguish all rights and privileges which may in any manner interfere with

the improvement of the navigation of the said rivers, or with the powers hereby sought to be conferred upon the said Board, and to compound for tolls, and to confer exemptions from tolls, rates, and duties, and to give other rights and privileges.

And it is further intended to repeal all Acts, charters, and customs, which may be inconsistent with the powers aforesaid, and the provisions of the said intended Act.

And it is intended by the said Act, to take power to raise money on the credit of the tolls, rates, and duties to be granted by the said Act, and the other tolls and dues on the said rivers and the banks thereof, for carrying the several purposes of the Act into execution, and all other powers which may be necessary for carrying into effect the purposes aforesaid.—Dated the seventh day of November 1846.

E. Tyrrell, City Remembrancer.

Pagham (Sussex) Harbour 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 improve, scour, deepen, and maintain the harbour of Pagham, in the county of Sussex, together with all necessary basins, docks, erections, piers, jetties, breakwaters, embankments, quays, bridges, locks, sluices, drains, cuts, channels, wharfs, warehouses, communications and other works and conveniences connected therewith, which said harbour and other works is situate in or bounded by, or will be made in, or pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Pagham, Selsea, or Salsey, Earnley, Siddlesham, Hunston and North Mundham, all in the county of Sussex; and it is also intended to apply for powers to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, drains, sewers, pipes, streams, watercourses, navigations and bridges, within the said parishes, townships, extra-parochial and other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up, for the purposes of the said harbour and other works.

And notice is hereby further given, that a plan of the said harbour and other works, and also a duplicate of such plan, together with books of reference thereto, and also a section and duplicate thereof, will be deposited, for public inspection, with the Clerk of the Peace for the county of Sussex, at his office at Lewis, 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 so much of the plan and section as relates to each parish in or through which the said work is intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

And notice is hereby further given, that it is intended in the said Bill, to apply for powers for the compulsory purchase of lands and houses, and

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 all ships, vessels, and other craft coming into, or using the said harbour and works, or coming within the limits thereof; and upon all goods, wares, merchandise, passengers, animals, commodities, articles, matters, and things exported or imported therein, and to alter existing tolls, rates or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.—Dated this tenth day of November 1846.

New Street from Long Acre to King Street, Covent Garden.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of an Act passed in the fourth year of the reign of Her present Majesty, intituled, "An Act to enable Her Majesty's Commissioners of Woods, to make a new street from Coventry Street, Piccadilly, to Long Acre, and for other improvements in the metropolis;" and to authorize and empower the said commissioners to form and make, in continuation of the street from Coventry Street, Piccadilly, to Long Acre, mentioned in the said Act, a new street from or near to the west end of Long Acre into King Street, Covent Garden; which street is intended to commence at or near to the junction of the west end of Long Acre, with the north end of Saint Martin's Lane, and to run from thence towards the south east to Rose Street, then crossing Rose Street and running from thence to the west end of King Street, opposite, or nearly opposite to Bedford Street, Covent Garden.

Also, to continue Hart Street, Covent Garden, from the west end thereof in a direct line westward, into the said intended new street.

Also, to divert, alter, widen, and improve the west end of Long Acre, on the south side thereof, and such parts of the present streets, courts, alleys, and ways as will form entrances into the said intended new street, which said new street, and continuation of Hart Street and other improvements, are proposed to be made in, or to pass from, through, or into the several parishes of Saint Martin in the Fields and Saint Paul, Covent Garden, in the county of Middlesex.

And in the said Bill, powers will be contained for the compulsory purchase of all such houses, buildings, lands, and hereditaments, as may be necessary for carrying the several purposes aforesaid into execution.

And in the said Bill, will be contained powers to enable the overseers of the poor of the parish of Saint Paul, Covent Garden, to levy and raise by means of a rate or rates, and as part of the rate for the relief of the poor of the said parish, a certain sum or certain sums of money, to be appro-

priated towards the expenses of carrying the several purposes aforesaid into execution.—Dated the tenth 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.

In Chancery.

Attorney General *v.* Drapers' Company.
(Howell's Charity.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, vary, and extend the trusts and administration, and to enlarge the charitable uses, extend the objects, and regulate the application of the rents and profits of the estates and property belonging to the charity commonly called or known as "Thomas Howell's Charity," in the city of London, according to the provisions of a scheme of the High Court of Chancery, and generally to carry into effect the provisions of the said scheme.—Dated this tenth day of November 1846.

Joseph Parkes, Solicitor to the Attorney General.

In Chancery.

Attorney General *v.* George Finch and others.
(Felstead Charity.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, vary, and extend the trusts and administration, and to enlarge the charitable uses, extend the objects, and regulate the application of the rents and profits of the estates and property belonging to the charity grammar-school and almshouses of Richard Lord Rich, in the county of Essex, according to the provisions of a scheme of the High Court of Chancery, and generally to carry into effect the provisions of the said scheme.—Dated this tenth day of November 1846.

Joseph Parkes, Solicitor to the Attorney General.

British Exchange Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for incorporating a company, called the British Exchange Company, or for enabling the said company to sue and be sued in the name of the manager, secretary, or clerk, or other officer, or any one of the directors for the time being of the said company, and to grant other powers and privileges to the said company; and in which Bill all proper and necessary provisions are intended to be inserted for effecting all or any of the purposes aforesaid.

Dated this tenth day of November 1846.

Wilkinson, Cobbold, and Patteson,
Solicitors, 7, Lincoln's-inn-fields.

London (City) Small Debts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act, for the More Easy Recovery of Small Debts and Demands in the city of London, and the liberties thereof, and for that purpose either to constitute a New Court in the nature of a County Court, or to amend, extend, enlarge, vary or alter, and regulate the jurisdiction, practice, and proceedings of the Sheriffs Courts, or of any of the other existing courts in the city of London, and to appoint a judge or judges to hold or preside in such new or existing court or courts, and for making provision for the regulation and management of such new or existing court or courts, and for authorizing such judge or judges to hold such court within the said city.

And it is intended to provide, by the said Act, for defraying the general expenses of the court or courts, by and out of the fund to be created for such purpose, and to fix and regulate the fees to be taken by the several officers of the said court or courts; and to repeal an Acts passed in the fifth and sixth years of the reign of King William the Fourth, intituled "An Act for amending and consolidating the Acts of Parliament for the Recovery of Small Debts in the city of London, and the liberties thereof, and for enabling the goods of the debtors to be taken in execution," and to abolish the court thereby established; and to vary, alter, or extinguish all existing rights and privileges which can in any manner interfere with or prevent the carrying out or execution of the objects and purposes aforesaid.—Dated at Guildhall, London, the seventh day of November 1846.

E. Tyrrell, City Remembrancer.

London (City) Improvements.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for effecting the several improvements in the city of London and the liberties thereof hereinafter mentioned; (that is to say),

For widening and improving the south side of Cannon-street.

For making a new street from the west end of Cannon-street to Queen-street.

For widening and improving the east side of Queen-street, between Little Saint Thomas Apostle and Upper Thames-street.

For widening and improving Ship Tavern-passage, Gracechurch-street.

For widening and improving part of Gresham-street (formerly called Maiden-lane) and Gutter-lane.

And for widening and improving the north side of Holborn-bridge and the south-east end of Field-lane.

And it is intended by the said Act, to take powers for the purchase or taking by compulsion or agreement, of lands and houses, and also of the burial grounds of the parishes of Saint Martin Orgars and Saint Thomas the Apostle, in the city of London, for the purposes aforesaid, and to vary or extinguish all existing rights and privileges

connected with the lands or houses, and burial grounds, proposed to be purchased or taken as aforesaid, or which in any manner interfere with the objects aforesaid, and to confer other rights and privileges, and which said lands and houses are situate in the several parishes, precincts, and extra-parochial places following, or some of them; (that is to say), Saint Michael Crooked-lane; Saint Martin Orgars, Saint Mary Abchurch, Saint Lawrence Pountney, Saint Mary Bothaw, Saint John the Baptist, Saint Antholin, Saint Thomas the Apostle, Saint Michael Paternoster Royal, Saint Martin Vintry, Allhallows Lombard-street, Saint John Zachary, and Saint Andrew Holborn, in the city of London and the liberties thereof; and it is also intended by the said Act to take powers to enable the mayor and commonalty and citizens of the city of London, to raise money upon the security of their estates and revenues for effecting the purposes aforesaid.

Dated at Guildhall, London, the seventh day of November 1846.

E. Tyrrell, City Remembrancer.

Ipswich and Bury Saint Edmunds Railway, No. 4.
(Branch from Stowmarket to Sudbury.)

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 an Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for making a railway from the Eastern Union Railway at Ipswich to Bury Saint Edmunds;" and another Act passed in the ninth and tenth years of the same reign, intituled "An Act to amend the Ipswich and Bury Saint Edmunds Railway Act, 1845, and for making a railway from the said Ipswich and Bury Saint Edmunds Railway to Norwich, with a branch therefrom;" and to authorize the construction and maintenance by the said Ipswich and Bury Saint Edmunds Railway Company of a branch railway, with all proper works, approaches, and conveniences connected therewith, to diverge from the line of the Ipswich and Bury Saint Edmunds Railway, at two points, the first thereof at or near the railway bridge over the road from Dagworth Hall, in the parish of Old Newton, and county of Suffolk, and the second thereof at or near where the railway crosses a public road in the same parish, numbered 5, in the plans of the Ipswich and Bury Saint Edmunds Railway, referred to in the Ipswich and Bury Saint Edmunds Railway Act, 1845, which two diverging lines or forks will converge at or near to a certain toll-gate, near Stowmarket, on the turnpike-road from Stowmarket to Bury Saint Edmunds, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Stow-upland, Stowmarket, Old Newton, Haughley, Harleston, Onehouse, Creeting Saint Peter or West Creeting, Combs, Great Finborough, Little Finborough, Buxhall, Rattlesden, Brettenham, Ringshall, Wattisham, Hitcham, Kettlebarston, Preston, Thorpe Mérieux, Felsham, Cockfield, Lavenham,

Brent Eleigh, Alpheaton, Little Waldingfield, Great Waldingfield, Acton, Stanstead, Long Melford, Chilton, Sudbury, Saint Peter, Saint Bartholomew, Saint Gregory, and All Saints, in the borough of Sudbury; Great Cornard and Little Cornard, or some of them, in the county of Suffolk; Liston, Foxearth, Borley, Bulmer, Belchamp Walter, Great Cornard, Middleton, or some of them, in the county of Essex; and terminating in a certain arable field in the parish of Saint Gregory, in the borough of Sudbury, numbered 3 on the plans of the Colchester, Stour Valley, Sudbury, and Halstead Railway, referred to in the Colchester, Stour Valley, Sudbury, and Halstead Railway Act, 1846; together with a branch railway, with all proper works and conveniences connected therewith, to diverge from the said intended railway at two points, the first thereof in an arable field called Chapel-field, in the parish of Long Melford, and the second thereof in an arable field called Great Moor-field, in the same parish, to pass from, in, through, or into the several parishes, townships, extra-parochial and other places, of Long Melford, Alpheaton, Stanstead, Glemsford, Boxstead and Cavendish, in the county of Suffolk; Liston, Borley, Foxearth, Pentlow, and Belchamp Saint Paul, in the county of Essex; and to terminate by a junction with an intended railway from Sudbury to Clare, at or near the point where the Glemsford stream falls into the river Stour.

And power is intended to be taken by the said Act, to enable the Colchester, Stour Valley, Sudbury, and Halstead Railway Company to sell or let on lease the undertaking belonging to them, and all or any of the powers of such company in relation thereto, or which may become vested in them by virtue of any Act to be passed in the next session of Parliament to the Eastern Union Railway Company, and Ipswich and Bury Saint Edmunds Railway Company, or either of them, or in the event of an amalgamation between such two last-mentioned companies then to such amalgamated company, and to enable such companies, or any or either of them, to purchase or rent the said railways and works, or any part thereof, and to exercise such powers as aforesaid, or any of them, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between the said companies, for such purpose to alter and amend, as far as may be necessary, the several Acts relating to the Eastern Union Railway, passed respectively in the seventh and eighth, the eighth and ninth, and ninth and tenth years of the reign of Her present Majesty, and the Colchester, Stour Valley, Sudbury, and Halstead Railway Act, 1846.

And it is intended to take power to widen the road in the parish of Great Blakenham, numbered 24, in the plans of the Ipswich and Bury Saint Edmunds Railway, referred to in the Ipswich and Bury Saint Edmunds Railway Act, 1845, from the point where the same diverges from the turnpike-road from Claydon to Stowmarket, to Bramford, and from Bramford to the point where the same again joins the said turnpike-road.

And power is intended to be taken to alter or divert, and, if necessary, to stop up to the extent to be shewn on the plans to be deposited as after-mentioned, the roads which are crossed by the Ipswich and Bury Saint Edmunds Railway, under the powers of the Ipswich and Bury Saint Edmunds Railway Act, 1845, and numbered on the plans referred to in such Act, as follows;

The road numbered 63, in the parish of Baylham; the roads numbered 25 and 30, in the parish of Barking, with Needham Market, and Darmsden; the road numbered 37, in the parish of Stowmarket; the road numbered 22, in the parish of Old Newton; the road numbered 51, in the parish of Elmswell; the roads numbered 4 and 18, in the parish of Barton; and the turnpike-road from Bury to Thetford, commonly called or known as Northgate-street, in the parish of Saint James, Bury Saint Edmunds.

And to ratify and confirm all such acts as may have been done in reference to the said diversions and alterations.

And power is also intended to be taken by the said Act, to alter the mode in which the several roads hereinafter-mentioned were authorized by the Ipswich and Bury Saint Edmunds Railway Act, 1845, to be carried across the said railway, on the level or surface thereof, and to carry the same across the said railway by means of arches and bridges, with all proper works and approaches connected therewith, within the several parishes, townships, and places next hereinafter-mentioned, viz. :—

The road which crosses the said railway, in the parish of Haughley, numbered 13, in the plans of the said railway referred to in the Ipswich, and Bury Saint Edmunds Railway Act, 1845.

The road which crosses the said railway in the parish of Wetherden, numbered 18 in the said last-mentioned plans.

The roads which cross the said railway in the parish of Barking, with Needham-market and Darmsden, known as Bull-lane and Hawkesmill-street, and to authorize a level crossing in connection with such two last-mentioned roads, and to ratify and confirm all such acts as may have been done in reference to the formation of any of the said bridges or arches, and the level crossing aforesaid.

