



The London Gazette.

Published by Authority.

WEDNESDAY, NOVEMBER 25, 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 Saxony, whereby due protection has been secured within the Saxon 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 Saxony 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 day of the date hereof, 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 Saxony, after the 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 Saxon 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, have been or be first publicly represented or performed within the dominions of Saxony, 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 Saxon dominions:

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

Wm. L. Bathurst,

Leeds and Thirsk Railway.

(Eaglescliff and Stillington Extension.)

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 by a junction with the Hartlepool Extension of the Leeds and Thirsk Railway, in the township of Eaglescliff, in the parish of Eaglescliff, in the county of Durham, in a field in the township of Eaglescliff in the parish of Eaglescliff aforesaid, numbered 27 upon the plans referred to in the Leeds and Hartlepool Railway Act, 1846, and thence to pass from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Newsham, Aisleby otherwise Aislaby, Eaglescliff, Stockton, Stockton-on-Tees, Preston, Preston-on-Tees, Long-Newton, Coatham-Stub otherwise Coatham-Conyers, Burnhope, Elton, Bishopton, Stainton, Great Stainton, Little Stainton, Hartburn, East and West Newbiggin, Redmarshall, Carleton, Stillington, Whitton and Elstob, all in the said county of Durham, and to terminate by a junction with the Clarence Railway at or near to the Stillington station of the said Clarence Railway, in the township of Stillington, in the parish of Redmarshall, 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 (St. Helen's Branch Deviation) Railway Act, 1846, and the Leeds and Thirsk Railway (Knaresbro' 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 or houses, or which impede or interfere with the execution of the purposes aforesaid, and to levy tolls, rates, and duties in respect of the use of the said intended railway, and works, and to grant such 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, one thousand eight hundred and forty-six, 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 to such plans respectively, 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 county of Durham, at his office, in the city of Durham; 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 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 the second day of November one thousand eight hundred and forty-six.

Payne, Eddison, and Ford, Solicitors, Leeds.

Leeds and Thirsk Railway.

(Deviation of Main Line in Crimble Valley, Alteration of Junction with York and Newcastle Railway at Carlton Miniott, and Alteration of Leeds, Wortley, and Stanningley Turnpike Road.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for making and maintaining an alteration or deviation in the main line of the Leeds and Thirsk Railway, as at present authorized, with proper works and conveniences connected therewith, and approaches thereto, such deviation or alteration in the main line of the said Leeds and Thirsk Railway (being the line firstly described in the Leeds and Thirsk Railway Act, 1845) to commence from and out of the said main line of railway, in a field numbered 46 on the plans of the said railway referred to in the said Act, in the township of Follifoot, and parish of Spofforth, thence to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places of Follifoot, Spefforth, Pannal, Bilton, Harrogate, Bilton-with-Harrogate, Scriven, Scriven-with-Tentergate, and Knaresborough, or some or one of them, and to terminate by a junction with the said main line at or near a field, numbered 17 on the said plans, in the township of Bilton-with-Harrogate, in the parish of Knaresborough, all in the west riding of the county of York; and to abandon so much of the said main line, as at present authorized, as will be rendered unnecessary by reason of the construction of the said deviation or alteration.

And it is also proposed to take powers by the said intended Act to abandon the present branch line of railway to join the York and Newcastle Railway, at or near Carlton Miniott, in the north riding of the said county of York (being the line sixthly described in the said Leeds and Thirsk Railway Act, 1845), and to make another branch in lieu thereof, to commence by a junction with the said main line of the Leeds and Thirsk Railway, at or near a field, No. 65, in the township and parish of Carlton Miniott, thence to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places of

Carlton, Carlton Miniott, Sowerby, and Thirsk, and to terminate by a junction with the said York and Newcastle Railway, at or near the bridge across the said last-mentioned railway, at the Carlton station thereof, all in the north riding of the county of York.

And it is also proposed by the said intended Act to divert and alter, within the townships of Wortley and Holbeck, in the parish of Leeds, in the said west riding of the county of York, so much of the new Leeds, Wortley, and Staningley turnpike road as lies between the Leeds and Holmfild-lane turnpike road and the Leeds and Whitehall turnpike road, and to stop up, abandon, and discontinue so much of the said turnpike road, as at present authorized, as lies between the several points 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, and extra-parochial and other places aforesaid, all railways, highways, turnpike roads, canals, and navigable and other rivers, which it may be necessary and expedient to divert, alter, or stop up in the construction of the said intended works.

And it is also proposed to take powers by the said intended Act to alter, amend extend, and enlarge the powers and provisions of the Leeds and Thirsk Railway Act, 1845; the Leeds and Hartlepool Railway Act, 1846; the Leeds and Thirsk (St. Helen's Branch Deviation) Railway Act, 1846; and the Leeds and Thirsk Railway (Knarborough 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 impede or interfere with the execution of the purposes aforesaid, and to levy tolls, rates, and duties in respect of the use of the said intended 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 railways, with books of reference thereto, containing the names of the reputed owners, lessees, and occupiers of the said lands, will be deposited with the Clerk of the Peace of the said west riding of the county of York, at his office at Wakefield, in the said west riding; and with the Clerk of the Peace for the said north riding of the county of York, at his office in Northallerton, in the said north 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 second day of November 1846.

Payne, Eddison, and Ford, Solicitors, Leeds.

Manchester Markets Act Amendment.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, extend and enlarge, and to repeal some of the powers and provisions of "The Manchester Markets Act, 1846," and to make further and other provisions with respect to the granting of licenses and to increase or alter the tolls, rents, or duties authorised to be taken by the said Act, and to authorise the Mayor, Aldermen, and Burgesses of the Borough of Manchester, or the Council thereof for the time being, to levy and receive new and additional tolls, rents and duties, and to grant exemptions from the payment of such tolls, rents, and duties respectively.—Dated this third day of November 1846.

Joseph Heron, Town Clerk.

Birkenhead (Commissioners) Dock Acts Amendment.

(Construction of New Docks and Alteration of Culvert.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts relating to the Birkenhead Commissioners' Docks, passed respectively in the sessions of Parliament held in the 7th and 8th, and 8th and 9th years of the reign of Her present Majesty, and to enable the Commissioners acting in the execution thereof, to make and maintain a new dock on certain lands belonging in part to Her Majesty, in right of Her Crown, and in part to the said Commissioners, being land reclaimed from the river Mersey, under and by virtue of the said first-mentioned Act, together with all necessary graving docks, piers, sluices, works, and conveniences connected therewith, in or adjoining to Woodside, in the extra-parochial place or chapelry of Birkenhead, in the county of Chester.

And for the purposes aforesaid it is proposed, by the said intended Act to authorize the Commissioners acting in the execution of the said recited Acts to assign, convey, and make over to Her Majesty, certain lands vested in them by virtue of the said first-mentioned Act (being part of the quays or wharves reserved to such Commissioners by the said Act), in lieu of and exchange for certain other reclaimed lands, vested in Her Majesty by virtue of the said first-mentioned Act, such exchange to be made upon such terms and conditions as may either be provided in the said Act, or as may be or may have been agreed upon between the said Commissioners and the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works and Buildings.

And it is also proposed, by the said intended Act, to enable the Commissioners acting in the

execution thereof to abandon the formation of so much of the cut, culvert, or drain authorized by the said first-mentioned Act, as lies between the Corporation-road, at or near to Bridge-end, in Birkenhead aforesaid, and the south end of the Great Tidal Basin, at Bridge-end aforesaid, and in lieu thereof to make and construct a cut, culvert, or drain in continuation of the cut, culvert, or drain so authorized to be made, commencing at or near Bridge-end, and terminating by two several outfalls, into the Woodside Basin, now in course of construction, one of such outfalls being at or near the north west corner of the Woodside Basin, and the other of such outfalls being at or near the north side of the slip of the Woodside Ferry, all in Birkenhead aforesaid; and also to authorize the said last-mentioned Commissioners, from time to time, to lay down such mains, pipes, and other works through the lands vested in them as they shall deem necessary for more effectually and beneficially carrying off the waters flowing through the said cut, culvert, or drain, and for applying the same to the sluicing of the Woodside Basin aforesaid; and also to authorize the Commissioners to alter and vary the mode of constructing the cut, culvert, or drain as prescribed by the first-mentioned Act, and to sanction and confirm the construction thereof accordingly.

And it is also proposed, by the said intended Act, to enable the said Commissioners to construct or to contribute money towards the construction of a Custom-house at Birkenhead aforesaid.

And it is also proposed, by the said intended Act, to enable the said Commissioners to levy tolls, rates, and duties for the use of the said intended new docks and other works, and to grant exemptions from the payment thereof, and to raise a further sum of money for the purposes aforesaid.

And notice is hereby further given, that plans of the said dock, and plans and sections of the said new cut, culvert, or drain, will be deposited with the Clerk of the Peace for the county of Chester, at his office at Chester, and with the clerk of the said extra-parochial place or chapelry of Birkenhead, at his residence, on or before the thirtieth day of November instant.—Dated this sixth day of November 1846.

Joseph Mallaby, Clerk to the Commissioners.

Dover and Deal Railway, and Cinque Ports, Thanet, and Coast Junction.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills, for making and maintaining a railway or some part or parts thereof, with all proper and convenient stations, erections, bridges, wharfs, landing-places, warehouses, works, communications, approaches, and conveniences connected therewith, to commence at or near to Laureston-cottage, in the parish of Saint James, Dover, in the county of Kent, and terminating at or near to Queen-street, in the parish of Saint Leonard, in the town of Deal, in the said county of Kent, both by a distinct terminus there, and by a junction or

junctions with the Sandwich, Deal, and Walmer Branch of the South Eastern Railway, and which said intended railway and works will pass from, in, through, or into the several parishes, townships, liberties, extra-parochial, and other places following, or some of them, that is to say, Charlton, Hougham, Buckland, St. James the Apostle Dover, the liberties of Dover Castle, Guston, West Cliffe, East Langdon, Oxney, Ringwould, St. Mary Walmer, Walmer, St. Leonard Deal, and Deal, or some of them, all in the county of Kent.

And it is also intended to apply for powers in the said Bill or Bills, to deviate from the line or lines of the proposed railway and works, to the extent or within the limits as shewn and defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up all such turnpike and other roads, highways, rivers, streams, sewers, canals, creeks, navigations, reservoirs, aqueducts, bridges, railways, and tram roads within the said parishes, townships, liberties, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said railway and works. And notice is hereby further given, that duplicate plans and sections of the said railway and works, together with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county, 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, sections, and books of reference as relates to each parish in or through which the said intended railway and works are intended to be made, will be deposited with the parish clerk of each such parish, at his place of abode.

And notice is hereby further given, that it is intended by the said Bill or Bills, to incorporate a company for the purpose of carrying into effect the proposed railway and works, or some part thereof, and to apply for powers for the purchase of lands and houses, either by compulsion or agreement, for the purposes thereof, and to vary, repeal, or extinguish all existing rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid, or which would in any manner impede or interfere with the construction, maintenance or use of the said intended railway and works; and also to levy tolls, rates, or duties upon, or in respect of, the said railway and works, and to confer, vary, or extinguish such exemptions from the payment of tolls, rates, and duties, and to confer other rights and privileges as to such company may seem meet.

And it is further intended, by such Bill or Bills, to empower the company to be thereby incorporated, to let on lease, sell, or transfer, the said intended railway and works, or any part thereof, and to delegate all or any powers of such company, in connexion therewith or in relation thereto, to the South Eastern Railway Company, or to the Kent Railway Company, or to any other company or persons, and to enable the said

South Eastern Railway Company, or the said Kent Railway Company, or any other company or persons as aforesaid, to purchase, or rent, or construct the said intended railway and works, or any part thereof, and to exercise all or any of such powers, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway and works, and generally to enter into and to carry into effect such arrangements in reference thereto, as may be mutually agreed between them.

And it is further proposed by the said intended Bill or Bills, to authorize the union or amalgamation, with either of the said companies or any other company, upon such terms and conditions as may be mutually agreed upon, and to authorize the company, to be formed by such union or amalgamation, to use and work the said railway and works, and to take tolls in respect thereof.—Dated this ninth day of November 1846.

<p><i>S. P. Hook</i>, 7, Coleman- street, London, <i>G. T. Thompson</i>, Dover, Kent,</p>	}	<p>Solicitors for the Bill.</p>
---	---	-------------------------------------

North British Railway (No. 2.)

Proposed Extension of the Hawick Branch of the North British Railway to join the Caledonian Railway near Carlisle, and from thence to Carlisle; with branches to Canonbie; and to join the Glasgow, Dumfries, and Carlisle Railway and the Caledonian Railway, in the parish of Gretna; and to Longtown; with power to the North British Railway Company to use the line of the Caledonian Railway, with their engines and carriages, and limitation of tolls in respect thereof.

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 seventh and eighth years of the reign of Her present Majesty, intituled “an Act for making a railway from the city of Edinburgh to the town of Berwick-upon-Tweed, with a branch to the town of Haddington;” another Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled “An Act to empower the North British Railway Company to purchase the Edinburgh and Dalkeith Railway, and to alter part of the line of the said railway, and of the North British Railway, and to construct certain branch railways in connection therewith;” another Act passed in the eighth and ninth 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 tenth 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 tenth year of the reign of Her present Majesty, intituled “An Act to authorize the construction of several 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 a railway in extension of the Hawick Branch of the North British Railway, from the proposed terminus of the said branch at or near the gas works of the town of Hawick, in the parish of Hawick, in the county of Roxburgh, to and to join the line of the Caledonian Railway at or near to the point where the said Caledonian Railway is authorized to cross the River Eden, in the township of Etterby, and parish of Stanwix, in the county of Cumberland; which said proposed railway is intended to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say, Wilton, Cavers, and Hawick in the county of Roxburgh; Ewes, Langholm, and Canonbie, in the county of Dumfries; Kirk-andrews-upon-Esk, Moat, Arthuret, Netherby, Breckon-hill, Longtown, Lyneside, Kirkclinton, Cargo, West Linton, Rockliffe, Churchtown, King-moor, Stanwix, Etterby, and Stainton, in the county of Cumberland; also to authorize the making and maintaining a railway or branch railway, in farther extension of the said last-mentioned extension railway, from Hawick to Carlisle, from a point thereon near to the proposed junction with the line of the Caledonian Railway, in the township of Etterby, parish of Stanwix, and county of Cumberland aforesaid, passing in, into, or through the parishes and townships of Etterby, Stanwix, St. Mary’s-without, Caldewgate, St. Mary’s-within, Rickergate, Scotch-street, and Saint Mary, in the city of Carlisle, and terminating at West Tower-street, near the north-end of Scotch-street, in the parish of St. Mary township of Scotch-street, or township of Saint Mary within, in the city of Carlisle, and county of Cumberland aforesaid; also to authorize the making and maintaining, by the said company, of the several branch railways herein-after mentioned, diverging from and out of the said first-mentioned intended extension railway,—that is to say, a branch railway commencing at or near Newton, in the parish of Canonbie, passing in, into, or through the said parish of Canonbie, and terminating at the Coal Pits of Canonbie, all in the county of Dumfries; another branch railway commencing at or near to the north-end of the village of Lymiecleuch, in the said parish of Canonbie, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Canonbie, and Graitney or Gretna, or some of them, in the county of Dumfries, and Kirk-andrews-upon-Esk, Kirk-andrews Middle, and Kirk-andrews Nether, or some of them, in the county of Cumberland, and terminating by a junction with the line of the proposed Glasgow, Dumfries, and Carlisle Railway, at or near Gretna Church, in the said parish of Gretna, and county of Dumfries; and also a junction line to join the said Caledonian Railway, proceeding out of the

said last-mentioned branch at or near to Newton, in the parish of Gretna, passing through, in, or into the said parish, and terminating on the line of the Caledonian Railway, as authorized to be constructed, at or near the east end of the village of Springfield, in the said parish of Gretna, and county of Dumfries; also another branch railway commencing at or near Lynemoor Cottage, in the township of Lyneside, parish of Arthuret, and county of Cumberland, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Arthuret, Lyneside, and Longtown, or some of them, in the county of Cumberland, and terminating at or near the south-end of the town of Longtown, in the said county of Cumberland.

And it is intended to take powers by the said Act, to stop up, alter, or divert, either temporarily or permanently, all such works, highways, and roads, streams, rivers, canals, and other works, situate within the parishes, townships, and places aforesaid, as it may be necessary to stop up, alter, or divert, for the purposes of or during the construction of the said proposed railway and branch railways; and also powers for the compulsory purchase of lands, houses, and other heritages, and for the levying of tolls, rates, and duties on and for the use of said intended railway and branch railways, and the works and conveniences to be connected therewith; and also to enable the said North British Railway Company to raise a further sum of money for the purposes aforesaid, and other purposes of their undertaking; and it is further intended by the said Act, to authorize the passage on the said Caledonian Railway of engines and carriages coming to or from the said intended railway and branch railways, and to alter, amend, or repeal such of the 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 Carlisle to Edinburgh and Glasgow, and the north of Scotland, to be called the Caledonian Railway," as may be necessary for the purpose; and to alter and limit the tolls, rates, and duties authorized to be levied under the said last mentioned Act, so far as the same would be leviable in respect of such last mentioned engines and carriages, passing on the said Caledonian Railway; and it is further proposed, by the said intended 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 lastly given, that maps, plans, and sections, describing the direction, lines, or situations, and levels of the said intended extension railways and branches, 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 day of November 1846, in the office of the principal sheriff-clerk, in Jedburgh, for the

county of Roxburgh; in the office of the principal sheriff-clerk in the town of Dumfries, for the county of Dumfries; and with the Clerk of the Peace for the county of Cumberland, at his office in the city of Carlisle; and that copies of so much of the said plans, sections, and books of reference as relates to the several parishes in and through which the said proposed extension railway and branch railways are intended to pass, will also be deposited, on or before the said thirtieth day of November, with the schoolmaster, if any, and if there be no schoolmaster, with the session-clerk of each of the said parishes in Scotland, and with the parish clerks of such of the said parishes as are situated in England, at the respective residences of such schoolmasters, session clerks, and parish clerks.—Edinburgh, November 1846.

David Smith, and J. G. Wood, Edinburgh.

London and South Essex Railway, from the London and Blackwall Extension Railway to the River Crouch, with branches to Tilbury and Southend.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain the railway and branches following, or some of them, or some part or parts thereof respectively, that is to say, a railway, to commence by a junction with the extension of the London and Blackwall Railway, commencing at or near the road called Bow Common Lane, in the parish of Saint Dunstan Stebonheath otherwise Stepney, in the county of Middlesex, to pass thence from, in, through, or into the several parishes, townships, and extra-parochial places of Saint Dunstan Stebonheath otherwise Stepney, Mile End Old Town, Mile End New Town, Old Ford, and Bromley Saint Leonards, or some of them, in the said county of Middlesex; and West Ham, East Ham, Plaistow, Chadwell, Barking, Barking Town, Ripple-side, Dagenham, Rainham, Hornchurch, Upminster, North Ockendon, Cranham, Great Warley, Little Warley, Childerditch, West Hornodon, East Hornodon, Dunton, Little Burstead, Great Burstead, Laindon, Billericay, Ramsden, Crays Ramsden, Belhouse, Downham, Wickford, Runwell, South Hanningfield, Rettendon, Rawreth, Rayleigh, Hockley, Ashingdon, South Fambridge, Canewdon, Paglesham, Little Wakering, and Eastwood, or some of them, in the county of Essex, and to terminate at or near the junction of the rivers Roch and Crouch, in the said parish of Canewdon.

And also a branch railway, to commence by a junction with the main line of railway in the parish of Upminster, in the said county of Essex, at or near a road leading from Upminster to Aveley, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Upminster, North Ockendon, South Ockendon, Stifford otherwise Saint Mary Stifford, Gray's Thurrock, Little Thurrock, and Chadwell, or some of them, in the county of Essex, and ter-

minating in the said parish of Chadwell, near to Tilbury Fort. Also a branch railway, to commence by a junction with the main line of railway at or near the public highway, dividing the parishes of Hockley and South Fambridge, in the said county of Essex, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of South Fambridge, Ashingdon, Pockley, Hawkwell, Rochford, Eastwood, Sutton, Shopland, Prittlewell, Milton otherwise Middleton, and South End, or some of them, in the county of Essex, and terminating at or near Southend or Lower Southend, in the said parish of Prittlewell.

And it is intended to take power by such Act to construct a pier or jetty in the river Thames, in and adjoining to the said parish of Chadwell, and also works and other conveniences in the several parishes, townships, and extra-parochial places before mentioned, or some of them; and in the said Bill powers will be applied for to vary or alter all such turnpike roads, aqueducts, canals, navigations, and railways within the parishes, townships, and extra-parochial places aforesaid, or such of them as it may be necessary to vary or alter for the purposes of such railway and branch railways, or either of them.

And it is intended to apply for power to levy tolls, rates, or duties for the use of the said railway and branch railways, and of the said pier, 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 it is intended by such Act to incorporate a company for the purpose of carrying into effect the said railway, branch railways, and other works, and to give to such company power to sell or lease the said intended railway and branch railways, or either of them, or any part thereof, respectively, to the London and Blackwall Railway Company, and to enable the London and Blackwall Railway Company to purchase or rent the same, or otherwise to enter into such other arrangement, whether for the contribution of funds, or otherwise, towards the construction of the said railway and branch railways, or either of them, and the works connected therewith as may be mutually agreed upon; and for the purpose of enabling any such arrangements as aforesaid being entered into with the London and Blackwall Railway Company, it is intended to extend and enlarge some of the powers and provisions of the several Acts relating to the said London and Blackwall Railway.

And it is also intended to authorize the purchase of the ferry between Tilbury and Gravesend, and to enable the company to be incorporated to acquire the rights and privileges connected with such ferry.

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 branch railways, and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited, for public inspection, at the respective offices of the Clerks of the Peace for the county of Middlesex, at Clerkenwell-green; and for the county of Essex, at Chelmsford; and that, on or before the said thirtieth day of November, a copy of so much of the said plans and sections, as relates to each of the parishes aforesaid in or through which the said railway or branch railways, and other works aforesaid 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 residence.—Dated this ninth day of November 1846.

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

Direct London and Portsmouth, and London, Brighton and South Coast Railways Amalgamation, and London and South Western Railway Participation in that part of the Direct Portsmouth Railway lying between Dorking and Portsmouth.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the amalgamation of the Direct London and Portsmouth Railway Company, and of the London, Brighton, and South Coast Railway Company and to vest in the said last-mentioned company all the property, estate, rights, and privileges which may at the time of the passing of the said intended Act belong to or be exercised and enjoyed by the said Direct London and Portsmouth Railway Company, and to take and levy tolls, rates, and duties for the use of the said Direct London and Portsmouth Railway, and to raise a further sum of money for such purposes. And it is intended to vary or extinguish all rights and privileges which might in any way impede or interfere with the object aforesaid, and to confer other rights and privileges.

And it is further intended, by such Act, to alter amend, and enlarge the powers and provisions of two Acts, passed in the last session of Parliament, the one intituled, "An Act for making a railway from the Croydon and Epsom Railway, at Epsom, to the town of Portsmouth, to be called, 'The Direct London and Portsmouth Railway,' and the other intituled 'An Act to consolidate and unite the London and Brighton and London and Croydon Railway Companies, and the undertakings belonging to them,'" and also so far as may be necessary to alter and amend the several acts following, viz, "those passed respectively in the fifth and in the sixth and seventh years of the reign of His late Majesty King William the Fourth, and in the

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

And it is further intended to apply for power in the said Act to enable the London and South Western Railway Company to participate in the construction of so much of the Direct London and Portsmouth Railway as lies between Dorking and the proposed Portsmouth terminus thereof, in the parish of Portsea, in the county of Southampton, and in all the works, rights, powers, privileges, profits, and advantages for effecting such object or connected therewith, and to use and work the said part of the said railway jointly with the London, Brighton, and South Coast Railway Company, and to take tolls for the conveyance of passengers, goods, cattle and merchandize thereon, and to raise money for the purposes aforesaid; and it is intended to vary or extinguish all rights and privileges which might in any way impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And it is intended to alter, amend, and enlarge the powers and provisions of the several Acts relating to the London and South Western Railway Company 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;" and "The London and South Western Railway Company's Basingstoke and Salisbury Extension Act, 1846."—Dated the sixth day of November 1846.

Bristol Building and Improvement Act Amendment.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, amend, and enlarge some of the powers and provisions of an Act passed in the third year of the reign of Her present Majesty Queen Victoria, intituled "An Act for regulating the buildings and party walls within the city and county of Bristol, and for widening and improving several streets within the same;" and in which Bill power will be applied for to form and construct a street from Temple-street, commencing at or near the Temple Almshouse, and proceeding from thence to or near the terminus of the Great Western Railway; also, a street from Broad-street, commencing at or near a way or passage called Cider-house-passage, to Nelson-street, opposite Bridewell-street; also, a street from Wine-street, commencing at or near a way or lane called Tower-lane, to the said way or passage called Cider-house-passage. Also, to widen and improve the several streets, roads, approaches, lanes, and ways following, that is to say, Silver-street; a part of Redcliff-street, between Portwall-lane and Phippen-street; a part of Redcliff-hill, near Redcliff-parade; a part of a road called Limekiln-lane; a part of a road called the Hotwell-road; a road called Clifton-place, leading from Lansdown-place to Clifton-hill; a road or way at the back of Park-place, leading from Lower Berkeley-place to the White Ladies-road; and the approaches to Bristol-bridge; all within the said city and county of Bristol.

