

said deposited plans, together with a fork from the last-described intended deviation to join the said intended line of the said Shipley and Colne Extension of the Leeds and Bradford Railway, at the south-east end of the proposed station of the said extension of the Leeds and Bradford Railway in the said township of Skipton, which said first-mentioned deviation and fork are proposed to pass from, in, through, or into, or to be situated wholly within the said township of Skipton, and parish of Skipton, in the west riding of the county of York. The second of the said proposed deviations called the Cayley Hall Deviation, to commence at or near a point in the field belonging to John Harrison, and now or lately occupied by Benjamin Harrison and numbered 216, in the township of Otley, in the said deposited plans of the said Wharfedale Railway, and to terminate at or near a point in the field belonging to and now or lately occupied by Samuel Fieldhouse, and numbered 36, in the township of Pool, in the said deposited plans, which said last-mentioned deviation is proposed to pass from, in, through, and into, or to be situated wholly within the several townships of Otley and Pool, or one of them, in the said parish of Otley, in the said West Riding of the county of York.

And notice is hereby further given, that it is also intended to apply for powers to make lateral deviations from the respective lines of the said intended railway deviations and works, to the extent or within the limits defined upon the plans hereinafter mentioned and referred to, 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 intended deviation railways and works, and to relinquish such parts of the said original line of the said Wharfedale Railway, as may be rendered unnecessary, in consequence of the making of such intended deviations and works.

And notice is hereby further given, that plans of the said intended railway deviations respectively, and the works connected therewith; and also duplicates of such plans; and also sections and duplicates thereof, together with books of reference thereto, and a published map, with the proposed deviation lines of railway marked thereon, will be deposited, for public inspection, with the Clerk of the Peace for the west riding of the county of York, at his office at Wakefield, in the same county, and also with the Clerk of the Peace for the liberty of Cawood, Wistow, and Otley, at his office in Otley, in the said west riding, on or before the thirtieth day of November 1846; and on or before the same day a copy of so much of the said plans and sections as relates to each parish in or through which the said deviation lines of railway and works are intended to be

made, together with books 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 deviation lines of railway and works, and to alter existing or authorized tolls, rates, or duties, and to confer, vary, or extinguish, exemptions, from the payment of existing or authorized tolls, rates, and duties, and other rights and privileges.—Dated the seventh day of November 1846.

Henry Alcock, Skipton.

Edw. and R. Wm. Bennett, Manchester.
Solicitors to the Bill.

York and Newcastle Railway, Wearmouth Dock Enlargement.

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, and to repeal some of the powers and provisions of the several Acts relating to the York and Newcastle Railway Company (lately called the Newcastle and Darlington Junction Railway Company), passed, respectively, in the fifth, sixth, seventh, ninth, and tenth years of the reign of Her present Majesty; and also of the charter of incorporation granted in the fifth year of the reign of King William the Fourth, to the Wearmouth Dock Company, and the Act relating to the said Wearmouth Dock Company; passed in the sixth year of the reign of His said late Majesty King William the Fourth; and also of the Act, passed in the last session of Parliament, intituled "The Durham and Sunderland Railway and Wearmouth Dock purchases Act, 1846."

And it is proposed, by the said intended Act, to authorize the said York and Newcastle Railway Company, (who, under the provisions of the last-mentioned Act, have purchased, or agreed to purchase, the said Wearmouth Dock), to enlarge the present tidal basin and entrance, to the said Wearmouth Dock, and the other works belonging thereto, and to construct other necessary and convenient works connected therewith; all of which works will be situate within the townships of Monk-wearmouth and Monk-wearmouth shore, or one of them, in the parish of Monkwearmouth, in the county of Durham.

And it is also proposed by the said intended Act to authorise the said York and Newcastle Railway Company to purchase, by compulsion or agreement, all lands and houses, which may be required to be taken or used for the purposes of the said intended Act, and to 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 objects aforesaid, and also to enable the said York and Newcastle Rail-