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

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 railways and other works, and to confer other rights and privileges.

And it is also intended by such Act, to enable the Ipswich and Bury Saint Edmunds Railway Company to raise money for the purposes aforesaid, and to take powers for the purchase of lands and houses, by compulsion or agreement, and for levying tolls, rates, and duties in respect of the use of the said railways and other works, and to grant exemptions from such tolls, rates, and duties.

And notice is hereby further given, that maps, plans, and sections of the said intended railways and other works hereinbefore referred to, 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 of the said railway and other 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 Suffolk, at his office in Bury Saint Edmunds; and with the Clerk of the Peace for the county of Essex, at his office in Chelmsford; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway and other 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 November 1846.

Few and Co., Covent Garden,
W. O. and W. Hunt, 10, Whitehall,
Solicitors.

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 Foote), and occupied by Mr. W. M. Peniston, near the Penstle 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, Broadelast, Honiton's Clist, Rockbeare, Whimble, Larkbeare, Lower Larkbeare, Street Raleigh, Taleford, Talaton, Payhembury, Feniton, Ottery Saint Mary, Saint Philip, Saint Philip and Saint James, Saint John, Alphington, 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, Kilminster, 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, Allison, All Saints, Titherleigh, Hawkchurch, Phillimore, Wildcourt otherwise Wyld Court, Clifton Mabank otherwise Clifton Maubank, Ryne Intrinseca, Bradford Abbas, Broadwinsor, Childhay, Broadwinsor Tything, Broadwinsor Liberty, Drimpton, Burstock, Diberford, 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 in a field called Rock-field, in the said parish of Saint David, in the said county of the city of Exeter, in the occupation of William Smith, and situate on the eastern side of and

adjoining to the field in front of the Devon county gaol, 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 seashore 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, Alesbeare, Fen Ottery otherwise Ven Ottery, Newton Poppleford, Harpford, Bowde otherwise Bowood or Bow Wood, Stopford otherwise Stoford, Sidbury, Didford, Bicton, Darston, 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 Loder, Bettiscomb, Stoke Abbots, Pillesdon otherwise Pillsdon, Netherbury, Netherbury Tything, Melplash, Bowood, Ash, Allington, Marshwood, Marshallshay otherwise Marshalsea, Symondsbury, 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 Canonieorum, Catherston otherwise Catherston Lewiston; Wooton Fitzpaine, Charmouth, Marshwood, Symondsbury, Netherbury, Net erbury Tithing, Melpash, 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 Silverhouse in the said parish of Whitchurch Canonieorum 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, Bettescumb, Netherbury, Netherbury Tything, Melpash, Bowood, Ash, Stoke Abbotts, Symondsbury, Marshwood, and Whitchurch Canonieorum, 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 incor-

porated 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.

Liverpool Corporation Water Works.

(For Supplying with Water the Borough of Liverpool and the Neighbourhood thereof, and for the Purchase of the Liverpool and Harrington Water Works and Liverpool 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 Liverpool to provide an ample supply of water for the use of the inhabitants of the said borough of Liverpool, comprising the parish and township of Liverpool, the townships of Everton and Kirkdale, part of the township of West Derby, and part of the extra-parochial place of Toxteth Park, all in the county of Lancaster; and also of the several parishes, townships, hamlets, extra-parochial and other places following, that is to say, Bootle, Bootle-cum-Linacre, Linacre, Litherland, Seaforth, Crosby, Great Crosby, Little Crosby, Sefton, Netherton, Aintree, Orrell, Orrell-with-Ford, Walton, Walton-on-the-Hill, Fazakerley, West Derby, Thingwall, Childwall, Little Woolton, Much Woolton, Wavertree, Allerton, Gateacre, Aigburth, Garston, Toxteth Park, Halewood, Huyton, Roby, and Huyton-with-Roby, or some of them, all in the county of Lancaster, and to supply with water shipping resorting to the port of Liverpool; and for the purpose of affording such supply of water as aforesaid, it is proposed by such intended Act to authorize the said mayor, aldermen, and burgesses to collect, impound, and dam up the waters of two certain brooks or streams, called the Rake Brook and the River Roddlesworth at or near the junction thereof, in the township of Withnell, in the parish of Leyland, and in the townships of Livesey otherwise Livesey-with-Tockholes, and Tockholes, in the parish of Blackburn, or some of them, all in the county of Lancaster, and to make and maintain one or more reservoir or reservoirs at or near the junction of such brooks, with all proper embankments and works connected therewith within the last-mentioned parishes and townships, or some of them; and also to make and maintain the several other reservoirs, cuts, and aqueducts hereinafter described, together with all proper and necessary embankments, sluices, and drains in connection therewith; that is to say, an aqueduct or cut from and out of the last-mentioned reservoir or reservoirs, commencing at or near the junction of such brook and river aforesaid, passing thence from, in, through, or into the several parishes, townships, extra-parochial or other places of Blackburn, Livesey, Livesey-with-Tockholes, Tockholes Leyland, Withnell, Wheelton, Heapey, Bolton-le-Moors, Anglezark, Standish and Heath Charnock, or some of them, all in the county of Lancaster, and terminating in the said township of Anglezark, and parish of Bolton-le-Moors, at or near a certain place called Sidow Fold, by a junction with a certain other proposed reservoir situate in the townships of Anglezark and Rivington and parish of Bolton-le-Moors, in the said township of Heapey and parish of Leyland, and in the township of Heath Charnock and parish of Standish, or some of them, at or near a certain place called The Lees, and also an aqueduct or cut from and out of the last-mentioned reservoir, commencing by a junction therewith, in the township of Rivington and parish of Bolton-le-Moors aforesaid, passing thence in and through the last-mentioned township and parish, and terminating by a junction with a certain other proposed

reservoir situate in the said township of Rivington and parish of Bolton-le-Moors and the said townships of Anderton and Heath Charnock, and parish of Standish, or some of them, all in the county of Lancaster, at or near a certain place called Street Fold, and also an aqueduct or cut from and out of such last-mentioned reservoir, commencing by a junction therewith in the said township of Anderton and parish of Standish, and in the township of Rivington and parish of Bolton-le-Moors, at or near a certain place called Anderton Ford otherwise Anderton Fold, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Bolton-le-Moors, Rivington, Anderton, Horwich, Blackrod, Standish, Deane, West Houghton, Wigan, Haigh, Aspull, Ince, Hindley, Abram, Winwick, Ashton in Makerfield, St. Thomas' Ashton in Makerfield, Ashton in the Willows, Haydock, Trinity Church, Downall Green, Prescott, Windle, Parr, St. Helen's, Hardshaw, Hardshaw within Windle, Eccleston, Huyton, Knowsley, Huyton with Roby, Roby, Walton-on-the-Hill, and West Derby, or some of them, all in the said county of Lancaster, and terminating by a junction with a certain reservoir called or known by the name of the Kensington Reservoir, in the township of West Derby, in the parish of Walton-on-the-Hill aforesaid; and it is also proposed to enable the said mayor, aldermen, and burgesses to enlarge the said Kensington Reservoir, or otherwise to construct one or more reservoir or reservoirs adjoining or near thereto, and within the township of West Derby, and parish of Walton-on-the-Hill aforesaid, and to make all tunnels, goits, feeders, drains, catchwaters, weirs, byewashes, filters, tanks, and other works and conveniences in connection or communication with the works aforesaid.

And it is also intended, by such Act, to enable the said mayor, aldermen, and burgesses to purchase, by compulsion and by agreement, and to hold lands, waters, springs, streams, buildings, and other hereditaments for the purposes aforesaid, and to levy rates or rents for or in respect of the supply of water, and to grant certain exemptions from such rates or rents, and also to alter or vary any rates or rents by law authorized to be charged, in respect of water supplied, or to be supplied by them, and to raise and borrow money for the purposes of the said intended Act.

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 proposed to vary or extinguish all existing rights and privileges which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And it is further intended by the said Act, for the purposes aforesaid, to obtain powers to divert

into the said intended reservoir or reservoirs, and other works in connexion therewith, certain waters which now flow or proceed into, or supply, the Lancaster Canal, the Leeds and Liverpool Canal, the Douglas Navigation, the Wigan and Leigh Canal, the River Douglas, the Ribble Navigation, and the River Ribble.

And it is also intended, by the said Act, to alter, amend, extend, and enlarge, and, if necessary, to repeal, certain powers and provisions contained in the several Acts of Parliament hereinafter mentioned, or some of them; that is to say, an Act passed in the session of Parliament held in the sixth and seventh years of the reign of Her present Majesty, intituled "An Act for enabling the Commissioners for Paving and Sewering the town of Liverpool more effectually to water the streets of the said town, and to provide water for extinguishing fires therein;" and 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 the improvement of the Sewerage and Drainage of the Borough of Liverpool, and for making further provisions for the Sanatory regulation of the said Borough."

And it is further intended, by the said Act, to apply for powers to enable the said mayor, aldermen, and burgesses to purchase or take upon lease, either for a term of years or in perpetuity, and by compulsion or otherwise, the reservoirs, engines, mains, pipes, works, property, estate, and effects belonging to the Liverpool and Harrington Waterworks Company, and the Liverpool Waterworks Company, or either of them, and all the rights, powers, privileges, and authorities of the said companies respectively, of, in, and in relation to the same, and to enable the said companies respectively, or either of them, to sell or to grant a lease or leases of the reservoirs, engines, mains, pipes, works, property, estate and effects, rights, privileges, and authorities, or any of them, or any part thereof, of the said companies respectively, or either of them, upon such terms and conditions, and for such sum of money, or for such annual or other rent as may be agreed upon between the said mayor, aldermen, and burgesses, and the said companies respectively, or as may be assessed or determined by arbitration, or by the verdict of a jury, on otherwise, as the case may be; and for such last-mentioned purposes it is intended to alter, amend, and enlarge, or to repeal all or any of the powers and provisions of the several Acts hereinafter mentioned; that is to say, an Act passed in the 39th year of the reign of King George the Third, intituled "An Act for better supplying the town and port of Liverpool with Water from certain springs in the township of Bootle, in the county palatine of Lancaster;" an Act passed in the fiftieth year of the reign of King George the Third, intituled "An Act to alter, amend, and enlarge the powers of an Act passed in the 39th year of His present Majesty, for better supplying the town and port of Liverpool with water from certain springs in the township of Bootle, in the county palatine of Lancaster;" an Act passed in the 53rd year of the reign of

King George the Third, intituled "An Act for enlarging the powers of two Acts of his present Majesty, for better supplying the town and port of Liverpool with water;" an Act passed in the 3rd year of the reign of King George the Fourth, intituled "An Act to repeal so much of an Act of the 26th year of His late Majesty, as relates to the supplying the town of Liverpool, in the county palatine of Lancaster, with water, and to grant other powers for supplying the said town and port and the shipping resorting thereto with water;" an Act passed in the session of Parliament held in the 7th and 8th years of the reign of King George the Fourth, intituled "An Act to extend the powers of an Act of His present Majesty for supplying the town of Liverpool, in the county palatine of Lancaster, with water, to Harrington and Toxteth Park, in the said county;" and also an Act passed in the session of Parliament held in the 9th and 10th years of the reign of Her present Majesty, intituled "An Act to amend the provisions of two several Acts passed in the 3rd and 8th years of His Majesty King George the Fourth, for supplying with water the town of Liverpool and Harrington and Toxteth Park, in the county palatine of Lancaster;" and if need be, to dissolve the said companies, or either of them.

And notice is hereby lastly given, that plans shewing the situation of the said intended reservoirs, aqueducts, cuts, and other works, and the lands required for the purposes thereof respectively, and the brooks and streams to be directly diverted into the same, and sections shewing the levels of the intended works, together with a book of reference to such plans, containing the names of the reputed owners, 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 Lancaster, at his office at Preston; 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 works are proposed to be made, will be deposited, for public inspection, on or before the said thirtieth day of November, with the parish clerks of such parishes respectively, at their respective residences.

Dated this seventh day of November 1846.

Wm. Shuttleworth,
Town Clerk, Liverpool.

Oxford Mileways 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 continue the term, and to alter, amend, and enlarge, the powers and provisions of three Acts, severally passed in the eleventh, twenty-first, and fifty-second years of the reign of His Majesty King George the Third, for amending certain of the mileways, leading to Oxford, for performing several works, and making improvements in the Uni-

versity and city of Oxford, and the suburbs thereof, and the adjoining parish of Saint Clement, and of another Act passed in the fifth year of the reign of His late Majesty King William the Fourth, for amending and enlarging the powers of the said three Acts, or to repeal the said Act or Acts, or certain parts thereof, and to grant further and more effectual powers and provisions, in lieu thereof, or to consolidate the said Acts, which said mileways, or roads, pass from, in, through, or into the parish of Saint Peter, in the East, in the city of Oxford, and the several parishes of Saint Clement, Cowley, and Iffley, in the county of Oxford.

And notice is hereby given, that it is intended by the said Bill, to take powers to alter, and increase, the tolls, or rates, now authorized to be taken by the said Act or Acts.—Dated this eleventh day of November 1846.

Baker, Morrell, and Son, Solicitors,
Oxford.

In Chancery.

Attorney General *v.* the Reverend John Pretymann and others (Spital Hospital).

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, vary, and extend the trusts and administration, and to enlarge the charitable uses, extend the objects, and regulate the application of the rents and profits of the estates and property belonging to the charity commonly called "Spital Hospital," in the county of Lincoln, according to the provisions of a scheme of the High Court of Chancery, and generally to carry into effect the provisions of the said scheme.—Dated this eleventh day of November 1846.

Joseph Parkes, Solicitor to the Attorney General.

In Chancery.

The Attorney General *v.* the Master and others of the Trust of Anthony Browne (Brentwood Charity).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, vary, and extend the trusts and administration, and to enlarge the charitable uses, extend the objects, and regulate the application of the rents and profits of the estates and property belonging to the Master and Guardians of the Charity Grammar School and Almshouses of Anthony Browne, in Brentwood, in the county of Essex, according to the provisions of a scheme of the High Court of Chancery, and generally to carry into effect the provisions of the said scheme.—Dated this tenth day of November 1846.

Joseph Parkes, Solicitor of the Informant Attorney.

London, Salisbury, and Yeovil Junction Railway.