And, for effecting the purposes aforesaid, it is intended to apply for the powers usually conferred for the compulsory purchase of the houses, buildings, lands, tenements, and hereditaments, which may be required for such purposes.

And provision is also intended to be made in the said Bill, for the payment of the expenses to be incurred in carrying into effect the several powers and provisions to be contained in such Bill, by and out of the borough fund or rate of the said city and county, or by and out of such other fund or rate as may be provided by the said Bill to be raised for carrying into effect the purposes thereof.—Dated this sixth day of November 1846.

Brice and Burges, City Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to make and maintain a railway, with all proper works and conveniences connected therewith, and approaches thereto, to commence at or near the north point of the harbour of Porthdynllaen, in the parish of Edern, in the county of Carnarvon, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial and other places of Porthdynllaen, Edern, Garswyld, Llandudwen, Ceidio, Boduan or Bodvean in Lleyn, Llanfihangel, Bachellaeth, Llannor, Penrhos, Dyneio, Pwllheli, Aberech, Llanarmon, Llangybi, Llanystyndwy, Cruccaeth or Cruccieth, Troflys, Penmorfa, and Ynyscynhaiarn, or some of them, in the said county of Carnarvon, and terminating at or near Portmadoc, in the parish of Ynyscynhaiarn, in the said county of Carnarvon.

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

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

And notice is further given, that it is intended by the said Act to vary or extinguish all rights or privileges in any manner connected with the lands, houses, tenements, and hereditaments, intended to be taken for the purposes of such railway or railways works, and conveniences, or which in any manner interfere with the construction, maintenance, and use of the same, and to confer other rights and privileges, and also to divert, alter, or stop up all such turnpike and other roads, paths, streams, waters, and canals, within the said counties, parishes, and extra-parochial or other places, or some or one of them, as it may be necessary to divert, alter, or stop up, for the purposes of such railway or railways.

And notice is hereby further given, that duplicate plans and sections, describing the lines, levels, and situation of the said intended railway or railways, and approaches, and works, and the lands and hereditaments required to be taken for the purposes thereof, together with the books of reference thereto respectively, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and hereditaments, will be deposited for public inspection on or before the thirtieth day of November, 1846, with the clerk of the peace for the county of Carnarvon, at his office in the town of Carnarvon, in the said county of Carnarvon, and that on or before the said thirtieth day of November, 1846, a copy of so much of the plans and sections and

No. 20674.

B

books of reference as relate to each of the several parishes in or through which the said railway or railways, approaches, and works, or any part thereof, are intended to be made or maintained, will be deposited for public inspection with the parish clerks of each of such several parishes.

And notice is further given, that it is intended to apply for powers to be granted by the said Act or Acts, to enable the company thereby to be incorporated to purchase or lease, or to construct or take a transfer of any railway and harbour connected or to be connected with the said railway or railways and works, or any part thereof, with all or any of the powers which may be conferred by any Act or Acts of Parliament in relation thereto.

Dated this tenth day of November, 1846.

George John Shaw,
Solicitor, 8, Furnival's Inn.

Manchester and Lincoln Union Railway,
(Deviation).

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 the Act passed in the eleventh year of the reign of His Majesty King George the Third, intituled "An Act for making a navigable cut or canal from Chesterfield, in the County of Derby, through or near Worksop and Retford to join the river Trent, at or near Stockwith, in the County of Nottingham;" and of an Act passed in the last session of Parliament, intituled "The Manchester and Lincoln Union Railway and Chesterfield and Gainsborough Canal Act, 1846;" and to enable the Manchester and Lincoln Union Railway and Chesterfield and Gainsborough Canal Company, incorporated by the said last-mentioned Act, to make an alteration in the line of the said Manchester and Lincoln Union Railway, as at present authorized to be constructed, commencing in or near a certain field in the parish of Clown, and county of Derby, numbered 24 in such parish on the plans of the said railway, referred to in the Act authorizing the construction thereof, to pass thence from, in, through, or into the several parishes, townships, and extra-parochial places of Clown, Whitwell, Barlborough, Bolsover, Creswell, Oxcroft, and Elmton, in the county of Derby, and Shirecaks, Welbeck, Holbeck, Cuckney, Haggonfield, Gateford, and Worksop, in the county of Nottingham, or some of them, and to terminate by a junction with the line of railway authorized to be constructed by "The Sheffield and Lincolnshire Junction Railway Act, 1846," at or near the Worksop and Attercliffe turnpike-road, in the township and parish of Worksop, in the county of Nottingham.

And it is intended to take powers in the said Act to abandon so much of the line of the said Manchester and Lincoln Union Railway, as at present authorized, as may become unnecessary by reason of such alteration.

And it is also intended by such Act to take power to stop up, alter, or divert all turnpike and other roads and highways, railways, tramways,

aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, and extra parochial 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 new or altered line of railway.

And it is also intended by such Act to take powers to purchase lands and houses by compulsion for the purposes aforesaid, and to levy tolls, rates, and duties, and to grant certain exemptions from such tolls, rates, and duties, and to vary or extinguish all existing rights and privileges in any manner connected with the lands and houses to be purchased or taken, or which would in any manner impede or interfere with the objects of the intended Act, and to confer other rights and privileges.

And notice is hereby further given, that maps or plans and sections of the said intended new or altered line of railway, 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 a published map, shewing the altered line of railway delineated thereon, will be deposited on or before the thirtieth day of November, in the present year, with the clerk of the peace for the county of Derby, at his office in Chesterfield; and with the clerk of the peace for the county of Nottingham, at his office at Newark-upon-Trent; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes aforesaid, in or through which the said intended new or altered line of railway is intended to be made, will be deposited on or before the same thirtieth day of November with the parish clerk of each such parish at his residence.

Dated this second day of November, 1846.

*Bramley and Gainsford,
Smith and Hinde,*

Joint Solicitors.

Swansea 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 construct and maintain at or near the south side of the town of Swansea, between Fabian's Bay and the Swansea Infirmary, in the town and franchise of Swansea and parish of Swansea, and county of Glamorgan, a floating dock or docks, and basin or basins, together with all necessary and convenient bridges, piers, locks, feeders, engines, machinery, quays, walls, wharfs, landing places, embankments, fences, buildings, depôts, gates, weirs, warehouses, viaducts, sluices, archways, approach roadways, and other works and conveniences connected therewith.

And notice is hereby further given, that 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 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, tram-roads or tram-ways, within the aforesaid town and franchise and parish, or one of them, which it may be necessary to cross, alter, divert, or stop up, in the making, constructing, or maintaining of the works hereinbefore referred to.

And notice is hereby further given, that it is intended to take powers for deepening the bed of the river Tawe, and for supplying with water therefrom, and from the harbour of Swansea, the dock or docks, and other works proposed to be constructed as aforesaid.

And notice is hereby further given, that it is intended by such Bill to incorporate a company or companies to carry into effect the purposes aforesaid, and also to take powers for the compulsory purchase of lands and houses, and to vary or extinguish all existing 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 all ships and vessels using or frequenting the said dock or docks, basin or basins, and works, and on all passengers, animals, 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 and sections of the said intended dock or docks, basin or basins, and other works, together with a book of reference thereto, containing the names of the owners or reputed owners, and lessees or reputed lessees and occupiers of the houses, lands, tenements, hereditaments, and premises required for the purposes of the said works, will be deposited on or before the thirtieth day of November instant 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 instant, with the parish clerk of the said parish of Swansea, at the residence of the said parish clerk.

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

John Trevillian Jenkin,

Solicitor, Swansea.

Terrington Marsh, Division, Allotment, and Inclosure.

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 dividing, allotting, and inclosing certain commons, marsh-lands, and sands, situated in an extra-parochial place, called Wingland, in the county of Norfolk, or in the parishes of Terrington Saint Clement and Terrington Saint John, in the same county, or either of them, and also certain marsh-lands, banks, droves, and waste lands, situated in

the said parishes of Terrington Saint Clement and Terrington Saint John; and which commons, marsh-lands, and sands first mentioned are parts and portions of certain open grass and samphire marshes, bare sands, channel and lands, reclaimed and embanked under the powers and provisions of an Act passed in the seventh and eighth years of the reign of King George the Fourth, called "The Nene Outfall Act." And it is intended by the said Bill to take powers to sell parts and portions of the commons, marsh-lands and sands first mentioned, to make roads and public highways, to purchase lands and houses compulsorily, and to levy assessments, tolls, rates, and duties upon or in respect of such proposed division, allotment, and inclosure, and for the purposes of the said Act and the said Bill, and also to vary or extinguish exemptions from payment of assessments, tolls, rates, or duties, and all such rights or privileges as may impede or interfere with the execution of such purposes, and to confer other powers, rights, privileges, and exemptions.

Dated this ninth day of November, 1845.

Edward Jackson,
Solicitor, Wisbech,
Richardson, Connell, and Loch,
Fludyer Street, Westminster,
Parliamentary Agents.

Tunstall Paving, Lighting, Cleansing, Watching, Improvement and Market, &c., Intended 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 paving, lighting, watching, watering, cleansing, draining, and Improving the town and neighbourhood of Tunstall within the township of Tunstall otherwise Tunstall Court, in the parish of Wolstanton, in the county of Stafford, and for enlarging, improving, and regulating the market-place and markets in the said town, 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 township, 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 for removing abating and preventing projections and obstructions therein, and all annoyances and nuisances within the said township; and to release persons in respect of property without the limits of the said township from the repair of highways within such limits; and to release persons in respect of property within the limits of the said township from the repair of highways without such limits; and to prevent the trustees of any turnpike-road from collecting toll, or repairing, or expending money on any road within the said township; and to establish an effective police within the said township; and to discharge the Justices

of the Peace of the said county of Stafford from the exercise of all powers of making or levying any police rate assessment or tax upon such part of the said parish of Wolstanton, as lies within the limits of the said township; and to discharge the inhabitants of the said township from the payment thereof, and to authorize the commissioners under the intended Act to levy rates on such inhabitants for the maintenance of such effective police; and to enable the commissioners under the intended Act to purchase lands by agreement for procuring water for watering the streets and roads within the said township, and constructing public fountains and places within the said township for the gratuitous supply of water to the inhabitants; and to enable the commissioners under the intended Act to agree with "The Tunstall Market Company," and other the person or persons owners of, or interested in, the existing market, market place, and court house, and other adjacent property, and the market-rents, tolls, stallages, and duties, for the purchase of the same; and also to enable such company and person or persons to sell the same to such commissioners; and also to obtain powers (in case of such purchase being made) for improving, enlarging, extending, and altering such market and market-place, and the approaches to, and the neighbourhood of the same, or providing a new market-place; and also to alter or increase the existing market rents, tolls, stallages, and duties, and to levy the same or other market rents, tolls, stallages, and duties; and also to extinguish, abrogate, annul, or repeal, all powers, privileges, and rights, granted to the said company, or their directors or others, by an Act passed in the third year of the reign of Her present Majesty, intituled "An Act for regulating and maintaining the Markets and Market-places in the township of Tunstall, in the parish of Wolstanton, in the county of Stafford," to have, hold, or keep the said market, or to ask, demand, recover, receive, or take any rents, tolls, stallages, or duties in respect of the same; and also to obtain powers for the compulsory purchase of all such houses, lands, and hereditaments, including the new Methodist's chapel, called Mount Tabor, in the said township, as may be deemed requisite or desirable to be taken for effecting such improvements; and notice is also hereby given, that it is intended by the said Bill and Act to obtain powers for levying rates or assessments on the occupiers or owners of all houses, buildings, lands, tenements, and hereditaments within the said township, for raising money for effecting the several purposes aforesaid, and for defraying the costs and expenses of obtaining and passing the Act and carrying the same into execution, with powers for borrowing money on the credit of such rates or assessments or market dues, for the more speedy execution of the purposes aforesaid.

William Cooper,
Thomas Llewellyn,
Solicitors, Tunstall.

Mackley Brown and Son,
Parliamentary Agents,
Parliament Street, London.

York and Newcastle Railway.

(Pelaw Tyne Dock, Hartlepool, Thrislington, Easingwold, Thirsk and Malton, and Bedale Branches and Extensions, and Abandonment of part of the Thirsk and Malton Branch.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, enlarge, and repeal some of the powers and provisions of 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 to enable the said York and Newcastle Railway Company to make and maintain the railways, branch railways, and works following, or some or one of them, or some part or parts thereof, together with all proper works and conveniences connected therewith, and approaches thereto, respectively; that is to say, A railway, commencing by a junction with that part of the Newcastle and Darlington Junction Railway belonging to the York and Newcastle Railway Company, called, or lately called, the Brandling Junction Railway, at or near the present goods' station, on the same railway, in the township and parish of Gateshead, in the county of Durham, 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, Gateshead, Gateshead Fell, Jarrow, Heworth otherwise Nether Heworth, all in the said county of Durham, and terminating by a junction with the said Brandling Junction Railway, at or near to the Pelaw Station, on the same railway, in the said township of Heworth otherwise Nether Heworth, in the said parish of Jarrow.

A railway or railways from and out of the South Shields Branch of the said Brandling Junction Railway, commencing at or near a point where the same branch railway crosses a lane or road called the Green-lane, in the township of Harton and parish of Jarrow, in the said county of Durham, 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, Monkwearmouth, South Shields, Fulwell, Jarrow, Harton, St. Hilda, Westoe otherwise Wyvestoe, and St. Nicholas, all in the said county of Durham, and St. Nicholas in the borough and county of Newcastle-upon-Tyne, and terminating at or near the south side of the proposed Tyne dock, in Jarrow Slake, in the said township of Westoe otherwise Wyvestoe, and parishes of St. Hilda, Jarrow, and St. Nicholas, or some or one of them.

A railway, commencing by a junction with the Wingate Branch Railway, belonging to the Hartlepool Dock and Railway Company, 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 Castle Eden, in the said county of Durham, and thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Castle Eden, Wingate, Kelloe, Thornley

Cassop, Sherburn, Sherburn House, and Whitwell House, all in the said county of Durham, and terminating by a junction with the main line of the said Newcastle and Darlington Junction Railway, at or near a point where the Whitwell Colliery Branch joins the same, in the township or extra-parochial place of Whitwell House aforesaid, in the said county of Durham.

A railway from and out of a certain branch railway, connecting the Great North of England Clarence and Hartlepool Junction Railway with the Byers Green Branch of the Clarence Railway, and which same intended railway will commence by a junction with the said first-mentioned branch railway, at or near the viaduct over the Sherburn branch of the said Clarence Railway, in the township of Thrislington, in the parish of Bishop Middleham, in the said county of Durham, and 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, Thrislington, Bishop Middleham, Ferryhill, and Merrington, all in the said county of Durham, and terminating by a junction with the main line of the said Newcastle and Darlington Junction Railway at or near to a point to be marked B on the plans, to be deposited as hereinafter mentioned, in the said township of Ferryhill, in the parish of Merrington aforesaid, in the said county of Durham.

A railway from and out of the main line of the Great North of England Railway, commencing by a junction therewith at or near to a point marked H on the plans to be deposited as hereinafter mentioned, in the townships of Raskelf and Easingwold, or one of them, in the parish of Easingwold, in the county of York, 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, Easingwold and Raskelf aforesaid, and terminating at or near to a point to be marked C on the said plans, in the said township and parish of Easingwold.

A railway from and out of the said main line of the said Great North of England Railway, commencing by a junction therewith, at or near to a point marked K on the plans to be deposited as hereinafter mentioned, in the township of Raskelf, in the said parish of Easingwold, in the said county of York, 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, Raskelf, Easingwold, Brafferton, Helperby, Thirkleby Great otherwise High Thirkleby, Little otherwise Low Thirkleby, Sessay, Hutton, Hutton Sessay, Birdforth, Wildon Grange, Coxwold, Thormanby, Carlton, Husthwaite, and Carlton-Husthwaite, all in the said county of York, and terminating by a junction with the present authorized line of the Thirsk and Malton Branch Railway, belonging to the said York and Newcastle Railway Company, at or near to a point to be marked D on the said plans, in the township of Wildon Grange in the parish of Coxwold aforesaid.

And a railway commencing by a junction with the present authorized line of the Bedale Branch Railway, belonging to the said York and New-

castle Railway Company, at or near to a point to be marked E on the plans, to be deposited as hereinafter mentioned in the township of Aiskew and parish of Bedale, in the said county of York, thence passing from, in, through, or into the said parish and township of Bedale and Aiskew, and terminating by a junction with the present authorized line of the Northern Counties' Union Railway otherwise called the Yorkshire and Glasgow Union Railway, at or near to a point to be marked F on the said plans, in the parish and township of Bedale aforesaid.

And it is also proposed by the said intended Act to enable the said York and Newcastle Railway Company to abandon and relinquish the construction of so much of the line of the said Thirsk and Malton Branch of their said railway, authorized by "The Newcastle and Darlington Junction (Thirsk and Malton Branches) Railway Act, 1846," as lies between a point marked G on the plans relating to the said branch, deposited with the clerk of the peace for the north riding of Yorkshire in the month of November, one thousand eight hundred and forty-five, in the township of Great otherwise High Thirkleby, in the parish of Thirkleby, and the point of junction of the said branch with the main line of the Great North of England Railway, in the township and parish of Sessay, all in the said county of York.

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 high-ways, streams, canals, 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 to stop up, divert, or alter, for the purposes of such proposed railways and other works.

And it is also intended by the said Act 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 said proposed railways and works, and to confer other rights and privileges; and also to levy tolls, rates, and 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, and duties, as may be thought expedient.

And it is also intended by the said Act to authorize the said York and Newcastle 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 undertakings.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and other works, together with books of reference to such plans, will be deposited for public inspection with the respective clerks of the peace for the north riding of the said county of York, at his office at Northallerton, in the same riding; and for the county of Durham, at his office in the city of Durham; 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,

H. Newton,

Solicitors, York.

Thomas Knox Holmes,

Law, Anton, and Turnbull,

Parliamentary Agents,

Fludyer Street Westminster.

London and North-Western Railway.

(Ormskirk and Rainford Branch, Saint Helens and Rainford Deviation and Extension, Blackbrook Branch, Hayton Prescot and Saint Helens Deviation, Saint Helens and Runcorn Gap Railway Junction, Widnes Branch and Prescot Brook Colliery Branch), and Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize and empower the London and North-Western Railway Company to make and maintain, work and use the several railways, (with all proper works and conveniences connected therewith, and approaches thereto,) hereinafter mentioned, the same being branches from, deviations or extensions of, or additions to, the London and North-Western Railway, or some of the branches or works thereof, in the county of Lancaster, that is to say,—Firstly, a railway or railways, commencing by a junction with the Liverpool, Ormskirk, and Preston Railway, at or near Ormskirk, in the township and parish of Ormskirk, and terminating by a junction with the Saint Helens and Rainford Branch of the London and North-Western Railway, near Moss House, Rainford, in the township of Rainford, in the parish of Prescot, which said railway and other works connected therewith will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, that is to say,—Ormskirk, Aughton, Bickerstaff, Rainford, and Prescot, or some of them, all in the county of Lancaster. Secondly, a railway or railways commencing by a junction with the before-mentioned Saint Helens and Rainford branch of the London and North-Western Railway, near Barrington's-lane, in the township of Rainford, in the parish of Prescot, and terminating by a junction with the said London and North-Western Railway (on that portion thereof heretofore called the Liverpool and Manchester Railway), near the Sankey viaduct, in the township of Burtonwood, in the parish of Warrington, which said railway and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-

parochial or other places following, that is to say, Prescot, Warrington, Rainford, Eccleston, Windle, Hardshaw otherwise Hardshaw-within-Windle, Windle-with-Hardshaw, Saint Helens, Parr, Sutton, and Burton-wood, or some of them, all in the county of Lancaster. Thirdly, a branch railway, or railways, commencing by a junction with the said proposed railway last before-mentioned, near Sankey Brook, in the township of Parr, in the parish of Prescot, and terminating at or near Stanley House, Blackbrook, in the township of Ashton-in-Mackerfield, in the parish of Winwick, which said railway and other works connected therewith, will pass from, in, through, or into, or be situate within the parishes, townships, and extra-parochial or other places following, that is to say,—Prescot, Winwick, Parr, Haydock, Ashton otherwise Ashton-in-Mackerfield, Saint Thomas-in-Ashton otherwise Saint Thomas-in-Ashton-in-Mackerfield, or some of them, all in the county of Lancaster. Fourthly, a railway or railways commencing at and by a junction with a line of railway authorized by an Act passed in the last session of Parliament, to be made from Huyton to Saint Helens, called the Huyton, Prescot, and Saint Helens' Branch of the London and North-Western Railway, near Eccleston Hall, in the township of Eccleston, in the parish of Prescot, and terminating by a junction with the proposed new railway secondly hereinbefore-mentioned, near Duke-street, Saint Helens, in the township of Windle, in the said parish of Prescot; which said railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, that is to say,—Prescot, Eccleston, Windle, Hardshaw, otherwise Hardshaw-within-Windle, Windle-with-Hardshaw, Parr, Sutton, and St. Helens, or some of them, all in the county of Lancaster. Fifthly, a railway or railways commencing by a junction with the proposed railway secondly hereinbefore-mentioned, near a public road leading from Saint Helens to Gerard's Bridge, in the township of Windle, in the parish of Prescot, and terminating by a junction with the said Saint Helens and Rainford Branch of the London and North Western Railway, near Hardshaw Hall, in the same township and parish, and which said railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, that is to say—Prescot, Windle, Hardshaw otherwise Hardshaw-within-Windle, Windle-with-Hardshaw, Parr, Sutton, and Saint Helens, or some of them, all in the county of Lancaster. Sixthly, a railway or railways commencing by a junction with the Saint Helens and Runcorn Gap Railway, in or near a certain field belonging to Mr. John Johnson, in the township of Widnes, in the parish of Prescot, and terminating by a junction with a line of railway authorized by an Act passed in the last session of Parliament from Huyton to Warrington, called the Huyton and Warrington Branch of the London and North-Western Railway, in or near a certain field, number 216, on the parliamentary plan of the said Huyton and Warrington Branch, in the township of

Cuerdley, in the same parish of Prescot, which said 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, Widnes otherwise Widnes-cum-Appleton, Farnworth, Ditton, Upton, Penketh, Cuerdley, and Prescot, all in the county of Lancaster. Seventhly, a railway or railways, commencing by a junction with the hereinbefore mentioned Huyton, Prescot, and Saint Helens Branch of the London and North-Western Railway, in or near a field number 30 on the Parliamentary plan of the same railway, in the township of Whiston, in the parish of Prescot, and terminating at or near the Prescot Brook Colliery, in the township of Knowsley, in the parish of Prescot, which said 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—Prescot, Whiston, Knowsley, and Huyton, all in the county of Lancaster.

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

And notice is also hereby given, that it is proposed by the said intended Act to take powers to abandon so much of the line of the before-mentioned Saint Helens and Rainford Branch of the London and North-Western Railway already authorized to be made, as may be rendered unnecessary by the construction of the proposed new railway secondly hereinbefore mentioned, and likewise so much of the before-mentioned Huyton, Prescot, and Saint Helens Branch of the said London and North-Western Railway as may be rendered unnecessary by the construction of the proposed new railway fourthly hereinbefore-mentioned, and also to sell and dispose of any lands purchased or agreed to be purchased for the purpose of constructing such portions of the said branches as are proposed to be abandoned. And that it is intended by the said Act to take powers to cross, alter, vary, divert, or stop up, whether temporarily or permanently, all such turnpike-roads, public carriage-roads, streets, highways, railways, tram-roads, and other roads or ways, paths, passages, cuts, canals, navigations, rivers, brooks, streams, sewers, drains, waters, and watercourses, and to form such junctions with other existing or proposed railways within the said several parishes, townships, and extra-parochial or other places aforesaid, as it may be necessary or expedient so to cross, alter, vary, divert, stop up, or form for the purposes of the said proposed railways, works, conveniences, and approaches, or any of them, or any part thereof, and also powers to levy tolls, rates, and duties on or for the use of the said proposed railways, works, conveniences, and approaches, or any of them, or any part thereof, and to alter the existing tolls, rates, and duties payable in respect of the use of the London and North-Western Railway, and to confer, vary, or extin-

guish exemptions from payment of such tolls, rates, and duties, or any of them, and also powers for the compulsory purchase of lands, houses, buildings, or other property which may be required for the construction, use, and maintenance of the said proposed railways, works, conveniences, and approaches, or any of them, and to vary or extinguish all rights and privileges in any manner connected with such lands, houses, buildings, or other property which may or would in any manner interfere with the due execution of the several purposes aforesaid, or the due exercise of the several powers by the said intended Act proposed to be conferred, and to confer other rights and privileges; and it is also intended by the said Act to alter, amend, extend, and enlarge some of the powers and provisions of an Act passed in the session held in the ninth and tenth years of the reign of Her present Majesty, 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, 8 and 9 Victoria, cap. 156; and Local and Personal Acts, 9 and 10 Victoria, chaps. 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 further intended by such Act to enable the London and North-Western Railway Company to enter into and carry into effect any arrangements, contracts, or agreements with the East Lancashire Railway Company for the working or use of all or any portion of the said intended railways, or of all or any of the railways, stations, and works belonging to, or which may hereafter become vested in, the said London and North-Western or East Lancashire Railway Companies respectively; and it is further intended by the said Act to enable the London and North-Western Railway Company to contract and agree with the Birkenhead, Lancashire, and Cheshire Junction Railway Company for affording facilities, and for the working of traffic, or permitting traffic to be worked over the lines of the said Birkenhead, Lancashire, and Cheshire Junction Railway Company, or some portion or portions thereof.