(Salisbury to Yeovil, with Branches to Shaftesbury and Wincanton, and to join the Wilts, Somerset, and Weymouth and Exeter, Yeovil, and Dorchester Railways.)

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 the construction and maintenance of the railway and branch railways hereinafter mentioned, or some of them, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, that is to say, first, a main line of railway, commencing by a junction with the intended Basingstoke and Salisbury Extension of the London and South Western Railway as now authorized to be made at or near the Red Lion Inn, in the occupation of Mr. William Elliott, situate on the north-east side of Fisherton-street, in the parish of Fisherton Anger, in the borough of New Sarum, in the county of Wilts, and passing thence in, from, through, or into the several parishes, townships, and extra-parochial or other places following, that is to say, Fisherton Anger, the liberty of the Close of New Sarum, the borough and city of New Sarum, West Harnham, Bemerton, East Harnham, Britford, Netherhampton, Quidhampton, Fugglestone Saint Peter, Fugglestone, Wilton, Ditchampton, South Newton, Burden's Ball, Grovely, Wishford, Chilhampton, North Burcombe, South Burcombe, Ugford, Barford Saint Martin, Baverstock, Compton Chamberlain, Broad Chalke, Little Langford, Berwick Saint John, Dinton, Darling's Farm, Teffont Magna, otherwise Upper Teffont, Witney, Teffont Evias, otherwise Teffont Ewyas, otherwise Lower Teffont, Deptford, Compton, Bower Chalke, Fofant, Fifield, Chicksgrove, Ebbesborne Wake, Sutton Mandeville, Swallow Cliffe, otherwise Swallow Clift, Rudge, Chilmark, Ansty, Fonthill Gifford, Fonthill Bishop, East Tisbury, Wardour, West Tisbury, Tisbury, Staple Tisbury, Hazledon, Hatch, Newtown, Bridzor, Donhead Saint Andrew, Easton, Donhead Saint Mary, Charlton, Doggershall, Hayston, Semley, East Knoyle otherwise Knoyle, West Knoyle, Milton, Upton, Hindon, Berwick Saint Leonard, Monckton Deverill, Sedghill otherwise Sedgehill, Zeals, Mere otherwise Meer, Chadenwyche otherwise Chadenwick, Mere Woodlands, Mere Town, Stourton otherwise Stourhead, or some of them, in the county of Wilts; Shaftesbury otherwise Shaston, Shaftesbury Saint Peter, Shaftesbury Holy Trinity, Shaftesbury Saint James, Alcester otherwise Alincester, Motcombe, Enmore Green otherwise Elmore Green, Bourton, Preston otherwise Pierson otherwise Pearson, Milton-upon-Stour, Siltan, Gillingham, Gillingham Free, Ham, Accliff otherwise Eccliff, Marston, Wyke otherwise Weeke, Magiston, Stower Provost otherwise Stour Provost, East Stower otherwise East Stour, West Stower otherwise West Stour, Saint Margaret Marsh otherwise Margaret's Marsh, Todber otherwise Todbere, Marnhull, Fifehead otherwise Fifehead Magdalen, Stal-

bridge, Thornhill, Nyland, Kington, Kington Magna otherwise Keinton Magna, Little Keinton otherwise Little Kington, Wadlin, Dunster, and Buckhorn Weston, or some of them, in the county of Dorset; Cucklington, Stoke Trister, Bayford, Bayford Brook otherwise Gasper, Bonham, Penslewood otherwise Penzlewood, Charlton Musgrove otherwise Charlton Musgrave, Yenston, Bowden otherwise Henstridge Bowden, Henstridge, Whitechurch, Wincanton, South Cheriton, North Cheriton, Stowell, Holton, Charlton Horethorne, Corton Denham, Blackford, Maperton, North Cadbury, South Cadbury, Horsington, Chapleton, Latitford, otherwise Lotterford, Temple Combe otherwise Abbas Combe otherwise Temple and Abbas Combe, Closworth, East Coker, Compton-Fauncefoot, Sutton Montis, Marston Magna, Rimpton, West Coker, Sutton Bingham, Pointington, Sandford Orcas, Trent, Adber, Berwick, otherwise Barwick, otherwise Barwick and Stoford, Stoford, Goathill, Milborne Port, Kingsbury, Milborne Wick, Kingsbury Regis, Yeovil, Kingston juxta Yeovil, otherwise Pitney, Wigdon and Huntley, Hendford, Yeovil Marsh, and Yeovil Borough, or some of them, in the county of Somerset; Bishop's Caundle, Stourton Caundle, Woodrow, Haydon, Caundle Marsh, North Wootton, Allweston, Folke, Butterwick, Lillington, Yetminster, Chetnole, Leigh, Beerhacket, Ryme Intrinseca, Osborne, Over Compton, otherwise Higher Compton, Nether Compton, otherwise Lower Compton, Castleton, Purse Caundle, Sherborne, Abbotsfee, Eastbury, Hound Street, Nether Combe, otherwise Nether Coombe, Newland Borough, Over Combe, otherwise Over Coombe, Westbury, Pinford, Thornford, Wyke, Clifton Mabank, otherwise Clifton Maybank, Bradford Abbas, Melbury Osmond, Halstock, Knighton, Leweston, Longburton, Holnest, Glanville's Wootton otherwise Wootton Glanville, Newland otherwise Newton Montacute, Middlemarsh, Down and Marsh, Densham, Caundle Wake, Holwell, Buckshaw, Stock Gaylard, Lidlinch otherwise Lydlinch, Thornhill, Gomershay, Stalbridge-Weston, Fifehead Neville, and Minterne Magna, or some of them in the county of Dorset; and terminating in certain premises now or late belonging to Mr. Charles Foan, and occupied by Mr. W. M. Peniston, near the Penstile Turnpike Gate in the parish of Yeovil, in the said county of Somerset,

2. A branch railway, commencing at a point on the said main line, at or near to a place called Newberry, within the parish of Gillingham in the said county of Dorset, on or near to the turnpike road leading from Gillingham aforesaid to Shaftesbury aforesaid, near to its junction with the Vale of Blackmore Turnpike Road, leading from Gillingham aforesaid to East Stower aforesaid, and passing in, from, through, or into the parishes, townships, and extra-parochial and other places following, that is to say, Gillingham, Gillingham Free, Ham, Marston, Wyke otherwise Weeke, Magiston, Stower Provost otherwise Stour Provost, East Stower otherwise East Stour, Siltan, Milton-upon-Stour, Preston otherwise Pierson otherwise Pearson, Bourton, Motcombe, Enmore Green, otherwise Elmore Green, Shaftesbury

otherwise Shaston, Shaftesbury Saint James, Shaftesbury Holy Trinity, and Shaftesbury Saint Peter, or some of them, in the county of Dorset, and terminating in a field belonging to the trustees of the Shaftesbury Bluecoat School and occupied by Mr. Thomas Horton, at or near to a place called Long Cross, within the said parish of Motcombe, in the said county of Dorset.

3. A branch railway, commencing at a point on the said main line, near Dunster's Cottage, in a field called Home Ground, belonging to and occupied by Stephen White, Esq., or Henry Dyke and Alfred Dyke, his under tenants, and in the parish of Buckhorn Weston, in the county of Dorset aforesaid, and passing from, through, or into the several parishes, townships, and extra-parochial and other places following, that is to say, Buckhorn Weston, Kington Magna otherwise Keinton Magna, Kington, Little Keinton otherwise Little Kington, Nyland, Thornhill, Stalbridge, Fifehead otherwise Fifehead Magdalen, and and Gillingham, or some of them, in the county of Dorset, and Cucklington, Stoke Trister, Bayford, Bayford Brook otherwise Gasper, Charlton Musgrove, otherwise Charlton Musgrave, Penslewood otherwise Penzlewood, Yenston, Rowden otherwise Henstridge Bowden, Henstridge, Whitchurch, Temple Combe otherwise Abbas Combe otherwise Temple and Abbas Combe, North Cheriton, South Cheriton, and Wincanton, or some of them, in the said county of Somerset; and terminating in the parish of Wincanton, Stowell, Maperton, Holton, Horlington, Littiford otherwise Lotterford, in the said county of Somerset, at or near the town mill, belonging to and occupied by Mr. Richard Arnold.

4. A branch railway, commencing at a point on the said main line, in a certain common field, called Bradford Leaze, in the parish of Bradford Abbas, in the said county of Dorset, and terminating by a junction with the Wilts, Somerset, and Weymouth Railway, in a field occupied by George Harbin Esq. in the parish of Yeovil, in the said county of Somerset, at or near the proposed station of that railway, near Pen-mill, in the same parish, and passing in, from, through, or into the said parishes of Bradford Abbas, and Yeovil, or one of them.

5. A branch railway, commencing at a point on the said main line, in or near to a withy bed, in the occupation of Mr. John Caple, adjoining Waterhouse-lane, in the parish of Bradford Abbas, in the said county of Dorset, and terminating at or near to Sharmon's-bridge, on the turnpike-road leading from Yeovil to Stoford, in the said parish of Berwick, otherwise Barwick, in the said county of Somerset, by an independent terminus, or by a junction with the proposed Exeter, Yeovil, and Dorchester Railway, and passing in, from, through, or into the several parishes of Bradford Abbas, Clifton Mabank, otherwise Clifton Maybank, in the said county of Dorset, and Berwick otherwise Barwick, in the said county of Somerset or some 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 and works to the

extent, or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streets, bridges, creeks, rivers, streams, sewers, canals, navigations, railways, and tramroads, within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said railway, branch railways, and works.

And notice is hereby further given, that duplicate plans and sections of the said railway and branch railways, and works, together with books of reference thereto; will be deposited for public inspection with the Clerk of the Peace for the county of Wilts, at his office, at Wilton, in the same county, with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, in the same county, and with the Clerk of the Peace for the county of Somerset, at his office, at Taunton, in the same county, on or before the thirtieth day of November, one thousand eight hundred and forty-six; and that on or before the said thirtieth day of November, one thousand eight hundred and forty-six, a copy of so much of the said plans and sections as relates to each parish in or through which the said railway and branch railways and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

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

And it is also proposed, in and by the said Bill, to incorporate a company for the purpose of making, maintaining, working, and using the said railway, and branch railways, and works, and to authorize such company to lease, sell, or transfer the said intended railway, branch 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 the London and South Western Railway Company the execution of all or any of the powers of the said intended Bill; and 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 railway and branch railways and works, or any part thereof, or to purchase and to take on lease, rent, work, or construct the said intended railway and branch railways and works, or any part of the same, and

to take tolls, and duties upon, or in respect thereof, or to guarantee to such company so to be incorporated, 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 it is further proposed, by the said Bill, to authorize the union and amalgamation of such company, so to be incorporated, with the said London and South Western Railway Company upon such terms and conditions as may be mutually agreed upon, and to authorize such company, when so united or amalgamated, to use and work the said proposed railway and branch railways and works, and to take tolls upon or in respect thereof.

And it is further proposed, by the said Bill, to enable the Company so to be incorporated, and the company of proprietors for the time being, of the proposed Exeter, Yeovil, and Dorchester Railway, to enter respectively into, and carry into effect such mutual arrangements as to them may seem expedient; for the sale and purchase, or the leasing and hiring respectively, to the company so to be incorporated as aforesaid, of the said last-mentioned railway and works, or any portion thereof, or of the tolls and duties payable in respect thereof, and of all or any powers of the said company of proprietors for the time being, of the said Exeter, Yeovil, and Dorchester Railway, in relation to their said railway and works, or any of them, to take tolls, rates, and duties upon, or in respect thereof.

And notice is hereby further given, that 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 Railways Deviation Act, 1837;" "The 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 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 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;"

And also the powers and provisions of the following Acts, relating to the said Wilts, Somerset,

and Weymouth Railway, that is to say, "The Wilts, Somerset, and Weymouth Railway Act, 1845," and "The Wilts, Somerset, and Weymouth Railway Amendment Act, 1846.—Dated this 7th day of November, 1846.

Johnston, Farquhar, and Leech, Solicitors for the proposed Bill.

G. and T. W. Webster, Parliamentary Agents.

South Devon Railway (Extensions and Amendment).

Proposed Extensions of the South Devon Railway to Tavistock and Launceston, and to Torquay and Brixham:—Powers to sell and lease to the Cornwall Railway Company, and to arrange with that Company for the joint construction and use of portions of the South Devon Railway and Works.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the South Devon Railway Company to make and maintain the railways hereinafter mentioned, with all proper works, approaches, and conveniences connected therewith respectively (that is to say) a railway, commencing by a junction with the main line of the South Devon Railway, in a certain close of land known by the name of the Great Marsh, otherwise Crabtree Marsh, situate between the river Plym and the turnpike-road leading from Plymouth to Exeter, in the parish of Egg Buckland, in the county of Devon, and thence proceeding to a place known by the name of Saint John's otherwise Folly near the Abbey Bridge, in the borough and parish of Tavistock, in the said county of Devon, and proceeding from thence to, and terminating at, or near the junction of a street or road known by the name of Race Hill, with the New Exeter Road, near the South-gate, in the parish of Saint Mary Magdalene, in the borough of Launceston, in the county of Cornwall; which intended railway, will pass from, in, through, or into, or be situate within, the several parishes, townships, and extra-parochial, or other places following, or some of them (that is to say), Egg Buckland, the bed and shores of the river Plym, Plympton Saint Mary, Plympton Saint Maurice, Plympton Earle, Shaugh otherwise Shaugh Prior Bickleigh otherwise Bickleigh, Meavy, Goodameavy, Hoo Meavy, Sheepstor, Buckland Monachorum, Walkhampton, Sampford Spiney, Lidford, Whitechurch, Peter Tavy, Tavistock, Lamerton, Sydenham Damerell otherwise South Sydenham, Milton Abbot, Kelly, Dunterton, Bradstone, Marystow, and Lifton, in the county of Devon; and Lawhitton, Lezant, Saint Mary Magdalene, Saint Thomas-street otherwise Saint Thomas Hamlet, Saint Stephens by Launceston, Saint Thomas the Apostle, and the borough of Launceston, in the county of Cornwall.

Also a railway commencing at or near the terminus of the railway from the main line of the South Devon Railway to Torquay, as authorized to be made by "the South Devon

Railway Act (Amendment and Branches) 1846," and terminating at or near certain nursery grounds, called or known as "Morgan's Horticultural Establishment," near to the town of Torquay in the county of Devon; which last-mentioned intended railway, will pass from, in, through, or into, or be situate within, the parishes, townships, and extra-parochial, or other places following, or some or one of them (that is to say), Torr, otherwise Tor Moham, Saint Mary Church, and Torquay, in the county of Devon.

And also a railway in extension of the said railway from the main line of the South Devon Railway to Torquay, commencing at or near the aforesaid terminus thereof, as at present authorized, and terminating at or near the market-house, situate on or near the quay, in the town and parish of Brixham, in the county of Devon; which last-mentioned intended railway will pass from, in, through, or into, or be situate within, the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Torr, otherwise Tor Moham, Saint Mary Church, Torquay, Cockington, Paignton, Preston, Goodrington, Stoke Gabriel, Churston Ferrers, Galmpton, Brixham, and the sea shore situate in or adjoining the same, or some of them, in the county of Devon.

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

And it is also intended by such Act, to confer on the South Devon Railway Company powers for the purchase of lands and houses, by compulsion or agreement, for the purposes of the said intended railways and works, and also for other purposes connected with the South Devon Railway, and the works and conveniences connected therewith; 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 railways and works, and to confer other rights and privileges.

And notice is hereby further given, that maps, plans, and sections of the said intended railways, 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, with the Clerk of the Peace for the county of Devon,

at his office, at the Castle of Exeter and with the Clerk of the Peace for the county of Cornwall, at his office in Saint Austell 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 intended railways are intended to be made, will be deposited, on or before the thirtieth day of November, in the present year, with the parish clerk of each such parish, at his residence.

And it is further intended, by such Act, to enable the South Devon Railway Company to sell or let, or transfer, their present and said intended undertaking, or any part thereof, and all or any of the powers of such company in connection therewith, or in relation thereto, to the Great Western Railway Company, and to the Bristol and Exeter Railway Company, or to either of them, and to enable such last mentioned companies, or either of them, to purchase, or rent, or construct, the same, or any part thereof, and to exercise such powers, or any of them; and also to raise and contribute funds for or towards the purchase, construction, maintenance, and use of the said intended railways and works, or any part thereof.

And it is also proposed, by the said intended Act, to empower the South Devon Railway Company to sell, or let, and to enable the Cornwall Railway Company to purchase or rent, the whole or a part of, or a share or interest in the railway authorized to be made from the main line of the 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 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 St. 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 construction, maintenance, and use of the said portions of railway, or either of them, and the works connected therewith.

And it is also proposed, by the said intended Act, to increase the capital of the South Devon Railway Company.

And notice is hereby further given, that, for effecting the several objects of the said intended Act, and for other purposes, it is intended thereby to alter, enlarge, amend, or repeal some of the powers and provisions of the Acts hereinafter mentioned, and which are distinguished in the Queen's printer's copies thereof, as follows, that is to say: the 7th

and 8th Victoria, cap. 68, and the 9th and 10th Victoria, cap. 402, relating to the South Devon Railway Company; the 5th and 6th William the Fourth, cap. 107, the 6th William the Fourth, cap. 38, the 6th William the Fourth, cap. 77, the 1st Victoria, cap. 91, the 1st Victoria, cap. 92, the 1st Victoria, cap. 24, the 2d Victoria, cap. 27, the 5th Victoria, sess. 2, cap. 28, the 6th Victoria, cap. 10, the 7th Victoria, cap. 3, the 8th and 9th Victoria, cap. 40, the 8th and 9th Victoria, cap. 188, the 8th and 9th Victoria, cap. 191, and the 9th Victoria, cap. 14, relating to the Great Western Railway Company, and to the several railways now forming part of that undertaking, and belonging to the Great Western Railway Company; the 6th William the Fourth, cap. 36, the 1st Victoria, cap. 26, the 3d Victoria, cap. 47, the 4th and 5th Victoria, cap. 41, the 8th and 9th Victoria, cap. 155, and the 9th and 10th Victoria, cap. 181, relating to the Bristol and Exeter Railway Company; and the 9th and 10th Victoria, cap. 335, relating to the Cornwall Railway Company; and also the Acts relating to the West London Railway, which bear date as follows, an Act of the 3d year of the reign of His late Majesty King William the Fourth, cap. 36, an Act of the 6th year of the same reign, cap. 79, an Act of the 3d and 4th year of the reign of Her present Majesty, cap. 105, an Act of the 8th and 9th year of the same reign, cap. 156, and an Act of the 9th and 10th year of the same reign, cap. 369.

Whiteford, Bennett, and Tucker,
Plymouth;
Charles Bruton and Kennaway
and Buckingham, Exeter;
W. O. and W. Hunt,
 10, Whitehall, London; } Solicitors.
 Dated the 7th day of November, 1846

Cheltenham and Oxford Railway.

Proposed railway from the Great Western Railway at Cheltenham, to join the Oxford and Rugby Railway near Oxford, with Powers of Sale and Lease to and Contribution by 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 the railway and branch railway hereinafter mentioned, with all proper works, approaches, and conveniences connected therewith; that is to say, first, a railway commencing by a junction with the line of the Great Western Railway, or the Cheltenham Branch thereof, at or near a mill, called Upper Alstone Mill, in the hamlet of Alstone, in the parish of Cheltenham, in the county of Gloucester, and terminating by a junction with the line of the Oxford and Rugby Railway, as at present authorized to be made in a field in the parish of Saint Giles, and county of Oxford, numbered 24 on the plans of the said last-mentioned railway referred to in the Act authorizing the construction thereof, which said intended railway and other works connected

therewith will pass from, in, through, or into, or be situated within the several parishes, townships, hamlets, and extra-parochial, or other places following, or some of them; that is to say, Alstone, Cheltenham, Cudnall, Battledown, Ham, Cockshorn, Charlton-Kings, Dowdeswell, Sandywell, Andoversford, Whittington, Withington, Sireford, Brockhampton, Sevenhampton, Shipton Solers otherwise Shipton Sollars, Shipton Olive otherwise Shipton Oliffe, Compton Abdale, Yanworth, Stowell, Haselton otherwise Hasleton, Salperton otherwise Cold Salperton, Turk Dean, Upper Turk Dean, Lower Turk Dean, Hampnett, North-leach, Eastington otherwise Easington, Farmington, Sherborne, Aldsworth, Windrush, Barrington, Great Barrington, Little Barrington, Great or Broad Rissington, Little Rissington, Rissington and Widford, or some, or one of them, all in the county of Gloucester; Upton and Signet, Upton, Signet, Westwell, Holwell, Burford, Bury Barns, Swinbrook, Asthall otherwise Easthall, Asthally otherwise Asthal-leigh, Stonclands, Brizo Norton otherwise Norton Brize, Minster otherwise Minster Lovel, Witney, Curbridge Langle otherwise Langdale, Coggs otherwise High Coggs, South Leigh, Ensham otherwise Eynsham, Newland, Freeland, Saint Giles, Cassington, Handborough, Long Handborough, Church Handborough, Godstow otherwise Godstow Grounds, Woolvercot otherwise Wolverescote, Binsey, Port Meadow, Summers Town, or some, or one of them, all in the county of Oxford; Shilton, Stonclands, Botley, Cumnor otherwise Cumner, otherwise Cumber, Wytham, Godstow otherwise Godstow Grounds, and Seacourt, or some, or one of them, all in the county of Berks; Saint Thomas otherwise Saint Nicholas, Port Meadow, Woolvercot otherwise Woolverscote, and Saint Giles, or some, or one of them, in the city of Oxford.

Second, a branch railway, diverging from the before-mentioned intended line of railway, in the parish of Witney, in the said county of Oxford, in, or near, a garden in the occupation of Robert Roberts, and belonging to Samuel Beles, passing in, or through, the parishes, townships, hamlets, and extra-parochial, or other places, of Witney, Langle otherwise Langdale, and Coggs otherwise High Coggs, in the said county of Oxford, or some, or one of them, and terminating in a certain meadow in the said parish of Coggs otherwise High Coggs, numbered 15 on the plans referred to in the Act of Parliament authorizing the construction of the intended Witney Branch of the Oxford, Worcester, and Wolverhampton Railway, where the same is intended to form a junction with the said intended branch of the said last-mentioned railway.

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, pipes, sewers, streams, and rivers, within the aforesaid parishes, townships, hamlets, and extra-parochial or other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended railway, branch railway, and works.

And it is also intended by such Act, to incorporate a company, and to enable such company to purchase lands and houses, by compulsion or agreement, for the purposes of the said proposed undertaking, and to levy tolls, rates, and duties, in respect of such undertaking, and to grant certain exemptions from such tolls, rates, and duties, and to sell or let on lease the said undertaking, with all or any of their powers in relation thereto, to the Great Western Railway Company, and to enable the said last-mentioned company to purchase or rent, and, if need be, to execute the said railway, and to use, exercise, and enjoy such powers, and to raise capital for the purpose, or for the purpose of contributing towards the establishment of, and becoming shareholders in, the said undertaking.

And it is further intended by such Act, to amend and enlarge, so far as may be necessary for the attainment of the objects aforesaid, the powers and provisions of the several Acts relating to, or conferring powers on, the said Great Western Railway Company; and which Acts are distinguished in the Queen's Printer's copies thereof as follows,—that is to say, the 5 & 6 William 4, cap. 107; the 6 William 4, cap. 38; the 6 William 4, cap. 77; the 1st Victoria, cap. 91; the 1 Victoria, cap. 92; the 1 Victoria, cap. 24; the 2 Victoria, cap. 27; the 5 Victoria, session 2, cap. 28; the 6 Victoria, cap. 10; the 7 Victoria, cap. 3; the 8 & 9 Victoria, cap. 40; the 8 & 9 Victoria, cap. 188; the 8 & 9 Victoria, cap. 191; and the 9 Victoria, cap. 14; and also of the several Acts relating to the West London Railway, which several Acts bear date as follows, that is to say, an Act of the third and fourth of the reign of His late Majesty King William the Fourth, cap. 36; an Act of the sixth and seventh year of the same reign, cap. 79; an Act of the third and fourth year of the reign of Her present Majesty Queen Victoria, cap. 105; an Act of the eighth and ninth of the same reign, cap. 156; and an Act of the ninth and tenth of the same reign, cap. 369; and to vary or extinguish all existing rights or privileges in any manner connected with the lands or 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 undertaking, and to confer other rights and privileges.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels of the said intended railway, and branch 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 thereof, will be deposited on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the county of Gloucester, at his office, in the city of Gloucester; with the Clerk of the Peace for the county of Oxford at his office, in the County Hall, Oxford, in the county of Oxford; with the Clerk of the Peace for the county of Berks, at his office, in Abingdon, in the said county of Berks; and with the town-clerk for the city of Oxford, at his office, in the said city of Oxford; and

that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway, and branch 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 this fifth day of November 1846.

Bubb, Lingwood, and Bubb,
Williams and Griffiths,
Shoubridge and Bramley, } Solicitors.

York Improvement, and construction of Bridge over the river Ouse, and approaches thereto.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for making, erecting, and maintaining a bridge across the river Ouse, in the city of York, at or near the water-tower or works of the York Waterworks Company, in the parish of Saint Wilfred, in the said city, on the north-east side of the said river, to or near to North-street Postern, in the parish of All Saints, North-street, on the south-west side of the said river, and for making all suitable and convenient approaches to such bridge, and also widening, altering, and improving certain streets or thoroughfares called Little Blake-street otherwise Lopp-lane, Blake-street, Lendal-street otherwise Museum-street, Lendal, and Lendal-hill, situate in the respective parishes of Saint Michael-le-Belfrey and Saint Wilfred, and the extra-parochial place called the liberty or township of Mint-yard, in the said city, and certain other streets, places, or thoroughfares extending from the said river to the station of the York and North Midland Railway, which last-mentioned streets, places, or thoroughfares, or some parts thereof, are called Wellington-row, otherwise North-street-row, Queen-street, Simpson's-row, Rougier-street, Tanner-row, Providence-row, Albion-row, and Tanners'-moat, and are situate in the said parish of All Saints, North-street, in the said city, and are all situate within the city of York and county of the same city.

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, aqueducts, streams, and rivers, within the aforesaid parishes, townships, and extra-parochial or other places, or any of them which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended bridge, approaches, 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 buildings 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 take power to deviate in the construction and erection of the said proposed bridge, to any extent not exceeding the limits of deviation to be defined,

upon the plans hereinafter mentioned, save and except where the property within such limits of deviation shall not be denoted on the said plans, or where in the said books of reference to such plans, it is mentioned that the powers of deviation into any particular property or properties are not intended to be applied for.

And it is also intended, by such Act, to enable the mayor, aldermen, and citizens of the city of York, to carry into effect the said intended undertaking, and to take powers for the purchase of lands, houses, and hereditaments, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use or passage over the said bridge, and to grant certain exemptions from such tolls, rates, and duties.

And notice is hereby further given, that it is also intended to obtain powers by the said Act, to raise and apply, by and out of the corporate funds and estates belonging to the said city, or by rates to be made and levied on the several owners and occupiers of houses, lands, tenements, and hereditaments within the said city, or by tolls, to be taken for the passage on or across the said intended bridge, or by borrowing, on the security of the said funds, estates, rates, and tolls, or by all or any of the same ways and means, such sum or sums of money as may be required for the purposes of the said Act.

And it is also intended by such Act, to alter, amend, enlarge, or repeal some of the powers and provisions of the several Acts of Parliament relating to the York and North Midland Railway Company, or some of them, that is to say, the several Acts passed 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 to enable the said York and North Midland Railway Company to raise and contribute funds for or towards the construction, maintenance, and use of the said intended bridge and approaches, and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between the said York and North Midland Railway Company, and the said mayor, aldermen, and citizens of York.

And notice is hereby further given, that maps or plans of the said intended bridge, approaches, and works, as required by the Standing Orders of Parliament, 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 city of York, at his office in Lendal, in the said city; and that a copy of so much of the said maps or plans and books of reference as relates to each of the parishes in or through which the said intended bridge, approaches, 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 this tenth day of November 1846.

Robert Davies, Town Clerk.

Birmingham and Oxford Junction, and Birmingham, Wolverhampton, and Dudley Railways Amalgamation.