And further notice is hereby given, that maps, plans, and sections, describing the direction, lines, and levels of the said intended new works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands or property will, on or before the thirtieth day of November, in the present year, be deposited 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 and sections, and books of reference respectively as relates to each of the parishes from, in, through, or into which the said proposed railways, works, conveniences, and approaches, or any of them, or any part thereof, are, or is intended to be made, or to pass, will be deposited with the parish

clerk of each such parish, at his residence, on or before the thirtieth day of November aforesaid.

Dated the fifth day of November, 1846.

Clay, Swift, and Wagstaff,
Solicitors, Liverpool.

York Improvement—Lendal Bridge and Approaches.

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 St. 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 St. Michael le Belfrey and St. 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, Tanners' 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 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, lessces 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.

South Yorkshire, Doncaster, and Goole Railway between Penistone, Barnsley, Elsecar, Rotherham, and Doncaster.—Purchase of Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway, and of Dun Navigation, and Dearne and Dove Canal.

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 railway hereinafter described, in the West Riding of the county of York, with all necessary approaches, communications, wharfs, stations, sidings, and works connected therewith, namely—a main line of railway to commence by a junction with the main line of the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway, at or near the street called Moor Side Road, in the township of Barnsley and parish of Silkstone, and passing from, in, through, or into the several parishes, townships, and extra-parochial places of Barnsley, Silkstone, Ardsley, Monk Bretton or Burton, Worsborough, Darfield, Wombwell, Brampton Bierlow, West

Melton, Wath upon Dearne, Adwick upon Dearne, Swinton, Mexbrough, Denaby, Conisbrough, Cadéby, Sprotbrough, Warmsworth, Car House, Balby, Hexthorpe, Hexthorpe with Balby, Balby with Hexthorpe, Doncaster, Bentley, Arksey, Bentley cum Arksey, Wheatley, Wheatley with Long Sandall, and Loversall, or some of them, and terminating by a junction or junctions with the intended Great Northern Railway, at a certain turnpike-road numbered 35 on the plans referred to in the Great Northern Railway Act, 1846, in the township of Bentley with Arksey, in the parish of Arksey, in the West Riding of the county of York; with a branch or extension from and out of the said proposed main line of railway commencing in the township of Balby with Hexthorpe, in the parish of Doncaster, passing in or through Hexthorpe, Balby with Hexthorpe, Balby, Doncaster, Car House, and Warmsworth aforesaid, or some of them, and terminating by junctions with the line of the Great Northern Railway, in the township and parish of Doncaster. Another railway diverging from the intended main line of railway hereinbefore described, near the public road leading from or near Aldam Mill to Wombwell, in the township of Wombwell and parish of Darfield terminating by a junction with the Sheffield, Ashton-under-Lyne, and Manchester Railway, in the township of Thurlstone and parish of Penistone, and passing from, in, through, or into the several parishes, townships, and extra-parochial places of Wombwell, Darfield, Worsbrough, Barnsley, Silkstone, Ardsley, Stainbrough, Dodworth, Cawthorne, Falthwaite, Oxspring, Thurgoland, Hoyland Swaine, Denby, Penistone, Thurlstone, or some of them, together with a short branch therefrom, in the township of Worsbrough and parish of Darfield, to join the main line of the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway; and another branch therefrom in the township of Oxspring, in the parish of Penistone, passing from, in, through, or into the parishes, townships, and extra-parochial places of Hoyland Swaine, Silkstone, Oxspring, Thurgoland, Penistone, Thurlstone, or some of them, and terminating in and by a junction with the Huddersfield and Sheffield Junction Railway, in the township of Hoyland Swaine and parish of Silkstone. Another railway diverging from the main proposed line of railway first described near to a certain public road leading from Wentworth to Darfield, in the township of Wombwell and parish of Darfield, passing from, through, or into the several parishes, townships, and extra-parochial places of Wombwell, Darfield, Wath-upon-Dearne, Brampton Bierlow otherwise Bierley, Nether Hoyland, Hoyland, High Hoyland, Wentworth, and Elsecar, and terminating on the southerly side of the head of the Elsecar branch of the Dearne and Dove Canal in the township of Nether Hoyland and Brampton Bierlow, or one of them, in the parish of Wath-upon-Dearne. Also three short branch railways, one thereof diverging from the proposed first described main line of railway in the township and parish of Adwick-upon-Dearne, passing from, in, through, or into the several parishes, townships, and extra-parochial places of Adwick-upon-Dearne, Swinton, and

Wath-upon-Deerne, to and terminating by a junction with the Midland Railway, in the township of Swinton and parish of Wath-upon-Deerne. Another thereof diverging near thereto from the said main line of railway in the township of Swinton and parish of Wath-upon-Deerne, passing from, in, through, or into Swinton-upon-Deerne, and Adwick-upon-Deerne, aforesaid, and terminating by a junction with the Midland Railway in the township and parish of Adwick-upon-Deerne; and the third diverging from the said main line of railway in the township of Swinton aforesaid, passing from, in, through, or into Swinton, Wath-upon-Deerne, and Mexborough aforesaid, and terminating by a junction with the Midland Railway, near the Swinton station thereof, in the said township of Swinton; another railway, diverging from the said main line of railway first described, in the township of Denaby and parish of Mexbrough, passing from, in, through, or into the several parishes, townships, and extra-parochial places of Denaby, Mexbrough, Swinton, Wath-upon-Deerne, Conisbrough, Hooton Roberts, Thryberg, Rawmarsh, Aldwark, Ecclesfield, Greasbrough, Kimberworth, Dalton Magna, Dalton Parva, Rotherham, Brinsworth, and Tinsley, to and terminating by a junction with the Sheffield and Rotherham Railway, otherwise the Sheffield and Rotherham branch of the Midland Railway, in the township of Kimberworth and the said parish of Rotherham. And in the said Bill powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and to alter, divert, or stop up, whether temporarily or permanently, all such turnpike-roads, aqueducts, canals, navigations, and railways within the places aforesaid, as it may be necessary so to alter, divert, or stop up, for the purposes of such railways and works, and especially to divert the Deerne and Dove Canal, in the township and parish of Adwick-upon-Deerne, Swinton, and Wath-upon-Deerne, and again in the township of Worsborough and parish of Darfield, and to divert the River Dun in the said township of Denaby; and also in the township and parish of Mexbrough, and the said township of Denaby, and also in the township of Hoyland Swain, and parish of Silkstone, and the parish and township of Penistone, and also again in the township of Denaby and parish of Mexbrough, and in the township of Swinton and the parish of Wath-upon-Deerne; also to divert the turnpike-road leading from Conisbrough towards the said Swinton station, in the township of Denaby, and the townships and parishes of Mexbrough and Conisbrough; also to divert and alter the level and works of the Holmes New Canal, belonging to the Company of Proprietors of the Navigation of the River Dun, in the township of Kimberworth and parish of Rotherham.

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 to incorporate a company for the purpose of executing the powers thereof.

And it is also intended by the said Bill, to enable the said company to purchase the undertaking of the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Company, and to enable the last-named company to sell and transfer the same with all the rights, powers, privileges, capital stock, estate, and effects belonging thereto: And for such purpose power will be applied for to alter, amend, and enlarge or repeal some of the powers and provisions of the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Act, 1846.

And it is intended in the said Bill to enable the company to be thereby incorporated to acquire by purchase, or lease, or by the amalgamation and union of such company with the canal navigation companies hereinafter named—the Deerne and Dove Canal, and the River Dun Navigation and Canals, with all the lands, houses, and hereditaments, property, estate, and effects, rights, powers, and privileges vested in and enjoyed or exercised by the “Deerne and Dove Canal Company,” and the “Company of Proprietors of the Navigation of the River Dun” respectively, so that the same may be as fully and effectually vested in and enjoyed or exercised by such intended company, subject to all existing duties, agreements, and liabilities affecting the same, as they were before the passing of the said Bill into law, vested in and enjoyed or exercised by the said canal and navigation companies respectively; and that the said Deerne and Dove Canal Company, and the Company of Proprietors of the River Dun, may after such sale or amalgamation be extinguished and cease to exist.

And it is intended by such Bill to alter, amend, and enlarge the powers and provisions of the following Acts, or to repeal the powers and provisions of the said Acts, and to grant other further and more effectual powers in the stead thereof, and to alter and increase or lower the tolls, rates, or payments received by virtue thereof, namely: an Act passed in the twelfth year of the reign of King George the First, intituled, “An Act for making the river Dun, in the west riding of the county of York, navigable from Holmstile, in Doncaster, up to the utmost extent of Tinsley westward, a township within two miles of Sheffield;” and Acts relating to the said river Dun navigation, passed respectively in the thirteenth year of the reign of King George the First; an Act passed in the sixth year of the reign of King George the Second, intituled, “An Act to explain and amend two Acts of Parliament, one made in the twelfth and the other in the thirteenth year of His late Majesty’s reign, for making navigable the river Dun, in the county of York, and for the better perfecting and maintaining the said navigation, and for uniting the several proprietors thereof into one company;” an Act passed in the 13th year of the reign of King

George the Second; an Act passed in the session of Parliament, held in the first and second years of the reign of King George the Fourth; and an Act passed in the 7th year of the reign of King George the Fourth; and also an Act passed in the 33rd year of the reign of King George the Third, intituled "An Act for making and maintaining a navigable canal from the River Dun Navigation Cut, in the township of Swinton, to or near the town of Barnsley, in the parish of Silkstone, in the West Riding of the county of York, and certain collateral cuts branching out of the said canal;" and an Act passed in the session of Parliament held in the 39th and 40th years of the same reign, relating to the said Dearne and Dove Canal.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railways and works, and the lands to be taken for the purposes thereof, and of the diversions of the navigations and of the roads hereinbefore mentioned, 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 railway delineated thereon, will, on or before the 30th November instant, 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 in the said Riding.

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 ninth day of November, 1846.

R. & E. Baster,
Doncaster.

Saint Helen's Canal and Railway.

Amendment Bill, Warrington and Blackbrook Branches, Lease of Rainford Branch of London and North-Western Railway.

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 the powers and provisions of the several Acts following, that is to say; an Act passed in the eleventh year of the reign of King George the Fourth, intituled "An Act to consolidate and amend the Acts relating to the Sankey Brook Navigation, in the county of Lancaster, and to make a navigable canal from the said navigation at Fidlers' Ferry to communicate with the river Mersey at Widnes Wharf near West Bank in the Township of Widnes in the said County;" Another Act passed in the same year, intituled "An Act for making a Railway from the Cowley Hill Colliery, in the parish of Prescott, to Runcorn Gap in the same parish, (with several branches therefrom,) all in the county palatine of Lancaster, and for Constructing a Wet Dock at the termination of the said Railway at Runcorn Gap aforesaid." Two other Acts passed respectively in the fourth

year of the reign of King William the Fourth, and the first year of the reign of Her present Majesty, enlarging the powers of the Saint Helen's and Runcorn Gap Railway Company, and enabling them to raise a further sum of money. Another Act, passed in the ninth year of the reign of Her present Majesty, intituled "An Act for uniting the Sankey Brook Navigation with the Saint Helen's and Runcorn Gap Railway, and for other purposes." And another Act, passed in the last session of Parliament, intituled "The Saint Helen's Canal and Railway Act, 1846."

And it is proposed by the said intended Act to authorize and enable the Saint Helen's Canal and Railway Company to construct and maintain a branch railway from or extension of the said Saint Helen's Canal and Railway as authorized by the last-recited Act, with all proper works, approaches, and conveniences connected therewith, commencing in or near a certain field belonging to Miss Elizabeth Merry, and the trustees of Edward Parr and Ann his wife, in the township of Widnes in the parish of Prescott, in the said county of Lancaster, by a junction with the railway so authorized to be made, passing through Widnes, Widnes-cum-Appleton, Cuerdley, Penketh, Greystone, Heath, Farnworth, Farnworth-within-Widnes, Great Sankey, Little Sankey, Prescott, Saint Paul's Warrington, and Warrington, or some of them, and terminating at or near a certain street, called Bridge Street, in the township and parish of Warrington, all which places are in the said county of Lancaster.

Also to construct and maintain a branch railway with proper stations and works connected therewith, commencing by a junction with the intended branch railway hereinbefore described, at or near two fields belonging to John Wilson Patten, Esquire, and occupied by Peter Hedgecock and Frederick Thorpe respectively, and terminating by a junction with the Railway authorized in the last session of Parliament to be made by the Birkenhead, Lancashire and Cheshire Junction Railway Company, at or near Bridge Street aforesaid, the whole being within the said township and parish of Warrington.

Also to construct a branch railway with proper stations and works connected therewith, commencing by a junction with the intended branch railway last described, at or near a certain other field belonging to John Wilson Patten, Esquire, and occupied by Peter Hedgecock, and terminating by a junction with the London and North-Western Railway, at or near to the south side of the station thereof, at Warrington aforesaid, the whole being within the said township and parish of Warrington.

And also to construct a railway with proper stations and works connected therewith, commencing by a junction with the Broad Oak Branch of the Saint Helen's Railway, at or near the point where such branch is crossed by the road leading from Parr Stocks to Ashton's Green Colliery, and terminating at Blackbrook at or near the head of the Blackbrook Branch of the canal belonging to the Saint Helen's Canal and Railway Company, the whole being within the township of Parr, in

the said parish of Prescott, in the said county of Lancaster. And it is also proposed by the said intended Act to authorize and enable the said Saint Helen's Canal and Railway Company to alter the line and level of so much of their railway as lies between a point at or near a certain place called Clock Face, in the township of Bold, in the parish of Prescott aforesaid, and a certain other point in the township of Sutton, in the said parish of Prescott, where the Broad Oak Branch aforesaid diverges from the line to Saint Helen's, the whole being within the townships of Bold and Sutton, in the said parish of Prescott. And likewise to alter the line and level of another part of their railway lying between a certain point thereon in the said township of Bold, near to and on the north side of the boundary between such township and the said township of Widnes, otherwise Widnes-cum-Appleton, and a certain other point where their said railway is crossed by a road called the Brick House Lane, in such last mentioned township, the whole being within the said townships of Bold and Widnes, otherwise Widnes-cum-Appleton, in the said parish of Prescott.

And it is also intended to take powers by the said Act to alter or divert, within the township of Penketh in the parish of Prescott aforesaid, the present course of the canal belonging to the said company.

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 so to stop up, alter or divert, by reason of the construction of the said intended railways and works, or of the alterations hereinbefore mentioned.

And it is also intended by such Act to take powers for the compulsory purchase of lands and houses for the purposes of the said intended railways, alterations and works, and for extinguishing or varying such existing rights and privileges touching such lands and houses as may interfere with such purposes; and also for levying tolls, rates, and duties, on and for the use of the said intended railways and works, and to grant certain exemptions from such tolls, rates, and duties, and to confer other rights and privileges.

And it is also proposed by the said intended Act to authorize and enable the said Saint Helen's Canal and Railway Company to accept and take from the London and North-Western Railway Company a perpetual lease of the Railway authorized to be made by the Liverpool and Manchester Railway Company from Saint Helen's to Rainford in the said county of Lancaster so soon as the same shall be completed, together with the stations, works, approaches, and other conveniences belonging thereto, and to use and work such railway, stations, works, approaches, and conveniences, and to take tolls, rates, and duties upon or in respect thereof, and to exercise all the powers and authorities connected with such railway, conferred on the Liverpool and Manchester Railway Company, the Grand Junction Railway

Company, or the London and North-Western Railway Company, by a certain Act passed in the session of Parliament held in the ninth year of the reign of Her present Majesty, intituled "An Act for enabling the Liverpool and Manchester Railway Company to extend and enlarge the said Railway, and to make certain branch railways, and for amending and enlarging the powers of the several Acts relating to the said railway;" and by a certain other Act passed in the same session of Parliament, intituled "An Act for consolidating the Bolton and Leigh, the Kenyon and Leigh Junction, the Liverpool and Manchester, and the Grand Junction Railway Companies;" and by a certain other 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 to alter, amend, and enlarge the provisions of such Acts accordingly.

And notice is hereby further given, that plans and sections of the said intended railways, alterations, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and also a published map, showing the general course and direction of the said railways, alterations, and works will be deposited, 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 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, alterations, 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 tenth day of November, 1846.

John Whitley,
Solicitor for the Bill.

Windsor, Staines, and South-Western Railway. (Richmond to Windsor, with Loop Line through Brentford and Hounslow.) With power 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 for making and maintaining a railway, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, roads, approaches, and conveniences connected therewith, to commence in the parish of Richmond, in the county of Surrey, by a junction there with the Richmond Railway, at the present terminus of the said railway, and to terminate in a certain arable-field, in the occupation of John Thomas Stroud, in the parish of Datchet, in the county of Buckingham; and which said field abuts at the north-east end thereof on the public road leading from the Slough turnpike-road to Datchet, and at the south-west side thereof on the river Thames; and which said field

is north-west of Datchet Bridge, in the counties of Berks and Buckingham, and is distant therefrom one thousand one hundred yards or thereabouts: and which said railway and works will pass from, in, through, or into the several parishes, townships, and extra-parochial, and other places, following, or some of them; that is to say, Richmond, and the bed and shore of the river Thames in the county of Surrey; Twickenham, the bed and shore of the river Thames, Isleworth, Feltham, East Bedfont, Stanwell, Ashford, and Staines, in the county of Middlesex,—Wyrardisbury otherwise Wraysbury, Horton, Datchet, and Upton-cum-Chalvey, in the county of Buckingham; and New Windsor, in the county of Berks.

Also to make a branch or loop line, together with all proper works and conveniences connected therewith, to commence in the parish of Barnes, in the said county of Surrey, at the present Barnes Station of the Richmond Railway, and to terminate by a junction with the said intended line, hereinbefore described, at a certain public road, in the parish of Twickenham, in the said county of Middlesex, leading from Hounslow to Hanworth, at a point where the said road abuts on the southernmost angle of a certain plot of meadow and plantation, in the occupation of John Hezekiah Essex, Esq.; which said meadow and plantation adjoins Her Majesty's Hounslow Review Ground, in the county of Middlesex, and which said point hereinbefore described, is situate at a distance of six hundred yards, or thereabouts, north of the northernmost corner house of the Hanworth Gunpowder Mills; in the occupation of Messrs. Curteis and Company; and which said branch or loop line 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,—Barnes, in the said county of Surrey, Chiswick, Old Brentford, New Brentford, Hanwell, Ealing, Isleworth, Hounslow, and Twickenham, in the said county of Middlesex. 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, footways, streets, and other highways, rivers, streams, sewers, pipes, canals, navigations, towing-paths, bridges, railways, or tram-roads, within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works;—and particularly to cross the navigable river Thames, by means of a bridge or viaduct, opposite Barnes Terrace, in the parish of Barnes, in the said county of Surrey; and also at Richmond, opposite the southern corner of the Old Deer Park, in the parish of Richmond aforesaid; and also, in the vicinity of Windsor, one thousand one hundred yards, or thereabouts, north-west of Datchet Bridge aforesaid; and also to divert, alter, and stop up that part of the present road and towing path, which is in the parish of New Windsor, west of Datchet bridge

aforesaid, and lying between the said bridge and the said intended bridge in the vicinity of Windsor hereinbefore mentioned; and to carry the same from the south to the north side of the river Thames, between the same points in the parishes of Datchet and Upton-cum-Chalvey aforesaid, or one of them.

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 Surrey, at his office, in North Street, Lambeth, in such county; and with the clerk of the peace for the county of Middlesex, at his office, in Clerkenwell, in such county; and 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, 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 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 said company to be thereby incorporated, to let on lease, sell, or transfer, the said intended railways and works, or any part of the same, or the tolls thereof, to the London and South-Western Railway Company, and to delegate to such 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, or to purchase, take on lease, rent, work, use, or if necessary, to construct the said intended railways and works, or any part or parts 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 of the company to be incorporated by the said Bill. And also to carry into effect and confirm any agreements or arrangements now made, or hereafter to be made, with the said London and South-Western Railway Company, relating to or affecting the interests of the company to be incorporated by the said Bill, or the said railways and works, and to enable the said London and South-Western Railway Company to raise money by shares, mortgage, or otherwise, for the purposes aforesaid, 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, as follows, 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, 1845;" "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 ninth day of November, 1846.

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

Tunstall Market Company,—Intended Act for enabling them to sell their Property, and for Dissolving the Company, &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 for enabling "The Tunstall Market Company" to sell the Market and Market Place and Court House, and other their property, and the Market Tolls, to the Commissioners who shall be appointed for executing an Act about to be applied for, for the improvement of the town and township of Tunstall; and it is also intended, by the same Bill and Act, to make provision for dissolving the said Company, and finally settling and adjusting the said Company's concerns; and for effecting such purposes, and extinguishing the powers, rights, and privileges of the Company; to alter, amend, or repeal the powers and provisions of the Act whereby the said Company were incorporated; that is to say, an Act passed in the third year of the reign of Her present Majesty intituled "An Act for regulating and maintaining the Markets and Market Place in the township of Tunstall, in the parish of Wolstauton, in the county of Stafford."

William Cooper,

Thomas Llewellyn,

Solicitors, Tunstall.

Mackley Browne and Son,

Parliamentary Agents,

Parliament Street, London.

Windsor, Staines, and South-Western Railway.

(Staines to Ascot and Wokingham, with Branches to the London and South-Western Railway.)

With power 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 for making and maintaining a main line of railway, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith; to commence by a double junction with an intended railway from Richmond to Windsor, called "The Windsor, Staines, and South-Western Railway, (Richmond to Windsor, with Loop Line through Brentford and Hounslow.)" One of such junctions commencing in a certain meadow and homestead situate in the parish of Staines, in the county of Middlesex, late in the occupation of Phillip William Harris, and now in the occupation of Apsley Pellatt; and which said meadow and homestead lies on the south-west side of the Staines and Hampton turnpike-road, opposite to that part of the said road which abuts upon Knowle Green, in the vicinity of the town of Staines, in the said parish of Staines; and the other of such junctions commencing in a certain orchard, situate in the said parish of Staines, in the said county of Middlesex, occupied by Mark Pike; and which said orchard lies on the south side of the Staines and Bedford Road, at a distance of two hundred and twenty yards, or thereabouts, west of the junction of the said road with the said Staines and Hampton turnpike-road, in the town of Staines aforesaid; thence proceeding respectively to a common point in a certain arable-field, situate in the said parish

of Staines, in the said county of Middlesex, in the occupation of Edmund Denyer, and which said field is called, known, and distinguished by the name of "Cocks Piece," and adjoins the road leading from Staines to Laleham, at the point where the towing-path on the east side of the river Thames ends; and to terminate in a certain meadow, situate in the parish of Wokingham, in the county of Berks, in the occupation of Thomas May, William Ifould, and William Wilson Wheeler, as devisees in trust and executors under the will of Edward Goodchild, deceased: and which said meadow is situate to the south of and adjoins a certain parish road in the immediate vicinity of the town of Wokingham, in the said parish of Wokingham, commonly called or known by the name of "The Back Lane;" and which said road leads from and connects the Wokingham and Finchampstead, and the Wokingham and Barkham Roads; and which said meadow, on its north and north-west parts, abuts on a certain other meadow, commonly called or known by the name of "Lemon's Garden," in the occupation of Thomas Quentery, and is distant two hundred and sixty yards, or thereabouts, from the junction of the said Back Lane with the said Wokingham and Barkham road, by a junction with the authorized line of the Reading, Guildford, and Reigate Railway; and which said railway and works, hereinbefore described, will pass from, in, through, or into the several parishes, townships, or extra-parochial and other places following, or some of them; that is to say, Staines, in the said county of Middlesex; Egham, Thorpe, Windlesham, Chertsey, and Chobham, in the county of Surrey; Sunninghill, Old Windsor, Winkfield, Easthampstead, Warfield, Binfield, and Wokingham in the county of Berks, and Wokingham, in the county of Wilts.

Also to make a branch railway, with all proper works and conveniences, to commence by a double junction with and from and out of the main line of the said intended railway, hereinbefore described, one of such junctions commencing in and issuing from the said main line in a certain arable-field in the said parish of Egham, in the occupation of Thomas Whitfield; and which said field abuts in part on the north-east side of Trotsworth farm buildings, in the said parish of Egham, and on other part, on the north-east side of the road leading from Thorpe Green to Virginia Water; and the other of such junctions commencing in and issuing from the said main line of the said intended railway, in a certain arable-field in the said parish of Egham, in the occupation of the said Thomas Whitfield, and which said field abuts on the south side thereof upon the road leading from Chobham to Egham and Staines; and which said field is distant one hundred yards, or thereabouts, in a south-westerly direction from a certain bridge on the said road, called or known as Waterloo Bridge; thence proceeding respectively to a common point, in a certain arable field, in the said parish of Egham, in the occupation of Abel Ashford; and which said field adjoins the south side of the said road leading from Thorpe Green to Virginia Water, and is distant south-east of the junction of the said road with the said Chobham and Egham and

Staines Road, seventy yards, or thereabouts; and to terminate by a junction with the authorized line of the Chertsey and Egham Branch of the London and South-Western Railway, at "Sweeps Lane," in the town of Chertsey, in the said parish of Chertsey, in the said county of Surrey, at a point thirty yards, or thereabouts, distant in a southern direction, from the south end of a certain barn or stable in the occupation of Thomas Paine, abutting upon "Sweeps Lane," aforesaid; and which said branch railway and works will pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them; that is to say, Egham, Thorpe, and Chertsey, in the said county of Surrey.

Also to make a further branch railway, with all proper works and conveniences, to commence from and out of the main line of the said intended railway, hereinbefore described, in a certain moor or heath, in the said parish of Egham, in the said county of Surrey, at a point distant six hundred yards, or thereabouts, west of the western boundary of a certain wood or coppice, known as "Knowle Grove," situate in the said parish of Egham; and which said point lies north of the public road leading from Chobham to Egham and Staines, in the said parish of Egham, and is distant therefrom eighty yards, or thereabouts; and to terminate by a junction with the main line of the said London and South-Western Railway, in the parish of Pirbright, in the said county of Surrey, at the twenty-eighth mile-post from London on the main line of the said London and South-Western Railway; and which said further branch railway and works will pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them; that is to say, Egham, Chertsey, Chobham, Bisley, and Pirbright, in the said county of Surrey.

And it is intended to apply for powers to make lateral deviations from the lines of the proposed railway, branches, and works, to the extent, or within the limits defined upon the plans herein-after mentioned; and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike-roads, parish roads, footways, streets, and other highways, rivers, streams, sewers, pipes, canals, navigations, towing-paths, 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 particularly to cross the navigable river Thames, by means of a bridge or viaduct at Staines, aforesaid.

And notice is hereby further given, that duplicate plans and sections of the said railway, branches, 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 Middlesex, at his office, at Clerkenwell, in the said county; and with the clerk of the peace for the county of Surrey, at his office in North Street, Lambeth, in the said county, with the clerk of the peace for the county of Berks, at his office in Abingdon, in the said county; and with the

clerk of the peace for the county of Wilts, at his office in Wilton, in the said county, on or before the 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 railway, branches, and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

And notice is hereby further given, that it is intended by the said Bill to incorporate a company for the purpose of constructing and carrying into effect the proposed railway, branches, 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 railway, branches, 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 said company, to be thereby incorporated, to let on lease, sell, or transfer the said intended railway, branches, 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 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, branches, and works, or any part thereof, or to purchase, take on lease, rent, work, use, or if necessary, to construct the said intended railway, branches, and works, or any part or parts 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 railway, branches, and works, or of the company to be incorporated by the said Bill. And also to carry into effect and confirm any agreements or arrangements now made, or hereafter to be made, with the said London and South-Western Railway Company, relating to or affecting the interests of the company, to be incorporated by the said Bill, or the said railway, branches, and works; and to enable the said London and South-Western Railway Company to raise money by shares, mortgage, or otherwise, for the purposes aforesaid, or some of them.

And notice is hereby given, that it is intended by the said Bill to take powers for the London and South-Western Railway Company to abandon and relinquish so much of the Chertsey and Egham branch of the said London and South-Western Railway as lies between "Sweeps Lane" aforesaid, and the terminus thereof, in the parish of Egham.

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 railway, branches, 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 Company, as follows, 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 ninth day of November, 1846.

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

Norfolk Railway.

Branch from Thetford to join the Ipswich and Bury Saint Edmund's Railway near Bury Saint Edmund's.

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

suingsession 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 Saint Peter Thetford, in the county of Norfolk, in or near to the west side of the Thetford station of the said railway, and 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, 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 borough of Thetford, certain extra-parochial lands called Snare Hill, Great Snare Hill, and Little Snare Hill, Place Farm otherwise Palace Farm, or some of them, in the county of Norfolk, 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, Barnham, Barnham Saint Gregory, Barnham Saint Martin, Barnham All Saints, certain extra-parochial lands called Snare Hill, Great Snare Hill, and Little Snare Hill, Place Farm otherwise Palace Farm, Elvedon otherwise Elveden otherwise Elden, Rymer House, Rymer Point, the extra-parochial place of Rymer otherwise Rymere, Culford, Wordwell, Livermere Parva otherwise Little Livermere, Livermere Magna otherwise Great Livermere, Ampton, Ingham, North Stow, West Stow, Timworth, Fornham Saint Genevieve, Fornham All Saints, Fornham Saint Martin, Barton otherwise Great Barton, Saint Mary's, Saint Peter's, and Saint Saviour's, in the borough of Bury St. Edmund's, Saint James, in the borough of Bury Saint Edmund's, Saint John's, in the borough of Bury Saint Edmund's, or some or one of them all in the county of Suffolk, and terminating by two several junctions with the line of the Ipswich and Bury Saint Edmund's Railway, as now in course of formation in the parish of Saint James, Bury Saint Edmunds, one of which said junctions is intended to be affected at the point where the line of the said last-mentioned railway crosses the road, leading from Thetford to Bury, and the other of which said junctions is intended to be affected, in or near a certain field, in the parish of Saint James Bury Saint Edmund's, numbered 16 on the plans of the said Ipswich and Bury Saint Edmund's Railway, deposited with the clerk of the peace for Suffolk. And it is also intended by the said 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, canals, aqueducts, streams, and rivers, as it may be necessary to stop up, alter, or divert, for the purpose of constructing, maintaining, or using the said intended branch railway or 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 branch railway or 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 also to purchase by compulsion or agreement, lands and houses necessary 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 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 notice is hereby further given, that maps, plans, and sections describing the direction, line, and levels of the said proposed branch railway, or 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 at 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 relate to each of the parishes in or through which the proposed branch railway, or 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 this fourth day of November, 1846.

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

Newport, Abergavenny, and Hereford Railway,
Extension to Taff Vale Railway.

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 make and maintain the railway hereinafter mentioned together with all proper works, approaches, and conveniences connected therewith, (that is to say) a line of railway commencing by a junction with the southern terminus of the intended Newport, Abergavenny and Hereford Railway, in the parish of Llanvrechva Upper, in Monmouthshire, passing from, in, through, or into Pantcague, Llanvihangel, Pont-y-moile, Llanvrechva otherwise Llanvrechva Upper, Trevechin, Pontypool, Llanhilleth otherwise Llanhilleth otherwise Llanhiddell, Crumlin, Mynyddyslwyn, Clawrplwryf, Mynyddmaen, Penmain, Newbridge, Bedwelty, Ishlawroed, Mamhole, Ushlawroed, and Bedwas, in the county of Monmouth, Bedwas, Gellygaer, Cefn Hengood or Hengood, Llanvabon, Garth, Glynrumney Forest, Taff and Cynon otherwise Taff Cynon, and Merthyr Tydvil, in the county of Glamorgan, and terminating by a junction with the Taff Vale Railway, in the parish of Merthyr Tydvil aforesaid, at or near Quakers Yard; and it is also intended to obtain powers by such act to levy tolls, rates, and duties on or for the use of the said intended railway, and other works and conveniences connected therewith, and to confer exemptions from payment of 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 Newport, Abergavenny and Hereford Railway Company may seem meet.

And it is further intended by such act to take powers for the compulsory purchase of lands, houses and buildings, or other property, and to vary or extinguish all existing rights and privileges connected therewith, which would in any manner interfere with any of the purposes aforesaid, and to confer other rights and privileges, and to obtain powers to deviate in the construction of the said intended railway and works from the line laid down on the plans hereinafter mentioned to the extent shown on the said plans; and it is also intended to take powers by such Act to alter, divert, or stop up, whether temporarily or permanently, within the places aforesaid, all such streets, highways, and turnpike or other roads, railways, tramroads, rivers, canals and water-courses as it may be necessary so to alter, divert or stop up for the purpose of the said intended railway and works; and for effecting the purposes aforesaid, it is intended to alter, amend, and enlarge the powers and provisions, or some of them, of the Newport, Abergavenny and Hereford Railway Act, 1846; and especially to enable the Newport, Abergavenny and Hereford Railway Company to raise by the creation of new shares, or by loan or mortgage, a further sum of money for the purpose of the said intended railway and works, and for the general objects of the Company.

No. 20674.

D

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the intended railway and works, and the lands in or through which they are to be made and maintained, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, and together also with a published map, showing the general direction of such railway and works, 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 Monmouth, at his office at Usk, in the same county, and with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in the same county; and that a copy of so much of the said plans, sections, and books of reference respectively as relates to each of the parishes, from, in, through, or into which the said intended railway and other works are intended to be made and maintained, will be deposited for public inspection, on or before the same thirtieth day of November instant, with the parish clerks of each of the said parishes at the respective residences of such parish clerks.

Dated this seventh day of November, 1846.

Johnston, Farquhar and Leech,

65, Moorgate Street, London.

Monmouthshire Railway Company.

Sale or Lease to Newport, Abergavenny, and Hereford Railway Company.

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 Monmouthshire Railway Company to sell or let, and transfer to the Newport, Abergavenny, and Hereford Railway Company, all the railways and works authorized to be constructed, and the canals, tramroads, and property authorized to be purchased by the first-named Company, under the powers of the "Monmouthshire Railway Act, 1846," and all other the property and effects of the Monmouthshire Railway Company, and all or any powers, rights, privileges, and authorities of such Company, and to enable the said Newport, Abergavenny, and Hereford Railway Company, to purchase or rent the same, and to exercise and enjoy such powers, rights, and privileges, or any of them, and also to raise or contribute funds for or towards carrying into effect all or any of the purposes and provisions of the said Monmouthshire Railway Act, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed upon between such Companies.

And for that purpose it is intended to enable the Newport, Abergavenny, and Hereford Railway Company to raise an additional capital by the creation of new shares, or by loan or mortgage.

And it is proposed by such intended Act to alter some of the rates, tolls, and duties, authorized to be taken under the powers of the several Acts hereinafter mentioned, or some of them, and to authorize the Newport, Abergavenny, and Hereford Railway Company to levy tolls, rates, and duties upon the several lines of railway and branches, and

upon the canals, to be vested in them by virtue of the said sale or lease; and for effecting all or any of the purposes aforesaid, it is intended to alter, amend, and enlarge the powers and provisions, or some of them, of the Acts hereinafter mentioned, 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; that is to say, an Act passed in the 32nd year of the reign of his late Majesty King George the Third, intituled "An Act for making and maintaining a Navigable Cut or Canal from, or from some place near Pontnewnydd, into the River Usk, at or near the town of Newport, and a collateral Cut or Canal from the same at or near a place called Cryndau Farm, to or near to Crumlin Bridge, all in the county of Monmouth; and for making and maintaining Railways or Stone Roads from such Cuts or Canals to several Iron Works and Mines in the counties of Monmouth and Brecknock." Another Act made and passed in the 37th year of the reign of his said late Majesty, intituled "An Act for extending the Monmouthshire Canal Navigation, and for explaining and amending the said Act of the 32nd year of the reign of his then Majesty, for making the said Canal." Another Act, made and passed in the 42nd year of the reign of his said Majesty, intituled "An Act for making and maintaining certain Railways to communicate with the Monmouthshire Canal Navigation, and for enabling the Company of Proprietors of that Navigation to raise a further sum of money to complete their undertaking, and for explaining and amending the Acts of the 32nd and 37th years of his then Majesty's reign relating thereto." Another Act, made and passed in the Session of Parliament held in the 8th and 9th years of the reign of her present Majesty, intituled "An Act to authorize the Company of Proprietors of the Monmouthshire Canal Navigation to make a Railway from Newport to Pontypool, and to enlarge the powers of the several Acts relating to the said Company." Another Act, passed in the last Session of Parliament, intituled "An Act for making certain Branch Railways to be connected with the Newport and Pontypool Railway, and for incorporating a New Company for carrying on the Monmouthshire Canal Navigation." Another Act, passed in the 51st year 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 52nd 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 6th year of the reign of King George the Fourth, intituled "An Act for making and maintaining a Tramroad or Railway, from the end of the Grosmont Railway at Monmouth Cap, in the parish of Llangua, in the county of Monmouth, to Wye Bridge, in the parish of Saint Martin, within the liberties of the city of Hereford, and the New-

port, Abergavenny, and Hereford Railway Act, 1846."

And it is also proposed, by the said intended Act, to vary or extinguish all rights or privileges of the said respective Companies, or the shareholders, mortgagees of tolls, or other persons interested therein, or of any other persons or corporations whomsoever, which would or might impede or interfere with the objects aforesaid.

Dated this seventh day of November, 1846.

Johnston, Farquhar, and Leech,
65, Moorgate-street, London.

East Coast Railway.—Wisbech to Spalding.

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 of the railway and branch railway hereinafter mentioned, or one of them, or some part or parts thereof, together with all proper works, approaches, and conveniences connected therewith, that is to say, a main line of railway commencing by a junction with the intended Wisbech, St. Ives, and Cambridge Junction Railway, at or near the borough of Wisbech, in the parish of Wisbech Saint Peter, in the Isle of Ely and county of Cambridge, and terminating by a junction with the intended Ambergate, Nottingham, and Boston and Eastern Junction Railway, at or near the town of Spalding, in the parish of Spalding, in the parts of Holland, in the county of Lincoln, and which said intended railway and works and conveniences connected therewith is, or are intended, to be made and maintained from, in, through, or into, the several parishes, townships, townlands, and extra-parochial and other places following, or some of them, that is to say, Wisbech Saint Peter, Wisbech Saint Mary, Leverington otherwise Leverington Saint Leonards, Leverington Parson Drove, Newton, and Tid Saint Giles, in the Isle of Ely and county of Cambridge, and Tydd Saint Mary, Sutton Saint Edmunds, Sutton Saint James, Sutton Saint Mary, Long Sutton otherwise Sutton in Holland, Sutton Saint Nicholas otherwise Lutton, Gedney, Fleet, Holbeach, Whaplode, Moulton, Weston, and Spalding, in the parts of Holland, in the county of Lincoln.

A branch railway diverging from and out of the said main line of railway, in the hamlet of Sutton Saint Mary, in the parish of Long Sutton otherwise Sutton in Holland, in the parts of Holland in the county of Lincoln, and terminating at or near Sutton Bridge, in the said parish of Long Sutton otherwise Sutton in Holland, and which said branch railway, with the works and conveniences connected therewith, will be made and maintained 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, Sutton Saint Mary, Sutton Saint James, Long Sutton otherwise Sutton in Holland, and Sutton Bridge otherwise Sutton Saint Matthew, in the parts of Holland, in the county of Lincoln.

And it is 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 levy tolls, rates, and duties on or for the use of the said intended railway and branch railway, and other works and conveniences connected therewith, and to confer exemptions from payment of tolls, rates, and duties, and to obtain powers for the compulsory purchase of lands, houses, and buildings, or other property required for the construction, use, and maintenance of the said intended railway and branch railway, and other works and conveniences, and to vary or extinguish all existing rights and privileges connected with the said lands, houses, and buildings, or other property, or which would in any manner interfere with any of the purposes aforesaid, and to confer other rights and privileges, and to obtain powers to deviate in the construction of the said intended railway or branch railway, and other works and conveniences, to such an extent as will be shown on the plans thereof, to be deposited as after mentioned.

And it is also intended by the said Act to take powers to cross, alter, divert, or stop and shut up within the several parishes, townships, townlands, and extra-parochial and other places aforesaid, all such streets, highways, and turnpike or other roads, railways, tram-roads, rivers, canals, brooks, sewers, streams, or waters and watercourses, as it may be necessary and expedient to cross, alter, divert, stop, or shut up, for the purpose of making, maintaining, and using the said intended railway and branch railway, and other works and conveniences.

And notice is hereby further given, that duplicate plans and sections, describing the lines, levels, and situations of the said intended railway and branch railway, and other works, 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: And together, also, with a published map showing the several directions of such railways and works, will be deposited for public inspection, on or before the thirtieth day of November, 1846, with the Clerk of the Peace for the Isle of Ely, in the county of Cambridge, at his office in the borough of Wisbech, in the said Isle of Ely and county of Cambridge, and with the Clerk of the Peace for the parts of Holland, in the county of Lincoln, at his office in Spalding, in the said parts of Holland, in the said county of Lincoln, and that a copy of so much of the said plans, sections, and books of reference, as respectively relate to each of the parishes from, in, through, or into which the said intended railway, and branch railway, and other works are intended to be made and maintained will be deposited also for public inspection on or before the same thirtieth day of November, with the parish clerks of each of the said parishes respectively, at the respective residences of such parish clerks.

Dated this 7th day of November, 1846.

Johnston, Farquhar, and Leech,
65, Moorgate Street, London.
Johnson, Sturton, and Key,
Holbeach.

D 2

Monmouthshire Railway Company and Newport, Abergavenny, and Hereford Railway Company Amalgamation.

NOTICE is hereby given that application is intended to be made to Parliament in the in the ensuing session, for an Act to amalgamate, unite, and incorporate into one Company "The Monmouthshire Railway Company" and "The Newport, Abergavenny, and Hereford Railway Company," and to vest in such amalgamated Company all the capital stock, property, lands, hereditaments, estate and effects, powers, rights, privileges, and authorities, which may at the time of the passing of the said intended Act, or at any other time belong to, or be vested in either of the said Companies, so that the same may thenceforth become one united undertaking; and it is intended by such Act to alter some of the rates, tolls, and duties authorised to be taken under the powers of the Acts hereinafter mentioned or some of them and to authorise the amalgamated Company to levy tolls, rates, and duties upon the said united undertaking to be vested in them under the said intended Act as aforesaid, and for effecting all or any of the purposes aforesaid it is intended to alter, amend, and enlarge the powers and provisions or some of them, of the Acts hereinafter mentioned, 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, that is to say, an Act passed in the thirty-second year of the reign of King George the Third, intituled "An Act for making and maintaining a Navigable Cut or Canal from, or from some place near Pontnewynydd into the river Usk, at or near the town of Newport, and a collateral Cut or Canal from the same at or near a place called Cryndau Farm to or near to Crumlin Bridge, all in the county of Monmouth, and for making and maintaining Railways or Stone Roads from such Cuts or Canals to several iron works and mines in the counties of Monmouth and Brecknock," and of two other Acts passed respectively in the thirty-seventh and forty-second years of the same reign, amending and extending the powers of the said Act; another Act made in the session of Parliament held in the eighth and ninth years of the reign of her present Majesty, intituled "An Act to authorise the Company of proprietors of the Monmouthshire Canal Navigation to make a railway from Newport to Pontypool, and to enlarge the powers of the several Acts relating to the said Company," another Act passed in the last session of Parliament, intituled "The Monmouthshire Railway Act, 1846;" An Act passed in the 51st 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 Llangua in the county of Monmouth to Wye Bridge, in the parish of Saint Martin within the liberties of the City of Hereford;" And "The Newport, Abergavenny, and Hereford Railway Act, 1846;" and it is also proposed by the said intended Act to vary or extinguish all rights or privileges of the said respective companies or the shareholders, mortgagees of tolls, or other persons interested therein, or of any other persons or corporations whomsoever, which would or might impede or interfere with the objects aforesaid.

Dated this seventh day of November, 1846.

Johnston, Farquhar and Leech,
65, Moorgate Street, London.

Stourbridge Rates Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for an Act to exempt the occupiers of houses, cottages, or tenements, buildings, and hereditaments, within the several parishes, townships, and hamlets, of Stourbridge, Upper Swinford, Wollaston, the Lye, Wollescote, Cradley, the borough of Halesowen, Havn, Hasbury, Illy, Lutley, the Hill, Cakemore, Ridgacre, and Lalap, in the county of Worcester; Kingswinford, and Amblecote, in the county of Stafford (all which said parishes, townships, and hamlets, are situate within and form the Stourbridge Poor Law Union), not exceeding the clear annual rent or value of ten pounds from the payment of rates, for the relief of the poor, the repairs of the highways and church, and other parochial rates, the county, shire, hall, police, and other county and local rates; and to authorise the rating and assessing, for the above-mentioned purposes, the landlords, owners, or proprietors of such houses, cottages, or tenements, in lieu of the several occupiers thereof; and also to authorise the rating and assessing the landlords, owners, or proprietors of all houses, cottages or tenements, buildings, and hereditaments, within the said township of Stourbridge, in the parish of Oldswinford, in the said county of Worcester, and not exceeding the annual value hereinbefore mentioned to the payment of certain rates authorised to be levied and collected under the powers and provisions of an Act made and passed in the 6th year of the reign of his late Majesty King George the Fourth, entitled, "An Act for better lighting, cleansing, watching, paving, and otherwise improving the township of Stourbridge, in the parish of Oldswinford, in the county of Worcester, for regulating the market and building a market place, within and for the said township, and for removing and preventing nuisances and annoyances therein," in lieu of the several persons who rent or occupy the same, and who are liable thereto, and for repealing, or for altering, amending, extending, and rendering more effectual such of the powers

and provisions of the said Act as relate to such last-mentioned rates.

And it is further intended in and by the said Act, to take power to alter, increase, or reduce all or any of the existing rates or assessments, in respect of the before-mentioned houses, cottages or tenements, buildings, and hereditaments, for compounding with the landlords, owners, or proprietors thereof, and for conferring, varying, or extinguishing exemptions from the payments of rates and other rights and privileges.

Dated this sixth day of November, 1846.

W. B. Collis, Solicitor, Stourbridge.

Manchester and Leeds Railway.