Proposed amalgamation of the Birmingham and Oxford Junction, and Birmingham, Wolverhampton, and Dudley Railway Companies, with power of transfer to, or amalgamation with, 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 consolidate and to amend, and enlarge the powers and provisions of an Act, passed in the last session of Parliament, called "The Birmingham and Oxford Junction Railway Act, 1846;" also of an Act, passed in the same session of Parliament, called "The Birmingham and Oxford Junction (Birmingham Extension) Railway Act, 1846;" and also of another Act, passed in the same session, called "The Birmingham, Wolverhampton, and Dudley Railway Act, 1846;" and to authorize the union and consolidation, into one undertaking, of the Birmingham and Oxford Junction Railway, the Birmingham, Wolverhampton, and Dudley Railway, and any railways or other works which may be authorized to be carried into effect by the Birmingham and Oxford Junction Railway Company, and the Birmingham, Wolverhampton, and Dudley Railway Company, or either of them, by any Act or Acts to be passed in the next session of Parliament, and to authorize the union and consolidation of the respective capitals, stocks, shares, property, and effects, of the Birmingham and Oxford Junction Railway Company, and the Birmingham, Wolverhampton, and Dudley Railway Company, and to vest in one company the said railways and works respectively, and all the capital stock, shares, property, and effects, and all the powers and privileges now vested in the Birmingham and Oxford Junction Railway Company, and the Birmingham, Wolverhampton, and Dudley Railway Company respectively, or either of them, or which may be vested in them, or either of them, by any Act or Acts to be passed in the next session of Parliament, and to authorize the incorporation of a new company, to be formed of the last-mentioned two companies.

And it is further proposed, by the said intended Act, to enable the Company, so intended to be incorporated, to levy tolls, rates, and duties upon, or in respect of, the said Railways and Works; and it is also proposed, by the said intended Act, to alter the tolls, rates, or duties now authorized to be demanded and taken upon the Birmingham and Oxford Junction Railway, and the Birmingham, Wolverhampton, and Dudley Railway, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties, and other rights and privileges.

And it is also proposed, by the said intended Act, to empower the company, so intended to be thereby incorporated, to lease, sell, or transfer the before mentioned railways and works authorized, or to be authorized, as aforesaid, or any part of the same, or the tolls thereof, to the Great Western Railway Company; and also to enable the Great Western Railway Company to purchase or rent the same, and to carry into execution all or any of such powers of the several Acts relating to the Birmingham and Oxford Junction Railway, and the Birmingham, Wolverhampton, and Dudley Railway, and of any Act or Acts to be passed in the next session of Parliament relative thereto, as may become vested in the company so to be incorporated; and to raise additional capital for the purposes aforesaid, or to become holders of shares or capital stock, in such undertaking, or to authorize the amalgamation of the said united company, and the capital stock thereof, with the Great Western Railway Company, and the capital stock thereof.

And, for carrying into effect all or any of the above objects, it is intended to alter, amend, extend, and enlarge the powers and provisions of the several Acts hereinafter-mentioned, relating to the Great Western Railway Company, or whereby powers are conferred on the Great Western Railway Company, and which Acts are distinguished in the Queen's printers' copies thereof, as follows, that is to say, the 5th and 6th William the Fourth, cap. 107, the 6th William the Fourth, cap. 38, the 6th William the Fourth, cap. 77, the 1st Victoria, cap. 91, the 1st Victoria, cap. 92, the 1st Victoria, cap. 24, the 2d Victoria, cap. 27, the 5th Victoria sess. 2, cap. 28, the 6th Victoria, cap. 10, the 7th Victoria cap. 3, the 8th and 9th Victoria, cap. 40, the 8th and 9th Victoria, cap. 188, the 8th and 9th Victoria, cap. 191, and the 9th Victoria, cap. 14; and also the Acts relating to the West London Railway, which bear date as follows; an Act of the third year of the reign of His late Majesty King William the Fourth, chapter 36; an Act of the sixth year of the same reign, chapter 79; an Act of the third and fourth year of the reign of Her present Majesty, chapter 105; an Act of the eighth and ninth year of of the same reign, chapter 156; and an Act of the ninth and tenth year of the same reign, chapter 369.

Dated this 7th day of November 1846.

W. O. and W. Hunt, 10, Whitehall.
J. W. and G. Whatsley, Birmingham.

Taw Vale Railway and Dock.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to amend and enlarge the Acts relating to the Taw Vale Railway and Dock, passed respectively in the first, eighth and ninth, and ninth and tenth years of the reign of Her present Majesty.

And in such Act it is intended to enable the Taw Vale Railway and Dock Company to sell or

lease their undertaking, or any part thereof, and all works authorized, and to be authorized, to one or more of the following companies; the Bristol and Exeter Railway Company, the Exeter and Crediton Railway Company, and the London and South Western Railway Company; and to enable any one or more of such companies to purchase or take a lease of such undertaking, or any part thereof, and to exercise the powers conferred on the Taw Vale Railway and Dock Company, and to take rates and tolls; and for the purposes aforesaid, it is intended to amend and enlarge the powers and provisions of the Acts relating to the companies aforesaid, or such one or more of them, by whom such purchase may be made or lease may be taken.

And it is also intended to enable the Taw Vale Railway and Dock Company to purchase or rent the Exeter and Crediton Railway, or some part or parts thereof, and to enable such company to sell or lease such undertaking; or any part thereof; and it is intended for such purpose to amend the Acts relating to the Exeter and Crediton Railway.

Dated this ninth day of November 1846.

Wilkinson and Rasch, London;
Henry D. Barton, Exeter,

In Chancery.

Attorney General *v.* the Bishop of Hereford and others (Jarvis' Charity).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, vary, and extend the trusts and administration, and to enlarge the charitable uses, extend the objects, and regulate the application of the rents and profits of the estates and property belonging to the charity commonly called or known as "Jarvis' Charity," in the county of Hereford, according to the provisions of a scheme of the High Court of Chancery, and generally to carry into effect the provisions of the said scheme.—Dated this tenth day of November 1846.

Joseph Parkes, Solicitor to the Attorney General.

In Chancery.

Attorney General *v.* Vansittart and others (Sir William Turner's Charity).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, vary, and extend the trusts and administration; and to enlarge the charitable uses, extend the objects, and regulate the application of the rents and profits of the estates and property belonging to the charity commonly called "The Free School and Hospital of Sir William Turner, at Kirkleatham, in the county of York," according to the provisions of a scheme of the High Court of Chancery, and generally to carry into effect the provisions of the said scheme.—Dated this tenth day of November 1846.

Joseph Parkes, Solicitor to the Attorney General.

Bingley 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, supplying, and lighting with gas, the several streets, roads, lanes, public passages, and places, in so much and such parts of the several hamlets of Bingley, Micklethwaite, 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 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 Cowgates, 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 supplying the various buildings and inhabitants thereof with gas, and to enable the said company to lay pipes and mains in the several streets, roads, lanes, alleys, public passages, and places within the said boundary or limit, 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, gas works, and pipes, within the limit aforesaid, and to raise, levy, and collect rates or rents for the use of the gas and apparatus to be supplied by the said company, and to alter, vary, or extinguish any existing rates or rents which would in any way interfere with the objects of the said Bill, and to confer, vary, and extinguish exemptions from the payment of rates and rents; 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 the purposes aforesaid.

Dated this second day of November 1846.

*Weatherhead and Burr, Bingley, Yorkshire.
Few and Co. Covent-garden, London.*

Birmingham, Wolverhampton, and Stour Valley Railway, (No. 2.)—Branches.

(Proposed Branch from the Birmingham, Wolverhampton, and Stour Valley Railway, near Oldbury, to Stourbridge, with Branches therefrom to Halesowen, and Junction with the Midland Railway there, to Dudley, to Dudley Wood, to the Stourbridge Canal, and to join the Oxford, Worcester, and Wolverhampton Railway, at Stourbridge, and also at or near Dudley, with Branch to Tipton, and connecting lines; with power to the London and North Western, and the Shrewsbury and Birmingham Railway Companies, and the Birmingham Canal Company, to subscribe thereto, and to purchase, use, or rent the same.)

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, by the Birmingham, Wolverhampton, and Stour Valley Railway Company, of the railway and branch railways hereinafter mentioned, together with proper works and conveniences connected therewith, and approaches thereto, that is to say, a railway commencing by a junction with the Birmingham, Wolverhampton, and Stour Valley Railway, at or near the point where the Old Birmingham Canal crosses a lane called Sponlane, and near the plate-glass works of Messrs. Chance and Company, in the parish of Harborne, in the county of Stafford, and terminating at or near a newly laid out street called Foster-street, in the township of Stourbridge, in the parish of Oldswinford, in the county of Worcester, near to the point where the same street joins High-street, in Stourbridge aforesaid, and passing from, in,

through, or into the several parishes, townships, hamlets, extra-parochial and other places of Harborne, North Harborne, Holy Trinity, North Harborne, Smethwick, Trinity Smethwick, Saint Peter Harborne, Westbromwich, Christ Church Westbromwich, and Trinity Westbromwich, Saint James Westbromwich, All Saints Westbromwich, Rowley, Rowley Regis, Saint Giles Rowley Regis, Rowley Regis Overside, Rowley Regis Lower Side, Rowley Somery, Clent, Saint Leonard's Clent, Saint Luke's Reddall Hill, Corngreaves, Cradley Heath, Kingswinford, or some of them, in the said county of Stafford; Halesowen, Saint John the Baptist Halesowen, Saint Kenelm's Halesowen, borough of Halesowen, Hawn, The Hill, Lapal, Romsley, Lutley, Illey, Hasbury, Hunnington, Warley, Warley Salop, Frankley, Warley Wigorn, Ridgacre, Christ Church Ridgacre, Christ Church, the Quinton, Cakemore, Titford, Bangley, Langley Green, Oldbury, Saint Nicholas Oldbury, Christ Church Oldbury, Langley, Langley Walloxhall, Oldbury, Oldbury Walloxhall, Dudley, Saint James Dudley, Saint John Dudley, Saint Edmund Dudley, Saint Thomas Dudley, Saint Andrew's Netherton, Netherton, Cradley, Saint Mary Cradley, Netherend, Overend, Cradley Town, or some or one of them, in the county of Worcester; Bromford, Titford, White Heath, Black Heath, Cradley Heath, Five Ways, Netherend, Cradley, Saint Mary Cradley, Oldswinford, Kingswinford, Wordesley, The Holy Trinity Wordesley, Saint Mary Kingswinford, Brierley, Brierley Hill, Saint Michael's Brierley Hill, Brockmore, Saint John Brockmore, Hart's Hill, Pensnett, Pensnett Chase, Saint Mark Pensnett, Quarry Bank, Christ Church Quarry Bank, Barrow Hill, Amblecote, the Holy Trinity Amblecote, Bedcote, or some or one of them, in the county of Stafford; Oldswinford, Saint Mary's Oldswinford, Stourbridge, Saint Thomas Stourbridge, Bedcote, Wollaston, Upper Swinford, Lower Swinford, The Lye, The Lye Waste, Christ Church in The Lye, Wollescote, and Foxcote, some or one of them, in the said county of Worcester.

Also a branch railway, diverging from the said first-mentioned intended line of railway, in the township of Oldbury, in the parish of Halesowen, in the said county of Worcester, near to the point where the said intended main line crosses the turnpike road from Birmingham to Oldbury and Dudley, and in or near a certain field there called the Meadow, near to the turnpike-road leading from Birmingham to Dudley, belonging to the Reverend Thomas Green, and in the occupation of Joseph Henry Crockett, and terminating by a junction with the said Birmingham, Wolverhampton, and Stour Valley Railway, in or near to a certain field adjoining the iron works there called Bromford Iron Works, in the parish of Westbromwich, in the county of Stafford, and passing from, in, through, or into the several parishes, townships, hamlets, extra-parochial and other places of Westbromwich, Christ Church Westbromwich, Trinity Westbromwich, Saint James Westbromwich, All Saints, Westbromwich, Bromford, or some or one of them, in the said county of Stafford; Oldbury,

Saint Nicholas Oldbury, Christ Church Oldbury, Langley, Longley Walloxhall, and Halesowen, or some or one of them, in the said county of Worcester.

And also another branch railway, diverging from the said first-mentioned intended main line of railway, in the parish of Rowley Regis aforesaid, at or near a certain field at Old Hill there called or known by the name of the Old Hill Meadow, and terminating in the said parish of Dudley, near to certain land there now being enclosed for the purposes of a cemetery, and near to the turnpike-gate, called Farthing's Lane Gate, on the turnpike-road leading from Dudley to Pedmore, and passing from, in, through, or into the several parishes, townships, hamlets, extra-parochial and other places, of Rowley, Rowley Regis, Saint Giles Rowley Regis, Rowley Regis Overside, Rowley Regis Lower Side, Rowley Somery, Hailstone, Clent, Saint Leonard Clent, Old Hill, Reddall Hill, Saint Luke's Reddall Hill, Cradley Heath, Cradley Pool, Saint Mary Cradley, The Level, Level Woods, Five Ways, Quarry Bank, Christ Church Quarry Bank, Salt Wells, Lady Wood, Dudley Wood, Saint Mary Kingswinford, Brierley Hill, Saint Michael's Brierley Hill, Pensnett, Pensnett Chace, Saint Mark Pensnett, Amblecote, Bumble Hole, and Kingswinford, some or one of them, in the county of Stafford; Cradley, Saint Mary Cradley, Netherend, Overend, Cradley Town, Musham, Dudley Wood, Lady Wood, Salt Wells, Level, Level Woods, Netherton, Saint Andrew's Netherton, Halesowen, Saint John the Baptist Halesowen, Borough of Dudley, Dudley, Saint James Dudley, Saint John Dudley, Saint Edmund Dudley, Saint Thomas Dudley, Dudley Castle and Grounds and Precincts, Bumble Hole, some or one of them, in the county of Worcester.

And also another branch railway or short connecting line, diverging from the said last-mentioned branch line, at or near the Baptist Chapel, at a place called Cinder Bank, in the said parish of Dudley, in the said county of Worcester, and at or near the public road leading from Cinder Bank aforesaid to Dudley aforesaid, to connect the said last-mentioned intended branch railway with the line of the Oxford, Worcester, and Wolverhampton Railway, and terminating by a junction with the Oxford, Worcester, and Wolverhampton Railway, in the said parish of Dudley, in the said county of Worcester, in or near a field belonging to Thomas Shaw Hellier, adjoining the public highway leading from Cinder Bank aforesaid to Dudley aforesaid, and lying between the said highway and a house called or known by the name of the Halfway House, situate at a place called Cabbage Hall, in the said parish of Dudley, in the said county of Worcester, and passing from, in, through, or into the several parishes, townships, or hamlets, extra-parochial and other places of Netherton, Saint Andrew's Netherton, Bumble Hole, Musham, Dudley Wood, Dudley, Borough of Dudley, Dudley Castle and Grounds and Precincts, Saint James Dudley, Saint John Dudley, Saint Edmund Dudley, Saint Thomas Dudley, and Oldbury, in the county of Worcester, or some or one of them;

Rowley, Saint Giles Rowley, Rowley Regis Overse, Rowley Regis Lowerside, Rowley Somery, Quarry Bank, Christ Church Quarry Bank, Brierley Hill, Saint Michael's Brierley Hill, Pensnett, Pensnett Chace, Saint Luke's Pensnett, and Kingswinford, some or one of them, in the county of Stafford.