(Alteration of Levels of Brighouse Branch of the West Riding Union Railways, and New Line into Leeds.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts following, relating to the Manchester and Leeds Railway Company, (that is to say) "The Manchester and Leeds Railway Act, 1836," "The Manchester and Leeds Railway Act, 1837," "The Manchester and Leeds Railway Act, 1839," "The Manchester and Leeds Railway Act, 1841," "The Manchester and Leeds Railway Act, 1844," "The Manchester and Leeds Railway Act (No. 1), 1845," "The Manchester and Leeds Railway Act (No. 2), 1845," "The Manchester and Leeds Railway Act, 1846," "The Ashton, Stalybridge, and Liverpool Junction Railway Act, 1844," "The Ashton, Stalybridge, and Liverpool Junction Railway Act, 1845;" also the several Acts following, passed respectively in the tenth year of the reign of her present Majesty, intituled respectively "An Act to Incorporate the Huddersfield and Sheffield Junction Railway Company with the Manchester and Leeds Railway Company," "An Act to Incorporate the Liverpool and Bury Railway Company with the Manchester and Leeds Railway Company," "An Act to Incorporate the Company of Proprietors of the Manchester, Bolton, and Bury Canal Navigation and Railway with the Manchester and Leeds Railway Company," and "An Act for vesting in the Grand Junction Railway Company and the Manchester and Leeds Railway Company, the North Union Railway, and all the works, property, and effects appertaining thereto," "The Wakefield, Pontefract, and Goole Railway Act, 1845," "The Wakefield, Pontefract, and Goole Railway Branches Act, 1846," "The Wakefield, Pontefract, and Goole Railway and Port of Goole Act, 1846," and "The West Riding Union Railways Act, 1846," under and by virtue of which last-mentioned Act that undertaking will, on and after the eighteenth day of November instant, be incorporated with and form part of the undertaking of the Manchester and Leeds Railway; and it is proposed by the said intended Act to authorise a deviation or alteration in the line of the Brighouse Branch of the West Riding Union Railways (being the line of railway thirdly described in the said last-mentioned Act),

to commence in a field No. 83, in the township of Wike and parish of Birstal, on the plan of the said West Riding Union Railways, referred to in the said last-mentioned Act, and to terminate in a field No. 45 on the said plan, in the township of Hartishead-cum-Clifton, and parish of Dewsbury, which said alteration or deviation will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places of Birstal, Wike, Lower Wike, Dewsbury, Clifton, Hartishead, Hartishead-cum-Clifton, Hipperholme, Hipperholme-cum-Brighouse, and Halifax, all in the West Riding of the county of York, or some of them; and also to authorise an alteration in the levels of the said Brighouse Branch, as authorised to be constructed by the said West Riding Union Railways Act, such alteration to commence in a field which on the said plan of the West Riding Union Railways is numbered 9, in the said township of Wike, in the parish of Birstal, and to terminate in the said field, which on the said plan is numbered 45, in the township of Hartishead-cum-Clifton, in the parish of Dewsbury, which alteration will extend from, in, through, or into, or be made within the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say) Birstal, Wike, Lower Wike, Dewsbury, Clifton, Hartishead, Hartishead-cum-Clifton, Hipperholme, Hipperholme-cum-Brighouse, and Halifax, all in the West Riding of the county of York, or some of them; and it is also proposed by the said intended Act to authorise the construction and maintenance of a new or additional line of railway, with all necessary approaches, works, and conveniences connected therewith, commencing in a field in the occupation of John Dawson, abutting on the southeasterly side of the Leeds and Birstal turnpike road, in the township of Wortley, in the parish of Leeds, which field on the said plan of the West Riding Union Railways is numbered 364, in the said township of Wortley, and terminating in a piece of land abutting upon the southerly side of Wellington Street, and adjoining to a warehouse in the said street, now in the occupation of Messieurs Schunck, Souchay, and Company, in the borough and parish of Leeds, all in the West Riding of the county of York, which new or additional line of railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say) Wortley, Holbeck, and Leeds, all in the West Riding of the county of York. And power will be taken by the said intended Act to abandon and relinquish the formation of so much and such parts of the said Brighouse Branch of the said West Riding Union Railways, as at present authorised, within the several parishes, townships, and extra-parochial or other places of Birstal, Wike, Lower Wike, Dewsbury, Clifton, Hartishead, Hartishead-cum-Clifton, Hipperholme, Hipperholme-cum-Brighouse, and Halifax, as will become unnecessary in consequence of the said proposed alteration or deviation of the line and levels of such branch; and also to abandon and relinquish the formation of so much of the main line of the said West Riding Union Railways as authorised by the said West Riding Union Railways Act, 1846

(being the line of railway firstly described in such Act), within the several parishes, townships, and extra-parochial or other places of Wortley, Holbeck, and Leeds, as will become unnecessary in consequence of the said proposed new or additional line of railway. And it is proposed by the said intended Act to enable the Manchester and Leeds Railway Company to execute the said intended works, and to raise a further sum of money for the purposes aforesaid. And it is also proposed by the said intended Act to take powers for the purchase of lands and houses by compulsion or agreement, for the purposes aforesaid, and for levying tolls, rates, and duties in respect of the use of the said railways and works, and for altering the existing tolls, rates, and duties authorised by the said West Riding Union Railways Act, 1846, and for granting such exemptions from such tolls, rates, and duties respectively as may be deemed expedient, and for varying or extinguishing all existing rights or privileges connected with the lands and houses so proposed to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railways and works, and for conferring other rights and privileges.

And it is also intended to obtain powers by the said proposed Act 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 or expedient to stop up, alter, or divert, by reason of the construction of the said intended works, or any of them.

And notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans, and sections, describing the intended alteration in the line and levels of the said Brighouse Branch, and also describing the direction, line, and levels of the said intended new or additional line of railway and works, and describing also the lands and houses proposed to be taken for the several purposes aforesaid, 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 said lands and houses, will be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield, in the said riding; and that on or before the said thirtieth day of November, a copy of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the said new works respectively will pass or be made, will be deposited with the parish clerk of every such parish, at his place of abode.

And notice is hereby also given, that power will be taken by the said intended Act to enable the Leeds, Dewsbury, and Manchester Railway Company, and the Manchester and Leeds Railway Company, to enter into all such agreements and arrangements as they shall think expedient for or relating to the construction, maintenance, use, occupation, and enjoyment of the said new or additional line of railway, and with respect to the receipt, division,

and appropriation of the tolls, rates, and duties to be received upon and in respect of the said new or additional line of railway, and to enable the said Leeds, Dewsbury, and Manchester Railway Company to contribute towards the construction thereof, and to raise an additional sum of money, and for such purposes to alter, amend, extend, and enlarge 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."

Dated this seventh day of November, 1846.

Darbishire and Lewis, Manchester,
Solicitors.

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 Palantine 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 town, ship, 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 Will. 4th, cap. 111; 7th Will. 4th and 1st Vict., cap. 24; 2nd and 3rd Vict., cap. 55; 4th and 5th Vict., cap. 25; 7th and 8th Vict., cap. 16; 8th and 9th Vict., cap. 54; 8th and 9th Vict., cap. 171; 9th and 10th Vict., cap. 282; 9th and 10th Vict., cap. 306; 9th and 10th Vict., 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, 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 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 seventh day of November, 1846.

Edward and R. W. Bennett,
John Parson,
H. and W. Toogood, } Joint
Solicitors.

Axholme Railway.

From the Leeds and Selby Railway to Gainsborough, with Branches.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for an Act to make and maintain the Railway and branch Railways hereinafter mentioned, or some of them, together with all proper works, stations, and conveniences connected therewith and approaches thereto respectively, that is to say:

1st. A Railway commencing by a junction with the Leeds and Selby Railway, belonging to the York and North Midland Railway Company, at or near to the point where the present authorized line of the Great Northern Railway crosses the said Leeds and Selby Railway, in the township and parish of Selby, in the West Riding of the County of York, and terminating by a junction with the Great Grimsby and Sheffield Junction Railway, at or near to a point marked A on the plans to be deposited as hereinafter mentioned, in the town and port of Gainsborough, in the township and parish of Gainsborough, in the county of Lincoln, which said intended Railway and other works connected therewith will pass from, in, through, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Selby, Brayton, Barlow, Drax, Long Drax, Drax Abbey, Camblesforth, Carlton, Newland, Snaith, Cowick, Rawcliffe, Swinefect, Goole, Hook, Goole Moors, Hook Grange, Goole Fields, Rawcliffe Bridges, Rawcliffe Ings, Thorne, Thorne Waste, Thorne Moors, and Crowle, all in the West Riding of the County of York, Crowle, Belton, Epworth, Haxey, West Stockwith, Ouston, and Gainsborough, in the parts of Lindsey, in the said county of Lincoln, Misterton, West Stockwith, Walkeringham, Beckingham, Bole, and Saundby, otherwise Saunby, in the county of Nottingham.

2ndly. A Railway from and out of the said last-mentioned intended Railway, commencing by a junction therewith, at or near to a point marked B on the plans to be deposited as hereinafter mentioned, in the township and parish of Selby, aforesaid, and terminating by a junction with the said Leeds and Selby Railway, and the Hull and Selby Railway, or one of them, at or near the point where the said two last-mentioned Railways unite, in the same township and parish, which said secondly intended railway, and the works connected therewith, will be wholly situate within the said township and parish of Selby.

3rdly. 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 Rawcliffe, in the parish of Snaith, in the West-Riding of the county of York, and terminating by a junction with the Wakefield, Pontefract, and Goole Railway, at or near to a point marked D on the said plans, in the same township and parish, which said thirdly above-mentioned intended railway, and the works connected therewith, will be wholly situate within the said township of Rawcliffe, and parish of Snaith.

4thly. A railway from and out of the said first-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 and parish of Beckingham, in the county of Nottingham, and terminating by a junction with the present authorized Line of the Great Northern Railway, at or near to a point marked F on the said plans, in the township and parish of Beckingham, which said fourthly intended railway, and the works connected therewith, will be wholly situate in the same township and parish of Beckingham.

And 5thly. A Railway from and out of the said first-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 and parish of Saundby, otherwise Saunby, in the said county of Nottingham, and terminating by a junction with the present authorized Line of the Sheffield and Lincolnshire Junction Railway, at or near to a point marked H on the said plans, in the said township and parish of Saundby, otherwise Saunby, and which said fifthly intended Railway will be wholly situate in the said township and parish of Saundby, otherwise Saunby.

And it is intended by the said Act so to be applied for to alter, amend, enlarge, and repeal some of the powers and provisions of three several Acts of Parliament, passed respectively in the 36th, 41st, and 53rd years of the reign of his late Majesty King George the Third, for Embanking, Draining, Preserving, and Improving certain Low Lands and Grounds in the parishes or townships of Everton, Scaftwort, Gringley-on-the-Hill, Misterton, and Walkeringham, in the county of Nottingham, so far as the same powers and provisions may interfere with, or affect the, construction and maintenance of the said intended railways and works, or any of them.

And it is intended to apply for powers in the said Act to stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, railways, tramways, aqueducts, navigations, canals, streams, and rivers, within the parishes, townships, and extra-parochial or other places aforesaid, or any of them, which it may be necessary to alter, stop up, 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 so to be applied for to take powers for the purchase, by compulsion or otherwise, of lands and houses for the purposes of the said intended railways and other 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 said intended railways and works, or any of them; and to confer other rights and privileges. And also to levy tolls, rates, and duties for the use of the said intended railways and works respectively, or any of them, and to grant such exemptions from the payment of such tolls, rates, or duties as may be thought expedient.

And it is also intended by the said Act so to be applied for either to incorporate a Company for the purposes aforesaid, or otherwise to enable the York and North Midland Railway Company to carry such purposes into effect, and to authorize the said York

and North Midland Railway Company, in the event of a Company being incorporated for the purposes aforesaid, to purchase or lease (either before or after the completion thereof) the said railways and works, and to exercise all or any of the powers granted to the Company so to be incorporated, or otherwise to contribute money towards the construction of the said railways and works.

And it is further proposed by the said intended Act to enable the said York and North Midland Railway Company to raise a further Sum of Money for or towards the several purposes aforesaid, or some of them.

And notice is hereby also given, that duplicate plans and sections of the said intended railways and other works, together with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield; with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln, at his office in Spilsby; and with the Clerk of the Peace for the county of Nottingham, at his office in Newark-upon-Trent, 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 (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.

And notice is hereby further given, that it is intended by the Act so to be applied for to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several 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.

Dated this 2nd day of November, 1846,
Richardson and Gutch, Solicitors, York.
Henry Newton, Solicitor, York.

Leeds and Thirsk Railway.

Branch from Melmerby to Northallerton, and Junction with York and Newcastle Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for making and maintaining the railway hereinafter mentioned, with proper works and conveniences connected therewith, and approaches thereto, to commence at or near the boundary between the townships of Wath and Melmerby, in the parish of Wath, in the North Riding of the county of York, in a field in the township of Wath, in the parish of Wath aforesaid, numbered 6 upon the plans referred to in the Leeds and Thirsk Railway Act, 1845, and thence to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places of Wath, Melmerby, Middleton, Middleton Quernhow, Norton Conyers, Sutton, Howgrave, Sutton with Howgrave, Ainderby, Ainderby Quernhow, Kirklington, Kirklington with Upsland, Sinderby, Carthorpe, Burniston, Pickhill, Pickhill-cum-Roaxby, Swainby, Swainby with Allarthorpe,

Maunby, Allarthorpe, Gatenby, Kirby, Kirby Wiske, Newby, Newby Wiske, South Otterington, North Otterington, Warlaby, Croft, Romanby, and Northallerton, or some of them, all in the said North Riding of the county of York, and to terminate by a junction with the line of railway authorised by the Leeds and Hartlepool Railway Act, 1846, in or near a field in the said township and parish of Northallerton, number 7 upon the plans referred to in the said Leeds and Hartlepool Railway Act, 1846.

And it is also proposed by the said intended Act to take powers to make a junction from and out of the said intended Railway with the York and Newcastle Railway in the said township of Romanby and parish of Northallerton.

And it is also proposed to take powers by the said intended Act to divert, alter, or stop up within the several parishes, townships, and extra-parochial and other places aforesaid, all railways, highways, turnpike roads canal, and navigable and other rivers, which it may be necessary and expedient to divert, alter, or stop up in the construction of the said intended works.

And it is also proposed to take powers by the said intended Act to alter, amend, extend, and enlarge the powers and provisions of the Leeds and Thirsk Railway Act, 1845, "The Leeds and Hartlepool Railway Act, 1846," "The Leeds and Thirsk (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 impede or interfere with the execution of the purposes aforesaid, and to levy tolls, rates, and duties in respect of the use of the said intended 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 railways, with books of reference thereto, containing the names of the reputed owners, lessees, and occupiers of the said lands, will be deposited with the Clerk of the Peace for the said North Riding of the county of York, at his office in Northallerton, in the said North 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 the second day of November, 1846.

Payne, Eddison, and Ford, Solicitors, Leeds.

Eastern Counties Coal and Coasting Dock, and Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorise and legalize the purchase of certain pieces of water called The Gulf or Dagenham Breach, situate and being at Dagenham, in the county of Essex, and of all or any of the lands, tenements, forelands, reed-shores, river-walls, and premises near to the same in such parish, and to widen, deepen, extend, enlarge, reduce, or otherwise alter the same for the reception, loading, and unloading accommodation and better securing of ships, steamboats, 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 authorise the making and maintaining of a railway, with all proper bridges, roads, works, stations, and conveniences connected therewith, commencing at a certain piece of land or reed-shore, in the parish of Dagenham, on or near the bank of the river Thames, belonging to and occupied by Mr. Robert Freeman, passing in and through the said parish of Dagenham, and terminating by a double junction with the Eastern Counties Railway, the one of such junctions being in a field belonging to the trustees of the late John Masser, esquire, and occupied by Samuel Seabrooke, and the other of such junctions being at a distance to the west of about fifteen chains from the last-mentioned field.

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, wharf buildings, works, conveniences, railway and junctions. And also the making and maintaining of a branch railway, commencing as aforesaid, and passing in and through the said parish of Dagenham, and terminating by a junction with an intended extension line of railway of the Eastern Counties Railway Company from London to Southend, at or near a marsh lane, called the Chequers Lane, in the same parish.

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

No. 20674.

E

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 authorised and provided for; and it is intended to apply for powers for the compulsory purchase of such lands, waters, houses, forelands, reed-shores, river walls, and other premises and property, and the respective interests therein, for all or any of the purposes aforesaid, and for collecting, levying, and taking tolls, rates, and duties, and to make charges for the entering, lying in, using and remaining in the said docks, warehouses, and wharfs, and for using and travelling upon the said intended railway, and to vary and extinguish all existing rights, interests, and privileges connected with such gulf, waters, houses, lands, reed-shores, forelands, river-walls, premises, and other property proposed to be taken for all or any of the purposes aforesaid; and it is intended also to apply for power to stop up, alter, vary, and divert the lines, levels, and inclinations of certain embankments, walls, streams, sewers, drains, waters and watercourses, highways, roads, paths, and passages, where requisite for the construction, making, and maintaining of such docks, warehouses, wharfs, and railway, 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 authorise such other Company or Companies or persons as aforesaid, to purchase, rent, work, or construct the said intended docks, wharfs, railway and other works, or any part of the same, and to take tolls, duties, and other sums upon or in respect thereof, and to raise money for all or any of the purposes aforesaid.

And notice is hereby further given, that on or before the thirtieth day of November now instant, a plan and section, describing the said gulf, waters, lands, tenements, forelands, reed-shores, river-walls, 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 name of the owners or reputed owners, lessees or reputed lessees, and the occupiers of such gulf, waters, houses, lands, reed-shores, forelands, river-walls, and premises respectively, and a duplicate thereof, and also a published map, describing the general course of the said railway, 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 duplicate of such plan and section and book of reference, with the parish clerk of the said parish of Dagenham, at his place of abode, for public inspection.

Dated this ninth day of November, 1846.

John Duncan,
7, New Palace Yard, Westminster.

Ipswich Dock Acts Amendment.

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 hereinafter mentioned, that is to say, an Act passed in the first year of the reign of her present Majesty, intituled "An Act to amend an Act of the forty-fifth year of the reign of King George the Third, for improving and rendering more commodious the Port of Ipswich, and for constructing a wet dock there;" an Act passed in the 4th and 5th years of the reign of her said Majesty, intituled "An Act to enable the Ipswich Dock Commissioners to raise a further sum of money:" and an Act passed in the 5th and 6th years of the reign of her said present Majesty, intituled "An Act to enlarge the powers of the Ipswich Dock Commissioners," and to repeal so much of the said first recited Act as compels the master or other persons having the command of any ship or vessel above the burthen of fifty tons to pay the pilotage rates, leviabie under such Act, in the event of such master or other persons not requiring the aid or assistance of a pilot, and to exempt such master or other persons from the payment of such pilotage rates, and to make other provisions in lieu thereof.

And it is further intended by such Act to incorporate the said Dock Commissioners by the name of "The Ipswich Dock Commissioners," with powers to sue and be sued in that name, and to have a common seal.

Dated this ninth day of November, 1846.

Peter Bw. Long,
Solicitor.

Lynn and Ely Railway.

(Extension to Spalding and Holbeach.)

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 construct a railway in extension of the Lynn and Ely Railway as at present authorized to be constructed, with all proper approaches, works, stations, and other conveniences connected therewith, such extension railway commencing in a certain field or garden in the occupation of, and belonging or reputed to belong to William Woodcock, on the west side of the turnpike-road leading from Wisbech to Downham Market, in the parish of Wisbech Saint Peter, in the borough of Wisbech, in the isle of Ely and county of Cambridge, passing thence from, in, through, or into, the several parishes, townships, and extra-parochial or other places of Wisbech Saint Peter, in the borough of Wisbech aforesaid, Wisbech Saint Mary, Leverington, Leverington Saint Leonard, Gorfield Green, Parson Drove, Leverington Parson Drove, Newton, and Tydd Saint Giles, or some of them, in the said Isle of Ely; Tydd Saint Mary, Sutton Saint James, Sutton Saint Edmund, Sutton Saint Mary, Long

Sutton, Gedney, Gedney Hill Chapel, Gedney Fen, Fleet, Holbeach, Whaplode, Whaplode Saint Catherine, Whaplode Drove Chapel, Whaplode Fen, Moulton, Moulton Chapel, Cowbit, Weston, Weston Hill, Pinchbeck, and Spalding, or some of them, in the parts of Holland, in the county of Lincoln, and terminating by means of a junction with the proposed Great Northern Railway, at the turnpike-road leading from Spalding aforesaid to Bourne, in the said parish of Spalding; and also a branch railway, with all proper approaches, works, stations, and other conveniences connected therewith, diverging from the said before-mentioned extension railway, and commencing in or near a certain field in the occupation of Thomas Robinson, and belonging or reputed to belong to William Robinson, on the east side of and adjoining to the public road called "The Fen Gate Road," leading from Moulton to Moulton Chapel, in the said parish of Moulton, otherwise Moulton Chapel, passing thence from, in, through, or into, the several parishes, townships, and extra-parochial or other places of Moulton, Moulton Chapel, Whaplode, Whaplode Saint Catherine, Whaplode Drove Chapel, Whaplode Fen, Fleet, and Holbeach, or some of them, in the parts of Holland, in the county of Lincoln aforesaid, and terminating in or near a certain field in the occupation of John Jeffreys, and belonging or reputed to belong to Christopher Taylor, on the west side of the public road called "Barrington Gate Road," leading from Holbeach to Holbeach Saint John's, in the said parish of Holbeach.

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, townships, and extra-parochial or other places aforesaid, as it may be necessary so to alter, divert, and stop up, for the purposes of such extension and branch railways, and the approaches, works, stations, and conveniences connected therewith respectively, and also to authorize junctions with the proposed Great Northern Railway, and with any railway that may be united to or joined with such extension and branch railways.

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 extension and branch railways, and also for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the said plans, and also for power to vary and extinguish all rights and privileges in any manner connected with the land proposed to be taken for the purposes of such extension and branch railways, 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, du-

plicate plans and sections, describing the line and levels of the said intended extension and 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 also with a published map, with the line of the said intended extension and branch railways delineated thereon, will be deposited for public inspection at the office of the Clerk of the Peace for the said Isle of Ely, at Wisbech; and at the office of the Clerk of the Peace for the parts of Holland, in the said county of Lincoln, at Spalding; and 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 extension and branch railways 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 Soli-
citors for
the Bill.

West Cornwall Railway.

(Branches to St. Ives and Norwayman's Wharf, and Construction and Enlargement of Quays at Hayle.)

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 West Cornwall Railway Company of two branch railways, with all proper works, approaches, and conveniences connected therewith, one of which said branch railways is intended to commence from and out of the line of the West Cornwall Railway, as at present authorised to be made, at or near a certain field numbered 93 in the parish of Saint Erth, in the county of Cornwall, on the plans of the said railway deposited in the year 1845 with the Clerk of the Peace for the said county of Cornwall; to pass 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 Erth, Phillack, Lelant otherwise Uny Lelant, the Harbour of Hayle, and the bed and shores thereof, Hayle Creek, and Hayle or Lelant River, the sea-shore, Towednack, and Saint Ives, all in the said county of Cornwall, and to terminate at or near a certain field or piece of waste ground, numbered 113, in the said parish of Saint Ives, on the plans aforesaid.

And the other of which said branch railways is intended to diverge from the line of the said last-mentioned intended branch railway, at or near a certain field or common numbered 3 on the aforesaid plans, in the parish of Lelant otherwise Uny Lelant aforesaid; to pass 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) Lelant otherwise

Uny Lelant, Phillack, Saint Erth, Hayle Creek, and Hayle or Lelant River, and the sea shore, and to terminate at or near a certain wharf or quay numbered 6, in the said parish of Lelant otherwise Uny Lelant, on the plans aforesaid, and referred to as Norwayman's Wharf in the "West Cornwall Railway Act, 1846."

And it is further intended by such Act to empower the said West Cornwall Railway Company to purchase and enlarge a certain wharf or quay, called Lawyer's Wharf, North Quay, or Carnsew Wharf, and to construct and maintain other quays, wharfs, and landing places, with all proper works and conveniences connected therewith, upon the eastern side of and immediately adjoining the estuary at Hayle, in the said county of Cornwall, all of which said quays, wharfs, landing places, and other last-mentioned works, will be wholly situate within the parishes of Saint Erth and Phillack, or one of them in the county 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 proposed to be purchased or taken for any of the purposes aforesaid, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended branch railways, wharfs, quays, landing-places, and other works, and to confer other rights and privileges.

And it is also intended by such Act to enable the said West Cornwall Railway Company to purchase lands by compulsion or agreement, for any of the purposes aforesaid, and to levy tolls, rates, and duties in respect of the use of the said intended branch railways, quays, wharfs, landing-places, and other works, and to grant certain exemptions from such tolls, rates, and duties, and for the purposes aforesaid it is intended so far as may be necessary to alter, amend, vary, extend, or enlarge the powers and provisions contained in the said "West Cornwall Railway Act, 1846."

And notice is hereby further given, that plans of the said intended branch railways, quays, wharfs, and other works, and of the lands proposed to be taken for the purposes thereof, and sections shewing the levels of the said intended branch railways, quays, and wharfs, and of the lands proposed to be taken for the purposes thereof, together with a map shewing the general course and direction of such branch railways, and 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 Cornwall, at his office in St Austell, and that a copy of so much of the said plans, sections, and

books of reference as relates to each of the parishes in or through which the said intended branch railways, quays, wharfs, 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 this 7th day of November, 1846.
Edwards, Mason, and Co., London, } Solicitors for
Grylls and Hill, Helston } the Bill.

Lynn and Ely Railway,
 Extension to Bury Saint Edmund's.

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 construct a railway, with all proper approaches, works, stations, and other conveniences connected therewith, such railway commencing by a junction with the Eastern Counties Railway, at the Ely station of that railway, in the parish of Ely Trinity, or Ely Saint Mary, or Ely Trinity and Ely Saint Mary, or one of them, in the Isle of Ely, and county of Cambridge, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Ely Trinity, Ely Saint Mary, Ely Trinity and Ely Saint Mary, Ely College, Stuntney, Chetisham, Thetford, and Stretham, or some of them, in the Isle of Ely and county of Cambridge; and Barroway, Soham, Fordham, Isleham, and Freckenham, or some of them, in the county of Cambridge; and Freckenham, Worlington, Holywell Row, Beck Row, West Row, Mildenhall Saint Andrew, Barton Mills otherwise Little Barton otherwise Barton Parva, Tuddenham, Icklingham Saint James, Icklingham All Saints, Lackford, Cavenham, Chimney Mill, Flempton, Hengrave, West Stow, Fornham All Saints, Bury Saint James, and Bury Saint Edmund's, or some of them, in the county of Suffolk; and terminating by means of a junction with the proposed Ipswich and Bury Saint Edmund's Railway, at or near the public road leading from Bury Saint Edmund's to Thetford, in the said parish of Bury Saint James; and also two branch railways, with all proper approaches, works, stations, and other conveniences connected therewith, to be wholly situate in the said parish of Bury Saint James, the first of such branch railways commencing by means of a diversion from the said proposed railway from Ely to Bury, in a field belonging or reputed to belong to the Rev. Henry Thomas Thompson, and in the occupation of Benjamin Thompson, and terminating near a certain street called Saint Andrew Street, in the said parish, and the other of such branch railways commencing by means of a diversion from the said proposed railway from Ely to Bury, near its termination, and terminating in a certain other field belonging or reputed to belong to the said Rev. Henry Thomas Thompson, and in the occupation of the said Benjamin Thompson.