Also another branch railway, diverging from the said first-mentioned intended line of railway, in the parish of Rowley Regis aforesaid, at or in a certain pasture field called or known by the name of the Maise otherwise the West Maise Leasow, at or near Reddall Hill, in the parish of Rowley Regis, and terminating in the township of the borough of Halesowen, in the parish of Halesowen aforesaid, near the turnpike-road leading from Stourbridge to Birmingham, and nearly opposite to the public-house called the New Inn there, where the same is intended to form a junction with the Kingsnorton and Halesowen branch of the Midland Railway, and passing from, in, through, or into the several parishes, townships, hamlets, extra-parochial and other places of Reddall Hill, Saint Luke's Reddall Hill, Rowley, Rowley Regis, Saint Giles Rowley Regis, Rowley Regis Overse, Rowley Regis Lower Side, Rowley Somery, Clent, Saint Leonard Clent, Saint Mary Cradley, and Cradley Heath, or some or one of them, in the said county of Stafford; Cradley, Saint Mary Cradley, Hawn, The Hill, Cakemore, Lutley, Illey, Hasbury, Halesowen, Saint John the Baptist Halesowen, and the Borough of Halesowen, some or one of them, in the said county of Worcester.

Also another branch railway, diverging out of the said first-mentioned intended line of railway, at or near the Foxoak Colliery, in the parish of Rowley Regis aforesaid, and terminating in the parish of Dudley aforesaid, at or near a place called Lady Wood, in the said parish, adjoining or near adjoining the public road there leading from Rowley Regis aforesaid towards Dudley Wood and the Salt Wells, at or near a field there, called Pool Piece, belonging to the Right Honourable Lord Ward, and in the occupation of Messrs. Webb, Harper, and Company, and of John Jeavons, and passing from, in, through, or into the several parishes, townships, hamlets, extra-parochial, and other places of Rowley, Rowley Regis, Saint Giles Rowley Regis, Rowley Regis Overse, Rowley Regis Lower Side, Rowley Somery, Clent, Saint Leonard Clent, Reddall Hill, Saint Luke's Reddall Hill, Foxoak, Cradley Heath, Saint Mary Cradley, Cradley Pool, Quarry Bank, Christchurch Quarry Bank, and Kingswinford, some or one of them, in the said county of Stafford; Cradley, Saint Mary Cradley, Musham, Dudley Wood, Lady Wood, Salt Wells, Cradley Pool, Dudley, Saint James Dudley, Saint John's Dudley, Saint Edmund Dudley, Saint Thomas Dudley, Netherton, Saint Andrew's Netherton, Quarry Bank, Christchurch Quarry Bank, and Hasleowen, some or one of them, in the said county of Worcester.

Also another branch railway or connecting line, to connect the said first-mentioned intended branch railway with the said proposed branch therefrom

to Halesowen, and diverging from the said first-mentioned intended branch railway, in the parish of Rowley Regis aforesaid, at or near a place called the Five Ways, in the parish of Rowley Regis aforesaid, and adjoining the public highway leading from the Five Ways aforesaid towards Dudley, and terminating by a junction with the said intended railway leading from the said intended line of railway at Reddall Hill aforesaid to Halesowen aforesaid, at Cradley Heath in the parish of Rowley Regis aforesaid, in or near a certain field called or known by the name of Over Field otherwise Over Leasow, belonging to the said Lord Ward, and in the occupation of James Henry Edmonds, and passing from, in, through, or into the several parishes, townships, hamlets, extra-parochial and other places, of Cradley Heath, Saint Mary Cradley, Five Ways, Rowley, Rowley Regis, Saint Giles Rowley Regis, Rowley Regis Overse, Rowley Regis Lower Side, Clent, Saint Leonard Clent, Rowley Somery, Reddall Hill, Saint Luke's Reddall Hill, some or one of them, in the said county of Stafford: Cradley, Saint Mary Cradley, Hawn, Hasbury, Lutley, The Hill, Cakemore, the Borough of Halesowen, and Halesowen, some or one of them, in the said county of Worcester.

Also another branch railway, diverging from the said first-mentioned intended line of railway, at or near a certain field called Green's-meadow, and near to certain brick works, in the township of Upper Swinford, in the parish of Oldswinford aforesaid, both belonging or reputed to belong to the Reverend Edward Unwin, and in the occupation of Francis Tongue Rufford, and terminating at or near a place called Chawn-hill, in the township of Upper Swinford aforesaid, by a junction with the Oxford, Worcester, and Wolverhampton Railway, at or near a certain field of land there, called the Brickkiln-piece, belonging to William Cooke, and in the occupation of William Cooke and Joseph Yardley, or one of them, and passing from, in, through, or into the several parishes, townships, hamlets, extra-parochial, and other places of The Lye, Upper Swinford, Lower Swinford, Oldswinford, Saint Mary's Oldswinford, Chawn-hill, Stourbridge, and Saint Thomas Stourbridge, Bedcote, some or one of them, in the said county of Worcester.

And also another branch railway, diverging from the said first-mentioned intended line of railway, in the township of Stourbridge, in the parish of Oldswinford, in the county of Worcester, at or near a certain field called or known by the name of the Brick-kiln-meadow, and near a place called Porto Bello, in the same township and parish, and terminating in the hamlet of Amblecote, in that part of the parish of Oldswinford aforesaid which lies in the county of Stafford, at or near certain wharf land adjoining the Stourbridge Canal, in the occupation of James Foster and the Stourbridge Canal Company, or one of them, and passing from, in, through, or into the several parishes, townships, hamlets, extra-parochial and other places of Upper Swinford, Oldswinford, Lower Swinford, Saint Mary's Oldswinford, Stourbridge, Saint Thomas Stourbridge, Bedcote, and Woollaston,

some or one of them, in the said county of Worcester; Amblecote, Holy Trinity Amblecote, Bedcote, and Kingswinford, some or one of them, in the said county of Stafford.

Also another branch railway, with proper works and conveniences connected therewith, diverging from the line of the Birmingham, Wolverhampton, and Stour Valley Railway, as now authorized to be made, in the parish of Rowley Regis, in the county of Stafford, in or near to a piece of land there, belonging to and in the occupation of the Birmingham Canal Company, and near the point marked on the deposited plans of the Birmingham, Wolverhampton, and Stour Valley Railway, referred to in the Act authorizing the construction thereof as 7 miles 6 furlongs and a half, and terminating in the parish of Tipton, in the county of Stafford, near the turnpike-road there, leading from Great Bridge to Wolverhampton, and near the spot where the turnpike-road from Dudley to Great Bridge falls into the same, where it is proposed to make a junction with the line of the South Staffordshire Junction Railway, and passing from, in, or through the several parishes, townships, or places of Rowley, Rowley Regis, Rowley Sommersy, West Bromwich, All Saints West Bromwich, Saint James West Bromwich, Christ Church West Bromwich, Trinity West Bromwich, Horseley Heath, Tipton, Great Bridge, Saint Paul Tipton, and Saint Martin Tipton, or some of them, in the county of Stafford.

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

And it is proposed, in and by the said intended Act, to empower the Birmingham, Wolverhampton, and Stour Valley Railway Company to make and maintain the said railway and branch railways and works, and to work and use the same, or to incorporate a company or companies with powers to make and maintain the said railway and branch railways and works, and to purchase, by compulsion or agreement, all houses and lands required for the completion of the same respectively, and also to cross, divert, alter, or stop up, either temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, canals, navigable rivers, navigations, railways, and tram-roads within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary or expedient to cross, divert, alter, or stop up for the purposes of the said railway and works, and to deviate in the construction of the said railway and branch railways from the line thereof, as shewn on the plans hereinafter mentioned, to the extent which shall be

defined on the same; and to take powers to levy tolls, rates, and duties in respect of the use of the said railway and branch railways, and to vary or extinguish all existing rights and privileges connected with the lands proposed to be taken for the purposes of the said railway and branches, or which would in any manner impede or interfere with the objects aforesaid, and by the said Act to confer other rights and privileges.

And it is further intended, for the purposes aforesaid, to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts hereinafter mentioned or referred to, or some or one of them, that is to say,

1st. The several Acts relating to the Birmingham Canal, that is to say, 5th William the Fourth, chapter 34; 2nd and 3rd Victoria, chapter 61; 3rd and 4th Victoria, chapters 24 and 56; 7th and 8th Victoria, chapter 11; 9th and 10th Victoria, chapter 269, and an Act passed in the 9th and 10th years of the reign of Her present Majesty Queen Victoria, entitled "An Act for carrying into effect certain arrangements between the London and Birmingham Railway Company and the Company of Proprietors of the Birmingham Canal Navigations, and for granting certain powers to the said respective companies."

2nd. An Act passed in the 9th and 10th years of the reign of Her said present Majesty, entitled "An Act for making a railway from Shrewsbury to Wolverhampton, with a Branch to be called the Shrewsbury and Birmingham Railway."

3rd. The several Acts relating to the London and North-Western Railway, that is to say, an Act passed in the session held in the 9th and 10th years of the reign of Her said 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 either of them, that is to say, Local and Personal Acts 8th and 9th Victoria, chapter 156; and Local and Personal Acts 9th and 10th Victoria, chapters 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

And it is proposed, in and by the said intended Act, to empower the said Birmingham, Wolverhampton, and Stour Valley Railway Company, or such company or companies to be incorporated as aforesaid, to let on lease, sell, or transfer to the London and North-Western Railway Company, the said intended railway and branch railways, or any part or parts thereof, and to delegate to any such company the execution of all or any of the powers of the said intended Act; and to enable the said London and North-Western Railway Company to purchase, rent, or construct the said intended railway and branch railways, and also to enable the London and North-Western Railway Company, the Shrewsbury and Birmingham Railway Company, and the company of proprietors of the Birmingham Canal Navigation, or any of them, to join in subscribing towards the construction of

the said intended railway and branch railways, or any part or parts thereof, and to raise any sum or sums of money for such last-mentioned purposes.

And notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans, and sections describing the line, or situation and levels of the said intended railway and branch railways, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited, for public inspection, with the Clerk of the Peace for the county of Worcester, at his office, in Worcester; and with the Clerk of the Peace for the county of Stafford, at his office, in Stafford; and that on or before the same thirtieth day of November instant, copies of so much of the said plans, sections, and book of reference as relate to the several parishes in or through which the said intended railway and branch railways are proposed to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.—Dated this sixth day of November 1846.

Ingleby, Wragge, and Cope,
Samuel Carter, Birmingham. } Solicitors.

Brandling's North Junction Railway.

(To be constructed on Safety Principles, for which a Patent has been obtained.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to make and maintain a railway or railways, with proper works and conveniences connected therewith and approaches, to be called "Brandling's North Junction Railway," commencing in a certain field belonging to and in the occupation of James Arehbold, of the borough and county of Newcastle-upon-Tyne, Esquire, situate at or near High Jesmond-terrace, in the township of Jesmond, in the parish or parochial chapelry of Saint Andrew, in the borough and county of Newcastle-upon-Tyne, and terminating by a junction with the Newcastle-upon-Tyne and Berwick Railway, where the same passes through a certain field belonging to Charles William Bigge, of Linden, in the county of Northumberland, Esquire, and in the occupation of George Greenwell Russell, situate in the township of Little Benton, in the said county of Northumberland; and which said railway or railways is or are intended to pass from, through, or into the several parishes, parochial chapelries, townships, liberties, and extra-parochial or other places following, or some of them, that is to say, Saint Andrews, Jesmond, All Saints, and Heaton, within the parish of Saint Nicholas, in the borough and county of Newcastle-upon-Tyne, South Gosforth, in the parish or parochial chapelry of Gosforth, within the said parish of Saint Nicholas, Long Benton and Little Benton, in the parish of Long Benton, in the said county of Northumberland.

And further notice is hereby given, that plans and sections, and duplicates of such plans and

sections, describing the line or lines and levels of the said intended works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county of Northumberland, at his office in the town and county of Newcastle-upon-Tyne; with Clerk of the Peace for the town and county of the town of Newcastle-upon-Tyne, at his office in the Guildhall, in the said town and county of the town.

And that a copy of so much of the said plans, sections, and books of reference respectively, as relate to each of the parishes from, in, through, or into which the said intended works, or any of them, will be made or pass, will be deposited, for public inspection, on or before the thirtieth day of November instant, with the parish clerk of each such parish, at the place of abode of such parish clerk.

And notice is hereby also given, that it is proposed, by the said intended Act or Acts, to incorporate a company or companies for the purpose of making, maintaining, working, and using the said railway or railways, and for other purposes, and with power to levy tolls, rates, and duties on and for the use of the same, and otherwise, and for the compulsory purchase of lands and houses; and that it is also intended to vary, repeal, or extinguish all existing rights and privileges connected with the lands so proposed to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway or railways and works, and to confer other rights and privileges.

And notice is hereby also given, that it is proposed, by the said intended Act or Acts, to obtain power to deviate in the construction of the said intended railway or railways and works, from the line or lines thereof respectively, as delineated on the said plans so intended to be deposited as aforesaid, to such extent as will be defined upon such plans.

And further notice is hereby given, that it is proposed, by the said intended Act or Acts, to give the company or companies thereby incorporated power to alter and divert, to the extent shown on the said plans intended to be deposited as aforesaid, all such highways, roads, tramroads, railways, streets, paths, passages, rivers, brooks, streams, sewers, waters, and watercourses, as it may be necessary or expedient to alter and divert for the purpose of making and maintaining, or more conveniently making or maintaining, or using the said railway or railways to be authorized by the said Act or Acts, or any of the works or conveniences connected therewith.

And notice is hereby given, that it is further intended, by the said Bill or Bills, to enable the company or companies to be thereby incorporated to let on lease, sell, or transfer the said intended railway and works, or any part of the same, or the

tolls thereof, to any other now existing or proposed railway company or companies, with whose line the said intended railway and works may unite; and also to enter into such mutual arrangements with any such company or companies as may be necessary or expedient for carrying out the purposes and objects of the said railway and works, and also to carry into effect and confirm any agreements or arrangements made, or hereafter to be made, with all or any of such companies, for or in respect of the traffic passing, or which may pass, on the line or works of the railway of such companies respectively, or any of them.

And further notice is hereby given, that it is proposed, by the said Act or Acts, to enable any existing or proposed railway company or companies, with whose line the said intended railway and works may unite, to raise funds and (out of their corporate or other funds) either jointly or severally to take shares in and subscribe for or towards the making, maintaining, working, and using of such intended new line or lines of railway, or any part thereof, or to purchase, rent, work, and use the same, or any part thereof, with all the forms aforesaid; or to guarantee to the said company or companies to be incorporated by the said intended Act or Acts, or to be in any manner concerned thereunder in the said intended new line or lines of railway, or any part thereof, such interest or profit on their outlay as may be agreed upon; and also to enable all or any of such company or companies to enter into and carry into effect such further and other arrangements and agreements, either jointly or severally, and either mutually or with any other parties, with relation to the said intended new line or lines of railway, or any part thereof, as may be expedient and proper.—Dated this fourteenth day of November 1846.

Shaw and Newstead, Ely-place, Holborn.

Great Western Railway, (Deviation of the Monmouth and Hereford Line.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the Great Western Railway Company to alter that portion of the line of the Monmouth and Hereford Railway as at present authorized to be made, which is situate between the terminus of the said railway at Hereford, and a point near to the seventh mile from Hereford, as marked on the plans and sections of the said railway referred to in the Act authorizing the construction thereof, and to make and maintain a new or substituted line of railway in lieu thereof, from a point situate in the field, numbered 2 on the said plans, in the parish of St. John the Baptist, in the city of Hereford, adjoining the turnpike-road leading from Bromyard to Hereford, to or near to the said seventh mile, as marked on the aforesaid plans and sections, and which said new or substituted line of railway will pass from, in, through, or into, or be situate within the several parishes, townships, extra-parochial, and other places following, or some of them, (that is to say), St. Owen, Saint Peter, Saint John the Baptist, Eign, the

Vineyard, Lower Bullingham, Tupsley and Hampton Bishop, in the city and county of Hereford, and Tupsley, Lower Bullingham, Dindor, Hampton Bishop and Holm Lacy, in the county of Hereford.

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

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 works, and to confer other rights and privileges.

And it is also intended by such Act to confer on the said Great Western Railway Company powers for the purchase of lands and houses, by compulsion or agreement, for the purposes of the said proposed works, and for levying tolls, rates, and duties in respect of the use of the said substituted portion of railway, and to grant such exemptions from such tolls, rates, and duties as to such Company may seem meet.

And it is further intended by such Act to amend or enlarge, so far as may be necessary for the purposes aforesaid, the powers and provisions of the Monmouth and Hereford Railway Act 1845, and of the several Acts hereinafter mentioned, relating to the Great Western Railway Company, whereby powers are conferred on the said Great Western Railway Company, and which Acts are distinguished in the Queen's printer's copies thereof as follow, (that is to say), the 5th and 6th William 4th, cap. 107; the 6th William 4th, cap. 38; the 6th William 4th, cap. 77; the 1st Victoria, cap. 91; the 1st Victoria, cap. 92; the 1st Victoria, cap. 24; the 2nd Victoria, cap. 27; the 5th Victoria, session 2, cap. 28; the 6th Victoria, cap. 10; the 7th Victoria, cap. 3; the 8th and 9th Victoria, cap. 40; the 8th and 9th Victoria, cap. 188; the 8th and 9th Victoria, cap. 191; and the 9th Victoria, cap. 14, and also the Acts relating to the West London Railway which bear date as follows: An Act of the third year of the reign of His late Majesty King William the Fourth, chapter 36; an Act of the sixth year of the same reign, chapter 79; an Act of the third and fourth year of the reign of Her present Majesty, chapter 105; an Act of the eighth and ninth year of the same reign, chapter 156; and an Act of the ninth and tenth year of the same reign, chapter 369."

And notice is hereby further given that a map, plan, and section, shewing the direction, line and levels of the said proposed new or substituted portion of railway, 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 the lands proposed to be taken for the purposes aforesaid, 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 Hereford, at his office in Hereford; and that a copy of so much of the said plan, section, and book of reference as relates to each of the parishes in or through which the said proposed new or substituted portions 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.

3rd November 1846.

W. O. and W. Hunt, 10, Whitehall } Solicitors.
Charles Lawrence, Cirencester

Westminster New Bridge and Approaches, and Removal of Westminster-bridge.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to amend, alter, or repeal the several Acts hereinafter mentioned, or some of them, that is to say, an Act, passed in the ninth year of the reign of His late Majesty King George the Second, intituled "An Act for building a bridge cross the river Thames, from the New Palace-yard, in the city of Westminster, to the opposite shore, in the county of Surrey;" an Act, passed in the tenth year of the reign of His said late Majesty, intituled "An Act for explaining and amending an Act, passed in the ninth year of the reign of His present Majesty, intituled 'An Act for building a bridge cross the river Thames, from the New Palace-yard, in the city of Westminster, to the opposite shore in the county of Surrey;'" an Act, passed in the eleventh year of the reign of His said late Majesty, intituled 'An Act for building a bridge cross the river Thames, from the Woolstaple or thereabouts, in the parish of Saint Margaret, in the city of Westminster, to the opposite shore, in the county of Surrey;' an Act, passed in the twelfth year of the reign of His said late Majesty, intituled "An Act to enlarge the powers of the Commissioners for building a bridge cross the river Thames, from the Woolstaple or thereabouts, in the parish of Saint Margaret, in the city of Westminster, to the opposite shore, in the county of Surrey, and to enable them, by a lottery, to raise money for the several purposes therein mentioned, and to enlarge the time for exchanging tickets unclaimed in the last lottery for the said bridge, and to make provision for tickets in the said lottery lost, burnt, or otherwise destroyed;" an Act, passed in the thirteenth year of the reign of His said late Majesty, intituled "An Act to give further powers to the Commissioners for building a bridge across the river Thames, from the city of Westminster to the opposite shore, in the county of Surrey, and to enable them to raise a further sum of money towards finishing the said bridge, and to perform the other trusts reposed in them;" An Act, passed in the fourteenth year of the reign of His said late Majesty, intituled "An Act to enable the Commissioners for building a bridge cross the river Thames, from the city of Westminster to the opposite shore, in the county of Surrey, to raise a further sum of money

towards finishing the said bridge, and to perform the other trusts reposed in them, and for exchanging of tickets unclaimed in the Westminster Bridge Lottery of the twelfth year of His present Majesty's reign, and for making provision for tickets in the said lottery lost, burnt, or otherwise destroyed;" an Act, passed in the fifteenth and sixteenth years of the reign of His said late Majesty, intituled "An Act for the better enabling the Commissioners for building a bridge cross the river Thames, from the city of Westminster to the opposite shore, in the county of Surrey, to finish the said bridge, and to perform the other trusts reposed in them, and for enlarging the time for exchanging of tickets unclaimed in the last lottery for the said bridge, and to make provision for tickets in the said lottery, lost, burnt, or otherwise destroyed;" an Act, passed in the seventeenth year of the reign of His said late Majesty, intituled "An Act, to explain and make more effectual several Acts of Parliament, passed in the reign of His present Majesty, for building a bridge cross the River Thames, from the city of Westminster to the opposite shore, in the county of Surrey, and for the better enabling the Commissioners for building the said bridge to finish the same, and to perform the other trusts reposed in them, as also for granting further time for exchanging the tickets unclaimed in the last lottery for the said bridge, and to make provision for tickets in the said lottery, lost, burnt, or otherwise destroyed;" an Act, passed in the eighteenth year of the reign of His said late Majesty, intituled "An Act for granting further powers to the Commissioners for building a bridge cross the River Thames, from the city of Westminster to the opposite shore, in the county of Surrey, and for the better enabling them to finish the said bridge, and to perform the other trusts reposed in them;" an Act, passed in the twenty-ninth year of the reign of His said late Majesty, intituled "An Act to enable the Commissioners for building a bridge cross the river of Thames, from the city of Westminster to the opposite shore, in the county of Surrey, to purchase houses and grounds, and to widen the ways and make more safe and commodious the streets, avenues, and passages, leading from Charing-cross to the two Houses of Parliament, Westminster Hall and the Courts of Justice there, and Westminster Bridge, and to enable a less number of Commissioners to execute the several Acts relating to the said bridge, than at present are required by law, and for relief of George and James King, with regard to a lease taken by their late father from the said Commissioners; an Act "passed in the thirtieth year of the reign of His said late Majesty, intituled "An Act to enable the Commissioners for building Westminster-bridge, to widen the street or avenue leading from Cockspur-street to the passage in Spring Garden, near Saint James's Park;" an Act, passed in the fifty-fourth year of the reign of His late Majesty, George the Third, intituled "An Act for vesting in the Commissioners of Westminster-bridge, the legal estate in fee simple of certain estates vested in Thomas Prickard, an

infant trustee, and others, and for confirming a sale made by the said Commissioners, and for making them a Corporation, and giving them further powers of selling and leasing."

And also to transfer to and vest in the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, Buildings, and Westminster-bridge, and all the estates, stocks, funds, securities, property, and effects of or belonging to "The Commissioners of Westminster-bridge;" to empower the said Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, to pull down and remove the said bridge, and to sell the said estates, stocks, funds, securities, property, and effects, and also the materials of the said bridge, and to appropriate the monies to arise from such sale or sales, after satisfying and discharging all just claims and demands thereon, towards building a new bridge across the river Thames hereinafter mentioned.

And also to empower the said Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, to make a new street from the south east side of Charing-cross, near the south-west side of Northumberland-house, to the north bank or shore of the river Thames, near the end of Whitehall-place, in the parish of Saint Martin-in-the-Fields, within the city and liberty of Westminster, in the county of Middlesex, passing from, into, through, or over Angel-court, Craigs-court, the eastern ends of Great Scotland Yard and Whitehall-place respectively, and the north bank or shore of the river Thames.

And also to construct a bridge across the river Thames, from or from near the eastern end of Whitehall-place aforesaid, to the south bank or shore of the said river, in the parish of Saint Mary Lambeth, in the county of Surrey.

And also to make a new street from such intended bridge, in or nearly in a direct line to the north side of the York-road, at or near its junction with Sutton-street, in the parish of Saint Mary Lambeth aforesaid.

And also to make a new street from such intended bridge in a direct, or nearly in a direct line, to the east side of the Westminster Bridge-road, nearly opposite to Mason-street, in the parish of Saint Mary Lambeth aforesaid; which said bridges, streets, and other works, are, or will be, within and do or will pass from, through, over or into the parish of Saint Martin-in-the-Fields, within the city and liberty of Westminster, and the parish of Saint Margaret's Westminster, in the county of Middlesex, the parish of Saint Mary Lambeth, in the county of Surrey, the bed and shore of the river Thames, and the extra-parochial place or bridge, called Westminster-bridge aforesaid, or some or one of them.

And it is intended to apply for powers in the said Bill, to enable the said Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, to make all suitable and convenient approaches, landing places, piers, and other works connected with the said intended bridge, and to cross, divert, widen, alter, or stop up, whether temporarily or permanently, all such

streets, ways, paths, and passages within the said parishes and extra-parochial place as it may be necessary to cross, divert, widen, alter, or stop up for the purposes of the said works.

And notice is hereby further given, that power will be contained in the said Bill, to make lateral deviations in the construction of the said intended bridge from the line or situation thereof as shewn in the plans hereinafter referred to, to the extent to be defined upon the said plans.

And notice is hereby further given, that plans of the said intended bridge, with books of reference thereto, will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell, in the said county of Middlesex; and with the Clerk of the Peace for the city and liberty of Westminster, at his office, in Carlisle-street, Soho-square, in the said city and liberty; and with the Clerk of the Peace for the county of Surrey, at his office, in North-street, Lambeth, in the said county of Surrey; and that, on or before the said thirtieth day of November instant, copies of the said plan and book of reference will be deposited with the parish clerks of the said parishes of Saint Martin in the Fields, Saint Margaret's Westminster, and Saint Mary Lambeth respectively, at their respective places of abode.

And notice is hereby further given, that it is intended by the said Bill, to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected therewith, and to confer, vary, or extinguish other rights and privileges.—
Dated this tenth 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.

Newmarket and Chesterford Railway Act Amendment.

(Repeal of provision authorizing the Newmarket and Chesterford Railway Company to use the line of the Eastern Counties Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to repeal so much of the "Newmarket and Chesterford Railway Act, 1846," as relates to the use by the Newmarket and Chesterford Railway Company of the Eastern Counties Railway, and the stations, sidings, points, crossings, turn tables, water cranes, and water belonging to such last-mentioned company, and to the tolls or sums of money to be paid by the Newmarket and Chesterford Company in respect of the use of such stations, sidings, points, crossings, turn tables, water cranes, and water.

Dated this tenth day of November 1846.

John Duncan, 72, Lombard-street.

Sir Thomas White's Trust, Loan, and Charitable Bequests.

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, vary, and extend the trusts and administration, and to enlarge the charitable uses, extend the objects, and regulate the application of the rents and profits of the estates, monies, and property belonging to the charity commonly called Sir Thomas White's Charity, in the borough of Northampton, in the county of Northampton; in the city of Coventry, and the borough of Warwick, in the county of Warwick; the borough of Nottingham, in the county of Nottingham; and the town of Leicester, in the county of Leicester; according to the provisions of a scheme of the High Court of Chancery, and generally to carry into effect the provisions of the said scheme.

Dated this tenth day of November 1846.

Joseph Parkes,
Solicitor to the Attorney General.

Birmingham and Oxford Junction Railway.
(Warwick and Stratford Line.)