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, townships, and extra-parochial or other places aforesaid as it may be necessary so to alter, divert, and stop up for the purposes of such railway and branch railways, and the approaches, works, stations, and conveniences connected therewith respectively; and also to authorise junctions with the proposed Ipswich and Bury Saint Edmund's Railway, and with any railway that may be united to or joined with such railway and branch railways.

And notice is hereby also given, that it is intended to apply for power to levy tolls, rates, and duties for the use of the said railway and branch railways, and also for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the said plans; and also for power to vary and extinguish all rights and privileges in any manner connected with the land proposed to be taken for the purposes of such railway and branch railways, 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 railway and 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 owner, lessees, or reputed lessees, and occupiers of such lands, and together also with a published map with the line of the said intended railway and branch railways delineated thereon, will be deposited for public inspection at the office of the Clerk of the Peace for the said Isle of Ely, at Wisbech; and at the office of the Clerk of the Peace for the said county of Cambridge, at Cambridge; and at the office of the Clerk of the Peace for the said county of Suffolk, at Bury Saint Edmund's aforesaid; 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 railway and branch railways 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. } Joint Soli-
Rooper, Birch and Ingram,
 68, Lincoln's Inn Fields, London. } citors for
 the Bill.

Chard Canal and Railway Company,
Extension of Railway from Ilminster to Chard, and
Amalgamation with the Bridgewater and Taunton
Canal and Stolford Railway and Harbour
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 several Acts following, that is to say, an Act passed in the fourth year of the reign of his late Majesty King William the Fourth, intituled "An Act for making a Navigable Canal from the Bridgewater and Taunton Canal in the parish of Creech Saint Michael in the county of Somerset, and terminating in the parish of Chard in the same county, with a collateral cut therein described," an Act passed in the third year of the reign of her present Majesty, intituled "An Act to enable the Chard Canal Company to raise further monies and to amend the Act relating to the same canal," an Act passed in the fourth year of the reign of Her present Majesty, intituled "An Act to amend the Acts relating to the Chard Canal," an Act passed in the ninth and tenth years of the reign of her present Majesty, intituled "An Act to enable the Chard Canal Company to convert into a railway the portion of the Chard Canal from Creech Saint Michael to Ilminster, all in the county of Somerset," an Act passed in the fifty-first year of the reign of his late Majesty King George the Third, intituled "An Act for making a Navigable Canal from the River Avon, at or near Morgan's Pill, in the Parish of Easton in Gordano, otherwise Saint George's, in the county of Somerset, to or near the River Tone, in the parish of Saint James in Taunton in the said county, and a certain Navigable Cut therein described:" an Act passed in the fifth year of the reign of his late Majesty King George the Fourth, intituled "An Act to Abridge, Vary, Extend, and Improve the Bristol and Taunton Canal Navigation, and to alter the powers of an Act of the fifty-first year of his late Majesty, for making the said Canal:" an Act passed in the second year of the reign of his late Majesty King William the Fourth, intituled "An Act to explain and Amend two Acts of the Fifty-first year of his late Majesty King George the Third, and the fifth year of his late Majesty King George the Fourth, relative to the Bridgewater and Taunton Canal Navigation:" an Act passed in the seventh year of the reign of his late Majesty King William the Fourth, intituled "An Act to Enable the Company of Proprietors of the Bridgewater and Taunton Canal Navigation to continue the Line of the Canal below the town of Bridgewater, and for varying the powers of the several Acts relative to the said Canal:" and an Act passed in the ninth and tenth years of the reign of her Majesty Queen Victoria, intituled "An Act to Enable the Bridgewater and Taunton Canal Company to make a Railway from Bridgewater to the Bristol Channel, at or near Stolford, in the County of Somerset, with Branches therefrom; and to make a harbour at or near Stolford:" an Act passed in the tenth and eleventh years of the reign of King William the Third, intituled "An Act for making and keeping the River Tone

Navigable from Bridgewater to Taunton, in the county of Somerset;" an Act passed in the sixth year of the reign of Queen Anne, intituled "An Act for more effectually making and keeping the River Tone Navigable from Bridgewater to Taunton, in the county of Somerset;" an Act passed in the forty-fourth year of the reign of King George the Third, intituled "An Act for explaining and Amending two Acts passed in the tenth and eleventh years of King William the Third and the sixth year of Queen Anne, for making and keeping Navigable the River Tone from Bridgewater to Taunton, in the county of Somerset;" in which said Bill it is intended to apply for powers to make and maintain a branch or extension railway, with all necessary and convenient stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith, to commence by a junction with the said railway authorised to be made by the said Chard Canal Company, or the Chard Canal and Railway Company, in a certain field in the parish of Ilminster, in the county of Somerset, numbered 46a in the said parish of Ilminster, in the plans of the said last-mentioned railway, deposited on the thirtieth of November, 1845, with the Clerk of the Peace for the county of Somerset, and to terminate in a certain pasture-field in the parish of Chard, in the county of Somerset, in the occupation of Jonathan Hecks, situate on the eastward side of and adjoining an occupation road, leading from the turnpike road between Chard and Crewkerne to certain cottages and factory in the occupation of Benjamin Chaffey, Robert White, Alexander Cooke, William Cooke, and William Darby; 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) Abdick and Bulstone Hundred, Horton, Winterhay, Ilminster, Ilminster Town Tithing, Hilcombe, Ilminster Church Tithing, Donyatt, Crock Street, Cricket Malherbie, Sea, South Petherton Hundred, Dowlish Wake or East Dowlish, West Dowlish, Knowle, otherwise Knowle Saint Giles, Hornbury, Nimmer, Chaffcombe, East Kingsbury Hundred, Street, Leigh, Coombe Saint Nicholas, Ham, Watford, Clayhanger, Betham, Chard, Borough of Chard, Old Town, Old Chard, South Chard, Chilson, Perry Street, Chard Land, otherwise Crim-Chard, Forton, and Tatworth, in the county of Somerset; or to make a portion or portions of such branch or extension railway, and which said branch or extension railway and works, are intended to form part of the undertaking of the Chard Canal and Railway Company. And it is also intended to apply for powers to make lateral deviations from the line of the said branch or extension 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, rivers, streams, canals, sewers, pipes, navigations, bridges, railways, and tramroads, and particularly the said Chard Canal Navigation, and works connected therewith, or some part or parts thereof respectively, 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 branch or extension railway and works.

And notice is hereby further given, that a plan of the said branch or extension railway 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 proposed branch or extension railway delineated thereon, will be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office at Taunton, in the said county, on or before the thirtieth day of November, 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, houses, hereditaments, and property, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, hereditaments, and property proposed to be purchased and taken for the purposes aforesaid, and also to levy tolls, rates, or duties, upon or in respect of the said branch or extension 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 apply for powers to enable the said Chard Canal and Railway Company to raise further capital for all or any of the purposes of the said Bill and of their said undertaking, and also to enable the said Chard Canal and Railway Company to lease, sell, or transfer to the Bridgewater and Taunton Canal and Stolford Railway and Harbour Company, and to empower the said last-mentioned Company to rent, purchase, or take the Canal belonging to the said Chard Canal and Railway Company, called the Chard Canal, and also their said authorised railway and the said proposed branch, or extension thereof, and all and every the rights, titles, interests, powers, privileges, authorities, lands, hereditaments, buildings, property, estates, and effects, belonging to the said Chard Canal and Railway Company, or any part of the same, and the tolls thereof, respectively; and also to delegate to the said Bridgewater and Taunton Canal and Stolford Railway and Harbour Company, and to enable the said last-mentioned Company to take upon themselves the execution of all or any of the powers of the said Acts relating to the said Chard Canal and Railway Company and of the said intended Bill, and to enable the said Chard Canal and Railway Company to enter into mutual arrangements with the said Bridgewater and Taunton Canal and Stolford Railway and Harbour Company, for carrying out the purposes and objects of the said Chard Canal and Railway Acts and of the proposed Bill, or any of them, or for or in respect

of the traffic passing, or which may pass on the said Chard Canal Navigation and works, and the said authorised railway, and the said proposed branch or extension railway and works, or any part thereof respectively; and to authorise the said Bridgewater and Taunton Canal and Stolford Railway and Harbour Company, out of their corporate or other funds, to take shares in, and subscribe for or towards the maintaining, working, and using the said canal and works connected therewith, and the making, maintaining, working, and using the said authorised railway and proposed branch or extension railway and works, or any part thereof, and to purchase, take on lease, rent, or work the said canal and works connected therewith, and to purchase, take on lease, rent, work, and construct, the said authorised railway and proposed branch or extension railway and works, or any part of the same respectively, and to take tolls and duties upon, or in respect of the said canal and works, the said authorised railway and proposed branch or extension railway and works respectively, and to guarantee to the said Chard Canal and Railway Company such interest or profit upon their outlay as may be agreed upon, and to enable the said Bridgewater and Taunton Canal and Stolford Railway and Harbour Company, to raise money by shares, mortgage, or otherwise for the purposes aforesaid, or some of them; and also to enable the said Chard Canal and Railway Company, to stop up, discontinue and relinquish, all, or any portion or portions of the Chard Canal Navigation and works, and to use all, or any portion or portions thereof respectively for the purposes of the said authorised railway, branch or extension railway and works, or either of them; and also to enable the said Bridgewater and Taunton Canal and Stolford Railway and Harbour Company to maintain, manage, and work the said Chard Canal Navigation and Works, or any portion or portions thereof respectively, and to levy and raise the tolls, rates, and duties, which are authorised to be levied and raised for and in respect of the use of the Chard Canal Navigation and works respectively, which said Chard Canal Navigation and the works, lands, and hereditaments belonging thereto, is and are situate in the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Andersfield Hundred, Creech Saint Michael, Court Barton, Taunton, and Taunton Dean Hundred, Ruishton, or Riston, Henlade, North Curry Hundred, North Curry, North Curry Tithing, Thorne Falcon or Thorne Parva, Lilledon, Wrantage, Newport, Abdick and Bulstone Hundred, Curry Mallet, Crimson Hill, Beer Crombe, Isle Abbots, Clayhanger, Isle Abbots Tithing, Stewley, Ashill, Merryfield, White Lackington, Ilton, Broadway, Broadway Tithing, Horton, Winterhay, Iminster, Iminster Town Tithing, Hilecombe, Iminster Church Tithing, Donyatt, Crock-Street, Cricket-Malherbie, South Petherton Hundred, Dowlish Wake or East Dowlish, West Dowlish, Knowle, otherwise Knowle Saint Giles, Hornbury, Nimmer, Chaffcombe, East Kingsbury Hundred, Street, Leigh, Coombe Saint Nicholas, Ham, Watford, Clayhanger, Betham, Chard, Bo-

rough of Chard, Old Town, Old Chard, Perry Street, and Chard-Land otherwise Crim-Chard, in the county of Somerset.

And it is further proposed by the said Bill to authorise the union and amalgamation of the said Chard Canal and Railway Company with the said Bridgewater and Taunton Canal and Stolford Railway and Harbour Company, upon such terms and conditions as may be mutually agreed upon, and to authorise the amalgamated Company to use and exercise all and every the powers and privileges granted by the said several Acts, any or either of them and the powers to be granted by the said proposed Bill and to use and work the said canals, harbour, railways, proposed railway, and works respectively, and to take tolls, rates, and duties, upon or in respect thereof respectively.

Dated the fifth day of November, 1846.

Isaac Cooke and Sons, Bristol.

Holborn-hill, Snow-hill, and Farringdon-street Viaduct 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 or Bills for the improvement of the thoroughfare from Holborn-hill, across Farringdon-street, and along Skinner-street, to Snow-hill, by making and maintaining a viaduct archway or archways, bridge or bridges, together with all proper and necessary bridges, approaches, and other works, communications, erections, and conveniences connected therewith, commencing in Skinner-street, at or near to the South end of Snow-hill, in the parish of Saint Sepulchre, in the city of London, and county of Middlesex, or one of them, and terminating on Holborn-hill, at or nearly opposite to Ely-place, in the parish of Saint Andrew, Holborn, in the said city of London and county of Middlesex, or one of them, or the parish of Saint Andrew, Holborn, in the liberty of Saffron-hill, Hatton-garden, and Ely-rents, in the said county of Middlesex; and erecting and maintaining houses, shops, and other erections and buildings upon, under, or contiguous to the said viaduct, archway or archways, bridge or bridges, or otherwise in connexion with the said undertaking; and which said intended viaduct and works will pass, or be made from, in, through, or into the several parishes, and extra-parochial, and other places following, or some of them, (that is to say) Saint Andrew, Saint Andrew Holborn, Saint Sepulchre, Saint Bride, otherwise Saint Bridget, Saint Bride, Saint Brides, Saint Bridget, and Saint Dunstan, all in the city of London, Saint Andrew, Saint Andrew Holborn, the liberty of Saffron-hill, Hatton-garden, and Ely-rents, and Ely-place, Saint Sepulchre, and Saint Dunstan, all in the county of Middlesex; and Saint Andrew, Saint Andrew Holborn, Saint Sepulchre, and Saint Dunstan, all in the city of London, and county of Middlesex, or one of them.

And notice is hereby also given, that duplicate plans and sections of the said proposed works, with books of reference threeto, will be deposited for public inspection, on or before the thirtieth day of November instant, with the Clerk of the Peace for

the said county of Middlesex, at his office at Clerkenwell Sessions-house, Clerkenwell-green, in the said county. And also with the Clerk of the Peace for the said city of London, at his office at the Sessions-house, Old Bailey, in the said city. 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 several parishes aforesaid, from, in, through, or into which the said works, or any part of them, are intended to be made, together with a book of reference, will be deposited with the parish clerk of each of such parishes, at his or her place of abode.

And notice is hereby also given, that it is intended to apply to Parliament, for power to cross, divert, widen, or otherwise alter or stop up, whether temporarily or permanently, all such streets, parish roads, and other highways and public places, streams, and sewers; and to take up, remove, or divert, whether temporarily or permanently, all such water-pipes, gas-pipes, and other works within the parishes, liberties, extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, widen, alter, stop up, take up, or remove, for the purposes of the said viaduct, archway or archways, bridge or bridges, erections and buildings, or any of them, or the works and conveniences connected therewith; and also powers to sell or lease all or any of such houses, shops, and other erections and buildings as aforesaid. And also powers to sell or lease such viaduct, archway or archways, bridge or bridges, to the corporation of the City of London, or to any other corporation or corporations, or to any person or persons whatsoever; and to enable any such corporation or corporations to purchase or rent the same, and to exercise all powers and authorities, to be conferred by the said Bill or Bills, in connexion with the said undertaking; and to enter into such arrangements as may seem expedient.

And notice is hereby further given, that it is intended by the said Bill or Bills, to incorporate a Company, for the purpose of carrying into effect the proposed works, and to apply for powers for the compulsory purchase of lands, houses, tenements, and hereditaments (including a portion of the churchyard of the parish of Saint Andrew Holborn, aforesaid), necessary for the making and completion of the said undertaking; and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments proposed to be taken for the purposes aforesaid, or which would in any manner impede or interfere with the object aforesaid. And also to enable the said Company to raise money for the purpose of executing the said works, and to levy tolls, rates, and duties upon or in respect of the said viaduct, archway or archways, bridge or bridges, and works; and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

Dated this seventh day of November, 1846.

*Carritt and Osgood, 5, Guildhall Chambers,
Basinghall-street, Solicitors for the said Bill.*

Ambergate, Nottingham, and Boston, and
Eastern Junction Railway

Alteration of Line and Branches into or near the
town of Nottingham.

NOTICE is hereby given, that application will be made to Parliament in the next session for leave to bring in a Bill to alter, amend, and enlarge the provisions of an Act passed in the last session of Parliament, intituled "The Ambergate, Nottingham, and Boston, and Eastern Junction Railway Act, 1846," and to enable the Company incorporated by such Act to make and maintain, in connexion with the said Ambergate, Nottingham, and Boston, and Eastern Junction Railway, the following new lines of railway, with all necessary approaches, communications, stations, and other works connected therewith, that is to say, a new line of railway (in substitution of a portion of the said Ambergate, Nottingham, and Boston, and Eastern Junction Railway, as at present authorised) commencing by a junction with the Nottingham and Mansfield Branch of the Midland Railways, in the extra-parochial place called King's Meadows, within the liberty of the castle of Nottingham, in the county of Nottingham, passing thence through and into the several parishes, townships, and extra-parochial places following, or some of them, (that is to say) Saint Mary, Saint Nicholas, and Saint Peter, in the town and county of the town of Nottingham; King's Meadows, Willford, West Bridgeford, Gamston, Adbolton, Holme Pierrepont, Holme Lane, Basingfield, Lamcote, and Radcliffe, otherwise Ratcliffe-upon-Trent, in the county of Nottingham; and terminating in the said last-mentioned parish by a junction with the Ambergate, Nottingham, and Boston, and Eastern Junction Railway, as now authorised, in a field numbered 66 on the deposited plans of such railway referred to in the said recited Act; and it is intended to abandon the formation of so much of the line of the said Ambergate, Nottingham, and Boston, and Eastern Junction Railway, which will be rendered unnecessary by the construction of the before-mentioned new or substituted line of railway, and which said portion of railway so intended to be relinquished, is that which on the before-mentioned deposited plans is referred to as "The Alternative Line No. 1."

A branch railway, with all necessary approaches, communications, stations, and other works connected therewith, commencing by a junction with the proposed Nottingham and Mansfield branch of the Midland Railways, in the said extra-parochial place called King's Meadows, passing thence through and into the several parishes, townships, and extra-parochial places following, or some of them, that is to say, King's Meadows, the liberties of the castle of Nottingham, the Duke's Wharf, Spaw Close, Brewhouse Yard, Fish Pond Gardens, and Nottingham Park; in the county of Nottingham, Saint Mary, Saint Peter, and Saint Nicholas, in the town and county of the town of Nottingham, and terminating at or near the wharf, warehouses, and other premises belonging to the Nottingham Canal Company, on the north side of such canal, in the said parishes of Saint Mary and Saint Peter, or one of them.

Also a railway, with all necessary approaches, communications, stations, and other works connected therewith, commencing by a junction with the first-mentioned proposed Railway in the said parish of Saint Mary, passing thence through and into the said parishes of Saint Mary and Saint John the Baptist, and terminating in the said parish of Saint Mary, in the Meadows, called the West Croft Meadows, by a junction with the Nottingham and Lincoln Railway, near the point where such railway crosses the turnpike-road called the Flood Road.

Also a short line of railway to connect the said last-mentioned proposed railway and the before-mentioned proposed substituted line of railway, commencing from and out of the said proposed railway, to unite with the Nottingham and Lincoln Railway, and terminating by a junction with the said substituted line of railway, at or near the meadows called the Nottingham Meadows, which said short or connecting line of railway will be situate wholly in the said parish of Saint Mary.

And in the said Bill powers will be applied for to deviate from the line or lines laid down on the plans after mentioned to the extent thereon defined and to alter, divert, or stop up, whether temporarily or permanently, all such turnpike-roads, aqueducts, canals, navigations, and railways, as it may be necessary to alter, divert or stop up, for the purposes of such new lines of railway 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 plans after mentioned, and also for power to levy tolls, rates, and duties for the use of the said new lines of railway, and to grant certain exemptions from such tolls, rates, and duties, and for power to vary and extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections, describing the lines and levels of the said new lines of railway, and the lands, houses, and other property to be taken for the purposes thereof, with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, together with a published map, whereon the general course or direction of the said lines of railway will be delineated, will on or before the thirtieth day of this instant November be deposited for public inspection at the respective offices of the Clerks of the Peace for the county of Nottingham, at Newark-upon-Trent, and for the town and county of the town of Nottingham, at Nottingham; 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 before named, in or through which the said new lines of railway will pass or be situate, will be deposited for public inspection with the respective parish clerks of such parishes at their respective places of abode.

Dated this ninth day of November 1846.

Dyson and Co., 24, Parliament Street,
Parliamentary Agents.

Caledonian Railway
(Branches to Canobie, Langholm, Longtown
Milton, Annan, and Dumfries, with Side
Branches) Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill or Bills to alter, amend, and enlarge the powers and provisions of the Caledonian Railway Act, 1845, and to enable the Caledonian Railway Company to make and maintain the following branch railways, or one or more of them, and proper works and conveniences connected therewith, that is to say, First, a branch railway from the Caledonian Railway, at a point in the parish of Kirk Andrews upon Esk, on the south side of the river Sark, near to where the said railway crosses the said river, to a point at or near Canobie Colliery, in the parish of Canobie, and county of Dumfries, where the said branch is intended to terminate; with a branch railway from the said branch railway, at a point in the parish of Canobie, between the rivers Esk and Liddel, near Hollinhirst, to a point at or near the town of Langholm, in the parish of Langholm, and county of Dumfries, where the said branch railway is intended to terminate; with a connecting branch railway from the branch railway first above described, at a point at or near to Newton, in the parish of Canobie, to and to communicate with the branch railway last described, at a point at or near to Canobie Kirk, in the same parish, where the said branch railway is intended to terminate; and three side branches from the branch railway first described—one thereof from a point at or near to Smalmston, in the parish of Kirk Andrews upon Esk, to a point at or near to the town of Longtown, in the parish of Arthuret, where the said side branch is intended to terminate; another of the said side branches from a point in the parish of Arthuret, near the eastern boundary of the farm of Bush to a point on the side branch last described, at or near where the same crosses the river Esk, at which point the said side branch is intended to terminate; and the third of the said side branches from a point at or near Blackbank School-house, in the parish of Kirk Andrews upon Esk, to and to communicate with the Caledonian Railway, at a point at or near to Mossband Hall, in the same parish, at which point the said side branch is intended to terminate; which intended branch railways, side branches, and works connected therewith, will be situate in, or will pass from, through, or into the parishes and townships following, or some of them, that is to say, the parish of Kirk Andrews upon Esk, and the townships of Kirk Andrews Middle, Kirk Andrews Nether, Moat, and Nichol Forest Chapelry, the parish of Arthuret, and the townships of Breconhill, Lyneside, Longtown, and Netherby, all in the county of Cumberland, and the parishes of Canobie and Langholm, in the county of Dumfries. Second, a branch railway from the Caledonian Railway, at a point at or near to Crookdyke Farm-house, in the parish of Rockliffe and county of Cumberland, to a point at or near the town of Longtown, in the parish of Arthuret, in the county last named, where the said branch railway is intended to ter-

minate, and where it is also intended to communicate with the first of the side branches above described; which intended branch railway, and works connected therewith, will be situate in, or will pass from, through, or into, the parishes and places following, or some of them, that is to say, the parish of Rockliffe, and the townships of Churchtown Quarter and Castletown Quarter, the parish of Kirkclinton, and the townships of Hethersgill, Middle Quarter, and Westlinton, the parish of Arthuret, and the townships of Breconhill, Lyneside, Longtown, and Netherby, and the parish of Kirk Andrews upon Esk, and the townships of Kirk Andrews Middle, Kirk Andrews Nether, Moat, and Nichol Forest Chapelry, all in the county of Cumberland. Third, a branch railway from a point at or near the town of Longtown aforesaid, to, and to communicate with, the Newcastle and Carlisle Railway at a point in the parish of Brampton near to Milton Village, where the said branch railway is proposed to terminate; which branch railway last described, and works connected therewith, will be situate in, or pass from, through, or into, the parishes and places following, or some of them, that is to say, the parish of Arthuret, and the townships of Breconhill, Lyneside, Longtown, and Netherby, the parish of Kirkclinton, and the townships of Hethersgill, Middle Quarter, and Westlinton, the parish of Scaleby, and the townships of Scaleby-east and Scaleby-west, the parish of Irthington, and the townships of Irthington, Laversdale, Newby, and Newton, the parish of Brampton, and the townships of Brampton, Easby, and Naworth, the parish of Farlam, and the townships of Farlam-east and Farlam-west, and the extra-parochial place of Midgeholm, all in the county of Cumberland. Fourth, a branch railway from the Caledonian Railway, at a point near the village of Ecclefechan, in the parish of Hoddam, and county of Dumfries, to a point at or near the town of Annan, in the parish of Annan, and county of Dumfries, where the said branch is intended to terminate, and to join and communicate with the line of the Glasgow, Dumfries, and Carlisle Railway, with a side branch from the branch railway last mentioned, at a point on the farm of Limekilns, in the parish of Annan, to the Kellhead Limestone Quarries, in the parish of Cummertrees, where the said side branch railway is intended to terminate; which branch railway, and side branch last described, and works connected therewith, will be situate in, or will pass from, through, or into the parishes and royal burgh following, or some of them, that is to say, the parishes of Hoddam, Annan, and Cummertrees, and the royal burgh of Annan, all in the county of Dumfries. Fifth, a branch railway from the Caledonian Railway at a point at or near Dalmakeddar, in the parish of Applegarth, to a point in the town of Dumfries, at or near the junction of New Market Street with English Street, where the said branch railway is intended to terminate; with a connecting branch railway from the branch railway last mentioned, at a point near the termination thereof in the town of Dumfries, to join and communicate with the Glasgow, Dumfries, and Carlisle Railway, at a point within the parish of Dumfries, near the

point where the said railway crosses the turnpike-road leading from Dumfries to Edinburgh, where the said branch railway is intended to terminate; which branch railway and connecting branch railway last described, and works connected therewith, will be situate in, or will pass from, through, or into the parishes and royal burghs following, or some of them, that is to say, the parishes of Applegarth, Johnstone, Kirkmichael, Tinwald, Dumfries (including Saint Michael's of Dumfries and New Church of Dumfries), and the royal burghs of Lochmaben and Dumfries, all in the county of Dumfries.