Proposed Railway, from the Birmingham and Oxford Junction Railway, at Warwick, to Stratford-upon-Avon, with powers of sale or lease to, or amalgamation with, 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 Birmingham and Oxford Junction Railway Company to make and maintain a railway with all proper works, approaches, and conveniences connected therewith, commencing from and out of the line of the Birmingham and Oxford Junction Railway, as the same is now authorized to be made, in a field, situated in the parish of Saint Mary Warwick, and numbered 5, on the plan of the Birmingham and Oxford Junction Railway referred to in the Act relating thereto, and deposited at the office of the Clerk of the Peace for the county of Warwick, and terminating by a junction with the Stratford-upon-Avon Branch of the Oxford, Worcester, and Wolverhampton Railway, as the same is now authorized to be made, in a field, situated in the parish of Old Stratford, in the county of Warwick, and numbered 31 on the plan of the said last mentioned branch railway referred to in the Act relating thereto, and deposited at the office of the Clerk of the Peace for the county of Warwick, which intended railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Saint Mary Warwick, Budbrooke, Longbridge, Hampton-on-the-Hill, Sherbourne, Fulbroke, Barford, Hampton Lucy, Charlecote, Wasperton, Alveston, Tiddington, Snitterfield, Old Stratford, Borough of Stratford-upon-Avon, Bishopton, Shottery, Clopton, and Welcombe, in the county of Warwick.

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

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 impede or interfere with the construction, maintenance, or use of the said intended railway and works, and to confer other rights and privileges.

And notice is hereby further given, that a map, plan, and section, shewing the direction, line, and levels of the said intended railway and works, 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 the lands proposed to be taken for the purposes aforesaid, 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 Warwick, at his office, in Stratford-upon-Avon; and that a copy of so much of the said plan, section, 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 clerk of each such parish, at his residence.

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 thereof, and for levying tolls, rates, and duties in respect of the use of the said intended railway and works, and to grant such exemptions from such tolls, rates, and duties as may be deemed expedient; and by the said intended Act, it is further proposed to empower the Great Western Railway Company to subscribe or contribute towards the formation of the works which may be thereby authorized, as well as to the construction of the said Birmingham and Oxford Junction Railway, and to raise capital for the purpose; and it is further proposed to authorize the Birmingham and Oxford Junction Railway Company to sell or lease the undertaking which they are or may be authorized to carry into effect, and their powers, rights, and privileges in relation thereto, to the Great Western Railway Company; and also to empower the Great Western Railway Company to purchase or rent such undertaking, and to exercise the powers of the said Birmingham and Oxford Junction Railway Company in relation thereto, and to raise capital for the purpose, or to authorize the amalgamation of the undertakings, and capital stocks of the said two companies. And for the purposes of the said intended Act, it is intended to increase the capital of the Birmingham and Oxford Junction Railway Company, and to alter, amend, extend, and enlarge the powers and provisions of "The Birmingham

and Oxford Junction Railway Act, 1846," and "The Birmingham and Oxford Junction (Birmingham Extension) Railway Act, 1846," and the several Acts, hereinafter mentioned, relating to the Great Western Railway Company, or whereby powers are conferred on the said Great Western Railway Company, and which Acts are distinguished in the Queen's printer's copies thereof, as follows, that is to say, the 5th and 6th William the Fourth, cap. 107, the 6th William the Fourth, cap. 38, the 6th William the Fourth, cap. 77, the 1st Victoria, cap. 91, the 1st Victoria, cap. 92, the 1st Victoria, cap. 24, the 2nd Victoria, cap. 27, the 5th Victoria, session 2, cap. 28, the 6th Victoria, cap. 10, the 7th Victoria, cap. 3, the 8th and 9th Victoria, cap. 40, the 8th and 9th Victoria, cap. 188, the 8th and 9th Victoria, cap. 191, and the 9th Victoria, cap. 14. And also the Acts relating to the West London Railway, which bear date as follows, an Act of the 3d year of the reign of His late Majesty King William the Fourth, cap. 36; an Act of the 6th year of the same reign, cap. 79; an Act of the 3d and 4th year of the reign of Her present Majesty, cap. 105; an Act of the 8th and 9th year of the same reign, cap. 156; and an Act of the 9th and 10th year of the same reign, cap. 369.—Dated the 7th day of November 1846.

*W. O. and W. Hunt, 10, Whitehall.
J. W. and G. Whateley, Birmingham.*

Newport, Abergavenny, and Hereford Railway Deviations, and for the vesting and abandoning of the Llanvihangel, Grosmont, and Hereford Railways, and for the sale of the sites thereof.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize and empower the Newport, Abergavenny, and Hereford Railway Company to abandon the formation of the portions hereinafter mentioned of the said railway, as at present authorized to be made, and to make and maintain other and new lines of railway in lieu of such portions (that is to say), to abandon the formation of that part of the main line of the said railway which lies between a certain field in the hamlet of Hardwick and county of Monmouth, numbered 9 on the plans of the said railway, referred to in the Newport, Abergavenny, and Hereford Railway Act, 1846, as having been deposited at the offices of the Clerks of the Peace for Monmouthshire and Herefordshire, and a certain road near Triley Mill, in the parish of Llantilio Pertholey, in the said county of Monmouth, numbered 55 on the said plans, and to form a new and substituted line of railway between the said points and within the following places, or some of them (that is to say), Hardwick, Abergavenny, and Llantilio Pertholey, all in the county of Monmouth; and also to abandon that part of the said main line of railway which lies between a certain field in the parish of Walterstone and county of Hereford, numbered 20 on the said plans, and a certain other field in the parish of Kenderchurch, in the same

county, numbered 18 on the said plans, and to form a new and substituted line of railway between the said points and within the several places following, or some of them, that is to say, Walterstone, Llantilio, Rowleston, Ewyas Harold, Kentchurch, and Kenderchurch, all in the county of Hereford; and Llangua, Llanvihangel Crucorney, Penbiddle, and Grosmont, or some or one of them, in the county of Monmouth; and also to abandon the formation of that part of the said main line of railway which lies between a certain field in the parish of Saint Martin, in the city and county of Hereford, numbered 19 on the said plans, and the proposed terminus of the said railway in the said city, as shewn on the said plans; and also to abandon the formation of the branch railway called the Portfields Branch, as shewn upon the said plans, and described in the Newport, Abergavenny, and Hereford Railway Act, 1846, "as a branch railway, diverging from " and out of the said intended main line of " railway, in the parish of All Saints, in the " city of Hereford, passing in or through the " said last-named parish, and terminating at or " near the Portfields, lying at Widemarsh- " street Without, situate in the same parish;" and to form a new and substituted railway in lieu of such portion of the main line and branch railway so to be abandoned as aforesaid, commencing at the said field numbered 19 in the said parish of Saint Martin, and terminating by a junction with the intended Shrewsbury and Herefordshire Railway, near the Herefordshire and Gloucestershire Canal, in the parishes of Saint John the Baptist, of All Saints, or of Holmer, all in the said city; and which new or substituted line of railway will pass from, in, through, or into the several places following, or some of them, that is to say, Upper Bullingham, Grafton, Breinton, Saint John otherwise Saint John the Baptist, Saint Martin, Saint Nicholas, Saint Owen, All Saints, Holmer, and Saint Peter, all in the city of Hereford, or liberties thereof.

And also to abandon the formation of the branch railway called the Gas Works Branch, as shewn upon the said plans, and described in the said Act as "diverging out of the intended main line of " railway, in the parish of Abergavenny, " passing in or through the said parish, and " terminating at or near to certain buildings " known as the Gas Works, in the same " parish," and to form a new and substituted branch railway in lieu thereof, diverging from and out of the new and substituted line of railway hereinbefore firstly described, at or near a certain field, in the parish of Abergavenny, and county of Monmouth, numbered 128 on the said plans, passing in, through, or into the hamlet of Hardwick, and parish of Abergavenny aforesaid, or one of them, and terminating at and by a junction with that part of the Llanvihangel Railway, in the said parish of Abergavenny, which lies between the Union Workhouse, in the said parish of Abergavenny, and the turnpike road leading between the town of Abergavenny and the town of Crickhowell.

And also for making and maintaining another branch railway, to diverge from and out of the said new and substituted line of railway hereinbefore firstly described, at or near a certain field, in the parish of Abergavenny, and county of Monmouth, numbered 8 on the said plans, passing in, through, or into the parishes of Abergavenny and Llantillio Pertholey aforesaid, or one of them, and terminating at and by a junction with that part of the said Llanvihangel Railway, in the said parish of Abergavenny which lies between the first toll-house from Abergavenny on the new turnpike road leading from Abergavenny towards Hereford, and the turnpike-road leading from Monk-street toll-house, in the said town of Abergavenny, towards Maindiff Bridge, in the parish of Llantillio Pertholey aforesaid.

And notice is hereby further given, that powers will also be sought in such Act to vest in the said Newport, Abergavenny, and Hereford Railway Company, so soon as such company shall, in exercise of the powers conferred on them by the said Newport, Abergavenny, and Hereford Railway Act, have purchased and taken a conveyance of the Llanvihangel Railway, the Grosmont Railway, and the Hereford Railway, all the rights, powers, and privileges of the Llanvihangel Railway Company, the Grosmont Railway Company, and the Hereford Railway Company, respectively, including the right and power to receive rates, tolls, or duties in respect of the use of such railways, respectively; and powers will also be sought by the said Act to enable the said Newport, Abergavenny, and Hereford Railway Company, after they shall so have become possessed of such three several railways, to destroy and abandon the same, or any of them, or any part thereof, and to sell and dispose of the land and site thereof, respectively.

And it is also intended by such Act to take powers to stop up, alter, or divert, whether temporarily or permanently, all turnpike or other roads, highways, railways, tramways, aqueducts, canals, streams, and rivers, in the places aforesaid, with which it may be necessary so to interfere for the purposes of the said alterations, railways, and works.

And it is also intended by such Act to take powers for the purchase of lands and houses, by compulsion, for the purposes of the said proposed works, and to extinguish any rights or privileges connected with the property so to be taken, which might interfere with the construction or maintenance of the said railways, alterations, or works, and also power to levy tolls, rates, and duties, in respect of the use of the said substituted portions of railway and branch railways, and to grant exemptions from such tolls, rates, and duties.

And it is further intended by such Act to amend and enlarge the powers and provisions of the Newport, Abergavenny, and Hereford Railway Act, 1846, and to extend the provisions thereof to the new or substituted portions of railway, branch railways, and works connected therewith, proposed to be made as aforesaid.

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

substituted portions of railway and branch railways, and of the works connected with them, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and together also with a published map, shewing the general direction of such 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 Monmouth, at his office at Usk, in the same county; and with the Clerk of the Peace for the county of Hereford, at his office in Hereford; and with the Clerk of the Peace for the city of Hereford, at his office in Hereford; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said proposed new or substituted portions of 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 those parishes, at their respective residences.

And notice is hereby further given, that, for the purposes aforesaid, it is intended to alter, enlarge, and amend the powers and provisions of the three Acts hereinafter named, or to repeal some or all of the said powers and provisions, and to grant other, further, and more effectual powers in the stead thereof, namely, an Act, passed in the fifty-first year of the reign of King George the Third, intituled "An Act for making a railway from the Brecknock and Abergavenny Canal, in the parish of Llanwenarth, to or near to Llanvihangel Crucorney, in the county of Monmouth;" another Act, passed in the fifty-second year of the same reign, intituled "An Act for making and maintaining a railway from the end of the Llanvihangel Railway, in the parish of Llanvihangel Crucorney, in the county of Monmouth, to or near to the twelfth milestone, in the road leading from the town of Abergavenny, in the county of Monmouth, to the city of Hereford;" and another Act, passed in the sixth year of the reign of King George the Fourth, intituled "An Act for making and maintaining a tramroad or railway from the end of the Grosmont Railway, at Monmouth Cap, in the parish of Llanguna, in the county of Monmouth, to Wye Bridge, in the parish of Saint Martin, within the liberties of the city of Hereford."—Dated this second day of November 1846.

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

Gabb and Secretun Woodhouse, Abergavenny.

F. L. and C. Bodenham, Hereford.

North Western Railway-Diversions at Skipton, Casterton, and Sedburgh.

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, 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 westriding 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 several 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, Leck, High Leck, Low Leck, 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 Sedbergh, 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, Frostraw, Frastrow, Cautley and Dowbiggin, all in the said 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.

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 Great 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, 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 wet 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 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, 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, and 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, basins, 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, in the city of London; 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.

Victoria Docks and Railway.

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

rivers, sewers, and waters running into the said gulf, waters, and docks, or by the sides thereof, or of the proposed railway hereafter described.

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

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

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

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

Dated this sixth day of November 1846.

George Dacre, Stratford, Essex.

Manningtree and Mistley Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for making and maintaining a railway, commencing at or near the Eastern Union Railway Station, at Lawford, in the county of Essex, by a junction with the Eastern Union Railway, and terminating at or near a certain wharf, in the parish of Mistley, in the said county of Essex, belonging to John Maine the younger, and now in the occupation of the said John Maine; and which said proposed railway will pass through or into the several parishes of Lawford, Manningtree, and Mistley, in the said county of Essex.

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

chial places aforesaid, or some of them, as it may be necessary to alter, divert, or stop up for the purposes of such proposed railway.

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

And it is also intended, by such Bill, to incorporate a company or companies for the purpose of carrying into effect the said proposed railway and other works, and to enable such company or companies to sell or lease such proposed railways, or any of them, or any part thereof respectively, to the Eastern Counties Railway Company or to the Eastern Union Railway Company, or to any other company, and to enable the said Eastern Counties Railway Company, or Eastern Union Railway Company, or any such other company as last aforesaid, to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Bill in connection with such proposed railway and other works, or any of them, and also for power to enable such companies to enter into such arrangements as may be mutually agreed on in reference to the objects aforesaid; and for enabling such sale or lease to be effected with the said Eastern Counties Railway Company, or Eastern Union Railway Company, or any such other company as last aforesaid, it is intended to alter, amend, and enlarge the powers and provisions of the several Acts relating to the said Eastern Counties Railway Company, or the Eastern Union Railway Company, or any such other company as last aforesaid.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said proposed railway, and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference, and such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Essex, at Chelmsford, in the said county of Essex; 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 proposed railway will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this ninth day of November 1846.

J. S. Barnes, Solicitor.

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 Crwmllyn 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 parish

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.

Tower Hill Improvements.

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

Dated this 10th day of November, 1846.

By Order of the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings,
Pemberton, Crawley, and Gardiner,
Whitehall-place, Westminster.

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

Saturday, November 14, 1846.

Price Two Shillings and Eight Pence.