And notice is also given, that plans and sections describing the lines and levels of the aforesaid intended works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the thirtieth day of November current, be deposited for public inspection in the office in Dumfries of the principal sheriff clerk of the county of Dumfries, and at the office in Carlisle of the clerk of the peace for the county of Cumberland; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the said parishes and royal burghs before specified, will also, on or before the thirtieth day of November current, be deposited for public inspection as follows, that is to say, so far as relates to such of the said parishes as are situate in the county of Dumfries, with the schoolmaster, and if there be no schoolmaster, with the session-clerk of each such parish, at the place of abode of such schoolmaster or session-clerk; and in so far as relates to such of the said parishes as are situate in the county of Cumberland, with the parish clerks of each of the said parishes respectively, at the place of abode of such parish clerk; and in so far as relates to the royal burghs of Annan, Dumfries, and Lochmaben, with the respective town clerks of the said burghs, at their respective offices in these burghs.

And notice is farther given, that it is intended by the said Bill or Bills to take power to deviate in the construction of the several works before set forth from the lines delineated on the said plans intended to be deposited as aforesaid, to such an extent as will be defined on the said plans; and also to alter and divert such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and watercourses, as it may be necessary or expedient to alter or divert for the purpose of making, maintaining, and using the several works before set forth, or any portion thereof, or any of the conveniences connected therewith.

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

tenance or use thereof, and to confer other rights and privileges; and also to take power to the Caledonian Railway Company to levy tolls, rates, and duties, on and for the use of the said branch railways and other works before set forth; and it is intended by the said Bill or Bills to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; and it is also intended to take power to the Caledonian Railway Company to raise money for the several purposes aforesaid by the creation of additional stock, or otherwise; and it is farther intended by the said Bill or Bills to empower the magistrates and town councils of the royal burghs of Dumfries, Annan, and Lochmaben, respectively, to make and carry into effect such arrangements with the Caledonian Railway Company as may be mutually agreed upon in relation to the dues and customs leviable by the said magistrates and town councils upon goods, cattle, matters, and things passing upon the said intended branch railways, or on the main line of the Caledonian Railway, from, into, or through the said royal burghs respectively; and to lease such dues and customs to the said company, or to compound the same for the payment of a fixed or annual sum, and empower the said company to make and carry into effect such arrangements; and if it shall be so arranged, to empower the said company to levy and recover the said dues and customs.

Edinburgh, 6th November, 1846.

Hope, Oliphant and Mackay,

W.S., Edinburgh.

G. G. Mounsey, Solicitor, Carlisle.

John Jackson, Writer, Dumfries.

Grahame, Weems, and Grahame,

30, Great George Street, Westminster.

Shrewsbury and Chester Railway.

New Branches to Llangollen, Mold, Buckley Colliery, Leeswood, Argoed, and the City of Chester, and for Station-room and other conveniences in the City of Chester.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts to authorize the construction and maintenance of the several railways hereinafter described, or some or one of them, or some part or parts thereof respectively, together with all proper works and conveniences connected therewith respectively; that is to say, a branch railway commencing by a junction with the line of the Shrewsbury and Chester Railway, as at present authorized to be made, at or near a field, number 117, in the parish of Ruabon, in the county of Denbigh, on the Parliamentary plans of the North Wales Mineral Railway Extension, and to pass through or into the several townships, parishes, and places of Christionydd Kenrick, Coed Christionydd Ruabon, Trevor Ucha, Trevor Issa, and Llangollen, in the said county of Denbigh, and to terminate at or near a field known by the name of "Cae Pant," in Llangollen aforesaid, now in the occupation of Alexander Reid.

Also another branch railway commencing by a junction with the line of the said Shrewsbury and

Chester Railway, at or near a field, number 5a, in the parish of Dodleston, in the county of Chester, on the Parliamentary plans of the North Wales Mineral Railway, and to pass through or into the several townships, parishes, and places of Dodleston, Dodleston, Higher Kinnerton, and Lower Kinnerton, in the said county of Chester, Dodleston, Dodleston, Higher Kinnerton, Lower Kinnerton, Hope, Hope, Hope Owen, Hawarden, Bannel, Mold, Hartsheath, Bistre, Mold, Argoed, and Leeswood, in the county of Flint, and to terminate at or near a field known by the name of "The Field," in the parish of Mold aforesaid, now in the occupation of John Catherall.

Also another branch railway, commencing by a junction with the secondly hereinbefore mentioned branch railway, at or near a field called "Bistre Meadow," in the said parish of Mold, in the occupation of John Jones, and to pass through or into the several townships, parishes, and places of Bistre, Hartsheath, Argoed, Mold, Mold, Ewloe, Ewloe Wood, and Hawarden, in the said county of Flint, and to terminate at or near the Buckley Colliery, in the parishes of Hawarden and Mold aforesaid, or one of them.

Also another branch railway also commencing by a junction with the said secondly hereinbefore mentioned branch railway, at or near a field called "The Park Field," in the said parish of Mold, in the occupation of William Hancock, and to pass through or into the several townships, parishes, and places of Mold, Mold, Hartsheath, Bistre, and Leeswood, in the said county of Flint, and to terminate at or near a field called "Coed Caer Bont," in the said township of Leeswood, in the said parish of Mold, in the occupation of Charles Phillips.

Also another branch railway also commencing by a junction with the said secondly hereinbefore mentioned branch railway, at or near a field called "The Lord's Meadow," in the said parish of Mold, in the occupation of Thomas Wightwick, and to pass through or into the several townships, parishes, and places of Mold, Argoed, and Mold, in the said county of Flint, and to terminate at or near a field called "Ugain Cover," in the said township of Argoed, in the said parish of Mold, in the occupation of John Catherall.

Also another branch railway, commencing by a junction with the line of the Chester and Holyhead Railway, at or near a field, number 19, in the parish of Saint Oswald, in the city of Chester and county of the same city, on the Parliamentary plans of the said Chester and Holyhead Railway, and to pass through or into the said parish of Saint Oswald, in the said city of Chester and county of the same city, and to terminate at or near to a house called the "Railway Inn," in the occupation of Mary Avison, in the said parish of Saint Oswald, in the said city of Chester and county of the same city.

Also another branch railway, commencing by a junction with the line of the Chester and Birkenhead Railway, at or near a field, No. 8, in the said parish of Saint Oswald, in the said city of Chester and county of the same city, on the Parliamentary plans of the said Chester and Birkenhead Railway, and to pass through or into the said parish

of Saint Oswald, and to terminate at or near to a house called the "Railway Inn," in the occupation of Mary Avison, in the said parish of Saint Oswald, in the said city of Chester and county of the same city.

And it is also proposed to take powers by the said intended Act or Acts to stop up, alter, and divert, within the several parishes, townships, and places aforesaid, or any of them, all such turnpike-roads, highways, sewers, pipes, aqueducts, canals, streams, rivers, and railways, as it may be necessary to stop up, alter, or divert, for the purposes of constructing, maintaining, or using the said intended railways, or any of them.

And it is also intended by the said Act or Acts to enable the Shrewsbury and Chester Railway Company to make the said several railways, or any of them, and to raise such capital as may be necessary for the purpose, and to take powers for the purchase of lands, by compulsion or agreement, for the purposes thereof respectively; and also to take powers for the purchase of other lands, by compulsion or agreement, for the purposes of station room, depôt, work-shops, sheds, and other conveniences, in the parish of Saint John the Baptist, in the said city of Chester and county of the same city, and to levy tolls, rates, and duties, in respect of the use thereof 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 and 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 objects aforesaid, or any of them, and to confer other rights and privileges.

And for the purposes aforesaid it is intended to alter, amend, enlarge, and explain the powers and provisions of the several Acts following, relating to the Shrewsbury and Chester Railway Company, that is to say, an Act passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for making a railway from the river Dee, in the county of the city of Chester, to Wrexham, in the county of Denbigh, to be called The North Wales Mineral Railway:" another Act passed in the eighth and ninth years of the reign of Her said present Majesty, intituled "An Act to authorize the North Wales Mineral Railway Company to extend their line to Ruabon, and to make a branch railway from Rhos Robin to Minera, and to raise additional capital for those purposes:" another Act, passed in the eighth and ninth years of the reign of Her said present Majesty, intituled "An Act for making a railway from Shrewsbury, in the county of Salop, to Ruabon, in the county of Denbigh, to be called the Shrewsbury, Oswestry, and Chester Junction Railway:" another Act, passed in the ninth and tenth years of the reign of Her said present Majesty, intituled "An Act to authorize the North Wales Mineral Railway Company to make certain branches, and also to make a deviation in their present line of railway:" another Act, passed in the ninth and tenth years of the reign of her said present Majesty, intituled "An Act to authorize the Shrewsbury, Oswestry, and Chester Junction

Railway Company to make railways to Crickheath and Wem, and to raise additional capital for that purpose:" another Act, passed in the ninth and tenth years of the reign of Her said present Majesty, intituled "An Act to authorize the Shrewsbury, Oswestry, and Chester Junction Railway Company to make an extension into Shrewsbury, and certain alterations and deviations in their line of railway:" and another Act, passed in the ninth and tenth years of the reign of Her said present Majesty, intituled "An Act for the consolidation of the Shrewsbury, Oswestry, and Chester Junction and the North Wales Mineral Railway Companies."

And notice is hereby further given, that plans and sections, describing the line and levels of the said intended branch railways respectively, and the lands to be taken for the purposes thereof respectively, and also for the said station room, depot, workshops, sheds, and other conveniences, 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 Denbigh, at his office in Ruthin; with the clerk of the peace for the county of Flint, at his office in Mold; with the clerk of the peace for the county of Chester, at his office in the city of Chester; and with the clerk of the peace for the city of Chester, and county of the same city, at his office in the city of Chester aforesaid. 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 branch railways respectively are intended to pass or be made, and of the said land to be taken for station room, depot, workshops, sheds, and other conveniences, will also be deposited on or before the said thirtieth day of November instant, with the parish clerks of such parishes respectively at their respective residences.

Dated this ninth day of November, 1846.

Henry Kelsall,
Solicitor.

Caledonian Railway

(Extension of Motherwell Branch of Clydesdale Junction Railway to Auchinheath Mineral Field; with Branches to the Wishaw and Coltness Railway; Canderside, and Hamilton) Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in next session, for leave to bring in a Bill or Bills to alter, amend, and enlarge the powers and provisions of the Caledonian Railway Act, 1845, and to enable the Caledonian Railway Company to make and maintain the following railways, or one or more of them, and proper works and conveniences connected therewith; that is to say, a railway from the Motherwell Branch of the Clydesdale Junction Railway, at a point in the parish of Hamilton at or near the village of Motherwell, to the Auchinheath Mineral Field, at a point at or near Connellholm, in the parish of Lesmahagow, where the said railway is proposed to terminate; with a connecting

branch railway from the said intended railway, at a point in the parish of Hamilton, at or near the village of Motherwell aforesaid, to and to communicate with the Wishaw and Coltness Railway at a point in the parish of Dalziel, near the said village of Motherwell, where the said branch railway is proposed to terminate: a branch railway from the said intended railway first above described, at a point at or near Machan, in the parish of Dalserf, to a point at or near Canderside, in the said parish, where the said branch railway is proposed to terminate: and a branch railway from the intended railway first above described, at a point at or near to Ferneygair, in the parish of Hamilton, to the terminus of the Clydesdale Junction Railway, at or near the town of Hamilton, where the said branch railway is proposed to terminate; which intended railway, and branch railways and works connected therewith, will be situate in, or will pass from, through, or into the parishes following, or one or more of them; that is to say, the parishes of Hamilton, Dalziel, Dalserf, and Lesmahagow, all in the county of Lanark.

And notice is also given, that plans and sections describing the lines and levels of the foresaid intended works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the thirtieth day of November current, be deposited for public inspection in the offices in Lanark, Airdrie, Hamilton, and Glasgow, of the principal sheriff-clerk of the county of Lanark; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes before specified, will also, on or before the thirtieth day of November current, be deposited, for public inspection, with the schoolmaster, and if there be no schoolmaster, with the session-clerk of each such parish, at the place of abode of such schoolmaster or session-clerk.

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

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

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

Edinburgh, 6th November, 1846.

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

John Marr, Writer,
Lanark.

William Henderson, Town-clerk,
Hamilton.

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

London and South Western Railway Acts Amendment.

Gosport Extension Railway and Pier in Stokes Bay.
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 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 Southampton and Dorchester Railway Act, 1845;" "The London and South Western and 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;" and "The London and South Western Railway Company's London Bridge Extension Act, 1846."

In which said Bill it is intended to apply for powers to make and maintain a Branch or extension Railway, with all necessary stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith, to commence from and out of the Gosport branch of the London and South-Western Railway, in the parish of Alverstoke, in the county of Southampton, by a double junction, therewith the northernmost of such junctions, in a field numbered 792, on the original plan of the said Gosport Branch Railway, deposited with the Clerk of the Peace for the county of Southampton, and the other of such junctions in a field numbered 108, on the same plan, and to terminate in the same parish on the sea shore in Stokes Bay, near and on the east side of the public inn called the Stokes Bay House there.

Also to build and maintain a pier, jetty, or landing-place, with all proper works and conveniences con-

nected therewith, in Stokes Bay aforesaid, extending from the shores thereof at the above described proposed terminus of the said proposed new Railway there into the said bay for the purpose of landing and embarking passengers, animals, goods, articles, wares, and merchandise therefrom, which said railway, pier, 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, Gosport, Forton, Anglesea, the sea-shore, Stoke's Bay, and Alverstoke, in the said county of Southampton, and which said branch railway, pier, and works, are intended to form part of the undertaking of the London and South-Western Railway. And it is also intended to apply for powers to make lateral deviations from the line of the said branch railway, pier, 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 branch railway, pier, and works.

And notice is hereby further given, that a plan of the said branch railway, pier, 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 delineated thereon, will be deposited for public inspection with the clerk of the peace for the county of Southampton, at his office at Winchester in the said county, on or before the 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 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 branch railway, pier, and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

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

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

London and South-Western Railway Acts Amendment.

(Lines from Andover to join the Bishopstoke and Salisbury Branch of the London and South-Western Railway at Michaelmarsh, and from the same Branch at Romsey, to join the Southampton and Dorchester Railway at Redbridge.)

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 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 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 notice is hereby further given, that powers will be inserted in the said Bill to enable the London and South-Western Railway Company to make and maintain the following Railways, with all proper and necessary roads, approaches, stations, works, and conveniences connected therewith, respectively; one of such railways commencing in a field occupied by Mr. Francis Russell Loscombe, and numbered 55 in the parish of Andover, in the said county of Southampton, on the plan of the proposed Basingstoke and Salisbury Extension of the London and South-Western Railway, deposited with the clerk of the peace, for the said county of Southampton, and terminating in a field, numbered 27 in the parish of Michaelmarsh on the original plan of the Bishopstoke and Salisbury branch of the said London and South-Western Railway deposited with the clerk of the peace for the same county, and forming a junction there with the said Salisbury Branch Railway, and passing in, from, through, or into the several parishes, townships, and extra-parochial and other places following; that is to say, Andover otherwise Andéver otherwise Andevor, Alderman the Great, Winchester Street, Priory, Charlton, Foxcot otherwise Foxcotte otherwise Foxcote, Hatherden, Knight's Enham, King's Enham otherwise Enham Regis, Swannell otherwise Swanhill otherwise Swannil Woodhouse, Little London, Finchley otherwise Finckley, Eastanton otherwise East Anton, Abbott's Ann, Little Ann, Up Clatford otherwise Upper Clatford, Goodworth Clatford otherwise Lower Clatford, Goodworth Clatford, Long Parish, Middleton, Forton, East Aston, West Aston, Wherwell, Fullerton, Cottonworth, Titcombe otherwise Kitcombe otherwise Testcombe Bridge, Westover, Chilbolton, Bransbury Newton Stacey, Barton Stacey, Leckford Riches, Leckford Abbots, Leckford Abbess, Leckford, Stubhide, Brook and Compton, Upper Somborne, King Somborne, Longstock, Stockbridge, White Street, Mill Street, Stockbridge, Houghton, North Houghton, and Houghton Drayton, Broughton, West Tytherley otherwise Titherley otherwise Tudorley, East Tytherly otherwise Titherley otherwise Tudorley, Lockerley, Bossington, Slackstead Farley, Chamberlain, Ashley, Up Somborne, Little Somborne otherwise Sombourn Parva, King Sombourn otherwise Sambourn Regis otherwise Kingsombourne otherwise Kingsomborne, Stubhide, Horsebridge, Compton, and Brook Compton, Brook, Lower Eldon otherwise Eltan, Upper Eldon otherwise Eltan, Little Bentley, Great Bentley, Spearywell otherwise Spearwell otherwise Spirewell, Mottisfont, Stoney Marsh, Kembridge otherwise Kimbridge, Roke Stanbridge, Brashfield, Dunwood Farm, Awbridge, Michaelmarsh otherwise Mitchelmersh otherwise Michaelmarsh otherwise Michaelmarsh, or some or one of

them, all in the said county of Southampton, and the other of such intended new Railways commencing by a junction with the said Salisbury and Bishopstoke Branch Railway, in a field numbered 71 in the parish of Romsey Extra, on the said original deposited plan of the said Bishopstoke and Salisbury Branch Railway, and terminating by a junction with the Southampton and Dorchester Railway, in a field belonging to Sir John Barker Mill, Baronet, and numbered 64, in the parish of Millbrook, on the original plans of the said last-mentioned railway, deposited in the office of the clerk of the peace for the said county of Southampton, and which said last mentioned proposed new railway and works are intended to be made in and to pass from, through, or into the several parishes, townships, and extra parochial and other places following, or some of them, that is to say, Romsey Extra, Hursley, Sherfield, English, Timsbury, Lower Great Bridge, Upper Great Bridge, Ashley Meads, Belbins, West Wellow, Embly, East Wellow, Frenchmore, Broughton (including Oakley Mead and Pittleworth), Middle Bridge Street, Market Place, Cherville Street, Romsey Infra, Timsbury Fishlake otherwise Fishlett, Fishlake otherwise Fishlett, Cupernham otherwise Kippernham, Wools, Sparshot, Ranvill's Mainstone, North Baddesley, East Grove, Woodbury otherwise Woodley, Ashfield, South Stoneham, North Stoneham, Chilworth, Scudamore otherwise Skidmore, Romsey Extra, Lee otherwise Lea, Grove Place, Nursling otherwise Nutshalling, Moor Court Farm, Wade and Ower, Testwood, Wigley, South Ealing otherwise Eling, Tachbury, North Ealing otherwise Eling, Ealing otherwise Eling, Shirley, Redbridge, Sidford Langley, Eling otherwise Ealing, the shore and mudbanks of the Southampton Water in Millbrook otherwise Milbrook, and in Testwood, the shore and mudlands within high water mark, Hill and Sidford, Freemantle and Milbrook otherwise Millbrook, or some or one of them in the county of Southampton.

And notice is hereby further given, that 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 railway 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 delineated thereon, will be deposited for public inspection with the clerk of the peace for the said county of Southampton, at his office at Winchester in the said county, on or before the 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 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

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 proposed in and by the said Bill to empower the said London and South-Western Railway Company to lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to the Manchester and Southampton Railway Company, and to delegate to the said Manchester and Southampton Railway Company the execution of all or any of the powers of the said intended Bill, and to authorize the said Manchester and Southampton 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, use, 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 by shares, mortgage, or otherwise, for the purposes aforesaid, or some of them, and generally to authorize the said companies to enter into mutual agreements and arrangements for the the purposes aforesaid.

And notice is hereby further given, that it is also intended by the said Bill to enable the said London and South-Western Railway company 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 railway and works so much of the Andover Canal, or the branch or branches thereof as is or are situate within the several parishes or places aforesaid, in or through which the said proposed railway is intended to pass, or some of them.

And it is further intended by the said Bill to enable the said London and South-Western Railway Company 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, or lease, or for the letting of the said canal, and the works, lands, tenements and hereditaments connected therewith, or any portion thereof respectively, and of all or any part of the powers of the said company of proprietors in connection therewith to the said London and South-Western Railway Company, and to enable the said London and South-Western Railway Company to purchase, rent, or hire the same, and to enable the said London and South-Western Railway Company to levy and collect tolls, rates, and duties 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 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;" also "the Andover Canal Sale Act, 1846."

Dated this 7th day of November, 1846.

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

York and North Midland Railway.
(Knottingley Branch.)

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 and maintain the railway and branch railway hereinafter mentioned or one of them, together with all proper works, stations, and conveniences connected therewith and approaches thereto respectively, that is to say, A railway from and out of the main line of the York and North Midland Railway, commencing by a junction therewith at or near the bridge over the same railway, adjoining the Burton-Salmon station, on the same railway, in the township of Burton Salmon, in the parish of Monk Fryston, in the West Riding of the county of York, and terminating by a junction with the Wakefield, Pontefract and Goole Railway, at or near a point to be marked A on the plans to be deposited as hereinafter mentioned, in the township of chapelry of Knottingley, in the parish of Pontefract, in the said West Riding, 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) Monk Fryston, Burton Salmon, Sutton, Brotherton, Ferry Fryston otherwise Water Frystone, Ferry Bridge, Byram, Byram with Pool, Pool, Knottingley, Pontefract Park, and Pontefract, all in the said West Riding of the county of York; and also a railway from and out of the said first-mentioned intended railway, commencing by a junction therewith at or near to a point marked B on the plans to be deposited as hereinafter mentioned, in the township of Knottingley, in the parish of Pontefract aforesaid, thence passing from, in, through, or into the parishes, townships, and extra-parochial or other places of Knottingley, Pontefract, Ferry Bridge, and Ferry Frystone, or some of them, and terminating by a junction with the said Wakefield, Pontefract, and Goole Railway, in the township of Ferry Bridge otherwise Ferry Frystone, in the parish of Ferry Frystone, all in the county of York.

And it is intended to apply for powers in the said Act, to stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, railways, tramways, aqueducts, navigations, canals, streams, and rivers within the parishes, townships, and extra-parochial or other places aforesaid, or any of them, which it may be necessary to alter, stop up, or divert by reason of the construction of the said intended railways and works, or any of them. And it is also intended by the said Act, so to be applied for, to take powers for the purchase by the said York and North Midland Railway Company, by compulsion or otherwise, of lands and houses for the purposes of the said intended railways and other works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, and which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works, and to confer other rights and privileges; and also to levy tolls, rates, and duties, for the use of the said intended railways and works; and to grant such exemptions from the payment of such tolls, rates, or duties, as may be thought fit. And it is also intended by the said Act, so to be applied for, to authorize the said York and North Midland Railway Company to raise a further sum of money for the purposes of the said undertakings. And notice is hereby also given, that duplicate plans and sections of the said intended railways and other works, together with books

of reference thereto, will be deposited, for public inspection, with the clerk of the peace for the West Riding of the county of York, at his office in Wakefield, on or before the thirtieth day of November instant, and 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,
Thomas Know Holmes,
Law, Anton, and Turnbull,
Parliamentary Agents,
Fludyer Street, Westminster.

Huddersfield and Manchester Railway.
Branch from Oldham to Ashton and Guide Bridge.
NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to alter, amend, extend, and enlarge, or to repeal, some of the powers and provisions of the Acts following, or some of them, that is to say, The Huddersfield and Manchester Railway and Canal Act, 1845; the Huddersfield and Manchester Railway and Canal (Huddersfield 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 by a junction with the Stockport and Guide Bridge branch of the London and North-Western Railway, near Guide Bridge, in the parish of Ashton-under-Lyne, in the county of Lancaster, and terminating at or in the town of Oldham aforesaid, by a junction with the proposed Mumps extension of the Manchester and Leeds Railway, at or near Mumps Mill in Oldham aforesaid, and passing from, in, through, or into and along the several parishes, townships, extra-parochial and other places of Ashton-under-Lyne, Prestwich-cum-Oldham, Audenshaw, Ashton Town Division, Hartshead, Knott Lanes, and Oldham, all in the county of Lancaster, with two several short branches therefrom to join the Ashton branch of the Manchester and Leeds Railway, commencing and passing in and through and terminating in the said parish of Ashton-under-Lyne, at or near the town of Ashton-under-Lyne, and near to the point where the said intended railway will cross the said Ashton branch of the Manchester and Leeds Railway; a branch railway, commencing by a junction with the said intended railway lastly hereinbefore described, at a point near Fairbottom, in the parish of Ashton-under-Lyne, in the county of Lancaster, and terminating by a junction with an intended line of railway proposed to be formed by the Huddersfield and Manchester Railway and Canal Company from the Manchester and Birmingham

ham Branch of the London and North-Western Railway in Manchester, to Spring Head Mills, in the township of Quick, in the West Riding of the county of York, and known by the name of the Extension to Manchester through the Medlock Valley, at or near Althill, in the said parish of Ashton-under-Lyne, and which said branch railway will pass, in, through, into, and along the parishes, townships, extra-parochial and other places of Ashton-under-Lyne, Knott Lanes, and Hartshead, in the county of Lancaster.

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

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

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

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

Dated this seventh day of November, 1846.

Worthington, Earle, and Berry,
Manchester.

Brook and Freeman,
Huddersfield.

York and Newcastle Railway.
Main Line Improvement, by Team Valley Extension, Bishop Auckland and other Branches, and Abandonment of part of the Bishop Auckland Branch.

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 Newcastle Railway Company (lately called the Newcastle and Darlington Junction Railway Company), passed respectively in the 5th, 6th, 7th, 9th, and 10th years of the reign of Her present Majesty, and to enable the said York and Newcastle Railway Company to make and maintain the railways, branch railways, and works following, or some or one of them, or some part or parts thereof, together with all proper stations, works, and conveniences connected therewith, and approaches thereto, respectively, that is to say—

A railway commencing by a junction with the Newcastle and Berwick Railway (now in course of formation), 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 Gateshead, within the borough of Gateshead, in the county of Durham, 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—Gateshead, Gateshead Fell, Chester-le-Street, Lanesley, Kibblesworth, Birtley, Ousten, Urpeth, Harraton, Plawsworth, Framwellgate, St. Oswald, St. Margarets, Elvet, Crossgate, Houghton-le-Spring, West Rainton, Moorhouse, St. Giles Pitlington Hallgarth, Great Usworth, Little Usworth, Whickham, Washington, Ravensworth, North Biddick, Pelton, Great Lumley, Little Lumley, Waldrige Kimblesworth, and Witton Gilbert, all in the said county of Durham, and terminating by a junction with that part of the main line of railway belonging to the York and Newcastle Railway Company, called the Newcastle and Darlington Junction Railway, at or near a point (to be marked B on the said plans) where the road or highway leading from Pitlington to the city of Durham crosses over the said main line of the said Newcastle and Darlington Junction Railway, in the township and parish of Saint Giles, in the said county of Durham.

A railway from and out of the said first-mentioned intended railway, commencing at or near to a point to be marked C on the plans to be deposited as hereinafter mentioned, in the township of Framwellgate, and parish of Saint Oswald, in the said county of Durham, and 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—Kimblesworth, Witton Gilbert, Plawsworth, Saint Oswald, Saint Margaret, Crossgate, Elvet, extra-parochial between the township of Elvet and Brandon, and Byshottles, Brandon, and Byshottles, Brancepeth, Stockley, Sunderland Bridge, Broom, Croxdale, Byers Green, Tudhoe, Newfield, Willington, Helmington Row, Saint Andrew Auckland, Hunwick, and Helmington,

No. 20674.

G

Newton Cap, Crook, and Billy Row, Bishop Auckland otherwise Bondgate in Auckland, Pollards Lands, and Escomb, all in the said county of Durham, and terminating by a junction with the present authorized Bishop Auckland Branch Railway belonging to the York and Newcastle Railway Company, at or near to a point (to be marked D on the said plans) where the said Auckland Branch crosses the river Wear, near Newton Cap Bridge, in the township of Newton Cap, in the parish of Saint Andrew Auckland, in the said county of Durham.

A railway commencing by a junction with the said first-mentioned intended railway, at or near to a point to be marked E on the plans to be deposited as hereinafter mentioned, in the said township of Framwellgate, in the said parish of Saint Oswald, thence passing in or through the several parishes, townships, and extra-parochial places of Framwellgate, Saint Oswald, and Saint Margaret, aforesaid, and terminating at or near to a point to be marked F on the said plans, in the said township of Framwellgate, and parish of Saint Oswald, by a junction with the said secondly-mentioned intended railway.

A railway from and out of the said first-mentioned intended railway, commencing by a junction with the same, at or near to a point to be marked G on the plans to be deposited as hereinafter-mentioned, in the said township and parish of Saint Giles, 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—Saint Giles Elvet, Moorhouse, Houghton-le-Spring, and West Rainton, all in the said county of Durham, and terminating by a junction with the said Newcastle and Darlington Junction Railway, at or near to a point to be marked H on the said plans, in the township of West Rainton aforesaid, in the parish of Houghton-le-Spring aforesaid.

And it is proposed to apply for powers by the said intended Act to alter the present authorized levels of so much of the Durham Branch Railway, belonging to the said York and Newcastle Railway Company, as lies between the Belmont Station and a point on the said last-mentioned branch railway, at or about 500 yards to the west of the said station, in the said township and parish of Saint Giles.

And it is also proposed by the said intended Act to enable the said York and Newcastle Railway Company to abandon and relinquish the construction of so much of the line of the Bishop Auckland Branch of their said railway (authorized by the Newcastle and Darlington Junction (County of Durham Branches) Railway Act, 1846) as lies between a point at or about 90 yards north of the point where the same is authorized to cross the river Wear, in the township of Newton Cap, and parish of Saint Andrew Auckland, and the junction of the said Bishop Auckland Branch with the said Newcastle and Darlington Junction Railway, in the township of Pitlington, in the parish of Pitlington, together with the branches authorized to be made from and out of that part of the said Bishop Auckland Branch which is so proposed to be abandoned to the city of Durham, all in the county of Durham.

And it is also proposed to apply for powers in the said intended 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 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 fit.

And it is also proposed by the said intended Act to authorize the said York and Newcastle 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 Clerk of the Peace for the said county of Durham, at his office, in the city of Durham, on or before the thirtieth day of November 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,
Solicitors, York.

South Staffordshire Railway.

Cannock, Wyrley, and Norton Branches and Amendment of Acts, and power to Birmingham Canal Company to contribute.

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 two several Acts passed in the last Session of Parliament, that is to say, "The South Staffordshire Junction Railway Act, 1846," and "The Trent Valley, Midlands, and Grand Junction Railway Act, 1846;" by which intended Act it is proposed to authorize and empower the Company (formed by the amalgamation, under the provisions

of the said recited Acts, of the two thereby severally incorporated companies into one) now called "The South Staffordshire Railway Company," to use, exercise, and enjoy all and singular the powers, rights, and privileges by the said recited Acts conferred on and vested in the said thereby severally incorporated companies, or each or either of them, as fully and in the same manner and to the same purpose, effect, and extent as the same might have been and were authorized to be used, exercised, and enjoyed by each of the said companies, severally and respectively, under and by virtue of the said recited Acts; and also to alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of the several Acts relating to the Birmingham Canal Navigations, passed respectively in the fifth year of the reign of his late Majesty King William the Fourth, the second and third, the third and fourth, the seventh and eighth, and the ninth and tenth years of the reign of her present Majesty, and to enable the Company of Proprietors of the Birmingham Canal Navigations to subscribe towards the construction, maintenance, and use of, and to hold shares in, the said South Staffordshire Railway, and to raise money for that purpose; and also to enable the said South Staffordshire Railway Company to make and maintain, work and use, the several new branch railways hereinafter mentioned, (with all proper works and conveniences connected therewith and approaches thereto,) that is to say, firstly, a branch railway or branch railways commencing in the township of the Foreign of Walsall, otherwise Walsall Foreign, in the parish of Walsall, in the county of Stafford, near a certain new road or street leading out of Stafford-street, into Lichfield-street, in Walsall aforesaid, and terminating in the parish of Cannock, in the said county of Stafford, near a road leading from Cannock aforesaid to Cannock Mill, which said branch railway is proposed to be made and to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Walsall, Walsall Borough, Walsall Foreign, otherwise the Foreign of Walsall, Saint Peter's Walsall, Rushall, The Butts otherwise Rushall Butts, Ryecroft, Homebridge-lane, Birchills, Upper Birchills, Lower Birchills, Bloxwich, Great Bloxwich, Broadstone, Harden otherwise Hawarden, Blakenall Heath, Little Bloxwich, Wall-end, Sott's Hole, Short Heath, Elmore Green, The Sneyd, Bentley, Bentley Hay, Newtown, Great Bloxwich, Little Bloxwich, Harden and Birchills, Yield Field, Wallington Heath, Wolverhampton, Willenhall, The New Invention, Mosley Field, Springhill, Bushbury otherwise Byshbury, Essington, Hilton, Essington Wood, Norton, Norton Canes, Norton under Cannock, Norton Common, Little Wyrley, High Ley, Hill Ley, Wyrley Hays, Wyrley Common, Norton Leys, Norton Lane, Norton Green, Cannock, Cannock Wood, Cannock Chase, Shareshill, Great Wyrley, Landy Wood, Wyrley Bank, Chesleyn Hay, Church Bridge, King's Wood, Leacroft, Little Wood, Rumer Hill otherwise Rumour Hill, Walk Mill, Ashes Bog, Holly Bush, Hednesford, Hawks Green, Black Leys, Hatherton, Saredon, Great Saredon, and Little Saredon, all in

the county of Stafford; secondly, a branch railway or branch railways commencing by a junction with the branch railway or branch railways beforementioned in the township of Great Wyrley, in the parish of Cannock, in the county of Stafford, near a certain road leading from Landy Wood into the Walsall and Cannock turnpike-road at or near Wyrley toll-bar, and terminating in the township of Great Wyrley, in the parish of Cannock, and in the county of Stafford aforesaid, near a certain road leading from Landy Wood to Wyrley Bank, which said branch railway or railways it is proposed shall be made and pass from in through or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say, Cannock, Great Wyrley, Wyrley Bank, Cheslyn Hay, Bushbury otherwise Byshbury, Essington, Essington Wood, and Landy Wood, all in the county of Stafford; and thirdly, a branch railway or branch railways, commencing by a junction with the firstly hereinbefore described branch railway or branch railways in the township of Leacroft, in the parish of Cannock, in the county of Stafford, near a certain road called the Watling-street turnpike-road, otherwise the Streetway-road, and terminating in the township of Leacroft, in the parish of Cannock, in the county of Stafford, aforesaid, near a certain road leading from Leacroft to Norton, which said branch railway or branch railways it is proposed shall be made and pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Cannock, Leacroft, Great Wyrley, Bushbury otherwise Byshbury, Kingswood, Norton, Norton Canes, Norton-under-Cannock, Norton-lane, Norton Leys, and Little Wyrley, all in the county of Stafford.

And notice is hereby also given, that it is proposed by the said intended Act, to empower the said South Staffordshire Railway Company to raise such additional capital as may be necessary for the purposes of the undertakings hereinbefore described, and for the general purposes of the said Company.

And notice is also hereby given, that it is intended to apply for powers in the said intended Act to cross, alter, vary, divert, or stop up, whether temporarily or permanently, all such turnpike-roads, public carriage roads, streets, highways, railways, tramroads, and other roads or ways, paths, passages, cuts, canals, navigations, rivers, brooks, streams, sewers, drains, waters, and watercourses, and to form such junctions, with other existing or proposed railways, within the said several parishes, townships and extra-parochial and other places aforesaid, as it may be necessary or expedient so to cross, alter, vary, divert, stop up, or form for the purposes of the said proposed railways, works, and conveniences, or any or either of them, or any part thereof: And also, powers to levy tolls, rates, and duties or charges, on or for the use of the said intended railways, works, and conveniences, or either of them, or any part thereof, and to alter the tolls, rates, and duties or charges, at present authorized to be taken in respect of the railways authorized by the said recited Act, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, duties, or charges, and other rights and

privileges: And also powers for the compulsory purchase of lands, houses, buildings, or other property which may be required for the construction, use, and maintenance of the said proposed railways, works, and conveniences, or any or either of them, and to vary or extinguish all rights and privileges in any manner connected with such lands, houses, and buildings and other property which may, or would in any manner interfere with the due execution of the several purposes aforesaid, or with the due exercise of the several powers of the said proposed Act intended to be conferred, and to confer other rights and privileges.

And notice is also hereby given, that maps, plans, and sections, describing the direction, lines, situations, and levels of the said proposed railways, works, and conveniences, and the lands which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers respectively, of the lands in or through which the said several railways, works, and conveniences are to be made, maintained, varied, extended, or enlarged, will be deposited with the Clerk of the Peace for the county of Stafford, at his office in Stafford, on or before the thirtieth day of November, in the present year; and that a copy of so much of the said plans and sections, and books of reference as relates to each parish, in or through which the said railways, works, and conveniences, or any of them, or any part thereof, are or is intended to be made to pass, will be deposited with the parish clerk of each such parish, at his place of abode, on or before the thirtieth day of November aforesaid.

Dated the fourth day of November, 1846.

Clay, Swift, and Wagstaff,
Solicitors, Liverpool.

London and North-Western Railway.

Lime-street (Liverpool) Station Extension and Branch Tunnel, Crewe Station Extension, Barton Branch, 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 empower the London and North Western Railway Company to alter, amend, and enlarge the tunnel, station, and works situate on the easterly side of Lime-street, in the parish, town, and township of Liverpool, in the county of Lancaster, and for that purpose to stop up and appropriate a part of Lord Nelson-street, and to take and purchase by compulsion or by agreement or otherwise, all or any of the lands, houses, and buildings, or other property, situate and lying between Hotham-street, St. Vincent-street East, Gloucester-street, and Lord Nelson-street, and to stop up and appropriate the whole or part of Sidney-street, and also that part of Gloucester-street extending from Disley-street to Silver-street, and to take and purchase by compulsion or by agreement or otherwise all or any of the lands, houses, and buildings or other property situate and being between the present northwardly boundary of Gloucester-street, on the north, Skelhorne-street, and Pinington-street,

on the south, the westwardly boundary of Silver-street on the east, and Lime-street on the west; and also to make and maintain, work and use, a new branch railway and tunnel, with all proper works and conveniences connected therewith, from and out of the existing Lime-street tunnel, at or near the point where it passes under Copperas-hill, to the west side of Silver-street aforesaid; and also to carry Hotham-street across the said station, upon arches or columns.

And notice is hereby also given, that it is proposed by the said intended Act to authorize and empower the said London and North-Western Railway Company to alter, amend, enlarge, and extend the station of the said company, situate in the township of Crewe, in the parish of Barthomley, in the county of Chester, and for that purpose to take and purchase by compulsion, or agreement, or otherwise, certain lands situate on the east and west sides of the line of Railway at Crewe, and to alter the bridge, whereby the turnpike road leading from Nantwich to Sandbach is carried over the said railway at the said station.

And notice is hereby also given, that it is proposed by the said intended Act to authorize the said London and North-Western Railway Company to make and maintain, work and use, a branch railway or branch railways, to be called the Barton Branch, commencing by a junction with the Worsley Branch of the Patricroft and Clifton Branch of the London and North-Western Railway, at or near Monton Green, in the township of Barton-upon-Irwell, in the parish of Eccles, and terminating by a junction with the proposed northern branch of an intended new railway, to be called, or now proposed to be called, the Northern and Western Railway (from the Liverpool and Manchester Railway, and from the Manchester, Bolton, and Bury Railway to Southport), at or near the point of intersection thereby of a public road in the said township of Barton-upon-Irwell, and parish of Eccles, 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 of Barton, Barton-upon-Irwell, Monton, Worsley, Monton Green, and Eccles, or some of them, all in the said county of Lancaster.

And it is also proposed by the said intended 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 also to take power for the purchase, by compulsion or agreement, or otherwise, of 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 and houses proposed to be purchased or taken for

the purposes of the said intended works, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And notice is hereby also given, that it is proposed by the said intended Act to empower the said London and North-Western Railway Company to raise such additional capital as may be necessary for all or any of the purposes aforesaid, and for the general purposes of the said company; and also to levy tolls, rates, duties, and charges for the use of the said intended branch railways and works, or any of them, and to alter the tolls, rates, duties, and charges authorized by the several Acts hereinafter referred to, or some of them, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties, or other rights and privileges.

And it is also proposed by the said intended Act to enable the said London and North-Western Railway Company to enter into an agreement with the trustees acting under the will of the Most Noble the late Duke of Bridgewater, for the making, working, and use of the said proposed Barton Branch Railway, and the works connected therewith, or to let on lease, or to sell and transfer the same and all or any of the powers of the said company in connection therewith, or in relation thereto, to the said trustees, and to enable the said trustees to purchase or rent the said branch railway and works.

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, caps. 67; 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

And further notice is hereby given, that on or before the 30th day of November, of the present year, maps, plans, and sections, describing the said proposed alterations and extensions of the said stations and bridge, and the line and direction of the said proposed branch railways and tunnel, and the works to be connected therewith, and the lands and other 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 the said lands or property, 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 in Chester, and a copy of so much of such plans, sections, and books of reference respectively, as relates to each of the parishes in or through which the said intended works are to be made, will, on or before the said 30th day of November, be deposited with the parish clerks of such parishes respectively, at their respective residences.

Dated the 5th day of November, 1846.

Clay, Swift, and Wagstaff,
Solicitors, Liverpool.

London and North-Western Railway.

(Bescot and Wolverhampton Branch, and Birmingham, Wolverhampton, and Stour Valley Station Arrangement, and Purchase of Branch from Show-Hill, and amendments of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next ensuing session, for an Act to authorize and empower the London and North-Western Railway Company to make and maintain, work and use, a branch railway, or branch railways, with all proper works and conveniences connected therewith, and approaches thereto, commencing by a junction with a line of railway authorized in the last session of Parliament, called the South Staffordshire Railway, near to the Bescot station, on that part of the London and North-Western Railway heretofore called the Grand Junction Railway, in the township of the Foreign of Walsall, otherwise called Walsall Foreign, in the parish of Walsall, in the county of Stafford, and terminating by a junction with the Birmingham, Wolverhampton, and Stour Valley Railway, near to Monmore Green, in the township of Wolverhampton, in the parish of Wolverhampton, which said railway or railways, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, that is to say: Walsall, Darlaston, Sedgeley, Wolverhampton, Willenhall, Walsall Foreign otherwise called the Foreign of Walsall, James Bridge, The Heath, Fallings Heath, Walsall Borough, Woodend and Caldmore, The Pleck, the Lower Pleck, Bescot, Bloxwich otherwise Great Bloxwich, Little Bloxwich, Harden and Birchills, Wednesbury, Wednesfield, Tipton, Moxley, Highfields, Hobs Hill, King's Hill, Old Forge, Mobs-bank, Batcheroft, Bilston, Priestfield or Priestfields, Monmore Green, Molyner Green, or some of them, all in the county of Stafford.

And further notice is hereby given, that it is proposed by the said intended Act to authorize and empower the before-mentioned London and North Western Railway Company to purchase and take, or to contract and agree for the use of, and the Birmingham, Wolverhampton, and Stour Valley Railway Company, to sell and transfer to the said London and North-Western Railway Company, or to contract and agree for the use of the portion of the railway authorized by the Birmingham, Wolverhampton, and Stour Valley Railway Act, 1846, (Birmingham, Wolverhampton, and Dudley Lines), commencing at its junction with the London and North-Western Railway (on that portion thereof

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

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

And further notice is hereby given, that it is proposed by the said intended Act to take powers to cross, alter, vary, divert, or stop up, whether temporarily or permanently, all such turnpike roads, public carriage roads, streets, highways, railways, tramroads, and other roads or ways, paths, passages, cuts, canals, navigations, rivers, brooks, streams, sewers, drains, waters, and watercourses, and to form such junctions with other existing or intended railways within the several parishes, townships, and extra-parochial or other places before mentioned, or any of them, as may be necessary or expedient so to cross, alter, vary, divert, stop up, or form, for the purposes of the said proposed branch railway, works, conveniences, and approaches, or any or either of them, or any part thereof; and also powers for the compulsory purchase of lands, houses, buildings, or other property which may be required for the construction, use, and maintenance of the said proposed branch railway, works, conveniences, approaches, or any of them, or any part thereof, and to vary or extinguish all rights and privileges in any manner connected with such lands, houses, buildings, or other property which may or would in any manner interfere with the purposes of the said intended Act, and to confer other rights and privileges; and also to take powers to levy tolls, rates,

duties, and charges on or for the use of the said proposed branch railway, works, conveniences, and approaches, or either of them, or any part thereof, and to alter the existing tolls, rates, duties, and charges authorized by the several Acts hereinafter mentioned or referred to, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, duties, and charges, or any of them; and it is also intended by the said Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of 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 Act, 8 and 9 Victoria, cap. 156; and Local and Personal Acts, 9 and 10 Victoria, caps. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396; and also of "The Birmingham, Wolverhampton, and Stour Valley Railway Act, 1846, (Birmingham, Wolverhampton, and Dudley Lines,)" "The Shrewsbury and Birmingham Railway Act, 1846," and "The Shrewsbury, Wolverhampton, and South Staffordshire Junction Railway Act, 1846."

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

Dated the sixth day of November, 1846.

Clay, Swift, and Wagstaff,
Solicitors, Liverpool.

London and South-Western Railway Acts Amendment.

(Wimbledon and Epsom Branch.)

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 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 Whitbourn, near the place where the said last-mentioned railway crosses the public road called Coombe Lane, and terminating by an independent terminus in a field adjoining the turnpike-road leading from Epsom to Ewell, occupied by Mr. Charles Smart, in the parish of Epsom, in the said county of Surrey, and also by a junction with the authorized line of the Direct London and Portsmouth Railway Company, in or near a field in the occupation of John Bailey, adjoining the independent chapel, in the said parish of Epsom, 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 otherwise Maldon otherwise Maldon Rushot, Long Ditton, Chessington otherwise Chessingdon, Talworth otherwise Tolworth, the Royalty or Liberty of Great Nonsuch Park otherwise Worcester Park, Cuddington, Cheam, Morden otherwise Morden otherwise Moredon, Horton, Ewell, and Epsom otherwise Ebbisham, or some or one of them in the said county of Surrey.

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, on or before the thirtieth day of November, 1846; 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.

Dated this fifth day of November, 1846.

Bircham, Dalrymple, and Drake,
Bedford Row.
C. and J. A. Morgan, Oid Jury.

Croydon Commercial Gas and Coke 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 supplying and lighting with gas the town and neighbourhood of Croydon, within the parish of Croydon, and county of Surrey, and for supplying the inhabitants thereof with gas, and for incorporating the proprietors of shares in, and subscribers to, a company, called or known by the name of the Croydon Commercial Gas and Coke Company, and for empowering the said company to lay pipes and mains in the several streets, roads, lanes, alleys, passages, and places in the said parish, and to raise levy, and collect rates, charges, duties or rents for the use, and in respect of the gas to be supplied by the said company, and to alter, vary, or extinguish any existing rates or rents which would in any manner interfere with the objects of the said Bill, and to confer, vary, or extinguish exemptions from the payment of rates or rents, and also for raising money, and for obtaining all such other powers, rights, and privileges as may be requisite or necessary for carrying into effect the purposes aforesaid.

Dated this ninth day of November, 1846.

J. & W. Drummond, and
Henry Richards, Solicitors,
Croydon.

South-Eastern Railway.

Widening of the Greenwich Railway and Arrangement and Enlargement of the London Bridge Station.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act, under which it is proposed to amend and enlarge some of the powers and provisions of the several Acts relating to the South Eastern Railway, passed respectively in the sixth year of the reign of his late Majesty King William the Fourth, and in the first, the second, the second and third, the third, the fifth, the sixth and seventh, the seventh, the seventh and eighth, the eighth and ninth, the ninth, and the ninth and tenth years of the reign of her present Majesty, and to alter the tolls and charges thereby authorized to be taken; and also to amend and enlarge some of the powers and provisions of the several Acts relating to the 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 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 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: 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 authorize the South-Eastern Railway Company to alter, widen, extend and enlarge the London-bridge station belonging to or on lease to them, in the parish of Saint Olave, in the borough of Southwark, in the county of Surrey; such enlargements, and the works connected therewith, being situate in the said parishes of Saint Olave, Saint Thomas, and Saint John Horselydown, and in the parish of Saint Saviour Southwark, or some or one of them, and extending 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 also further to alter, widen and enlarge the line of the London and Greenwich Railway, or certain portions thereof, in the parishes of Saint Olave, Saint Thomas, and Saint John Horselydown aforesaid, and Saint Mary Magdalen Bermondsey, Saint Mary Rotherhithe, and Saint Paul Deptford, in the said county of Surrey, or some of them, from the said London Bridge station, to or near to the point where the line of the London and Croydon Railway (now forming part of the London, Brighton, and South Coast Railway, diverges from the said London and Greenwich Railway.

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 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, or portions of the same respectively, 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, passages, and thoroughfares as may be so stopped up, or 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 Griffiths' Repts, 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 for such purposes to purchase any property by compulsion on the south side of the said London Bridge Station, and between the same and Webb-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 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 purpose 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 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 also intended by the said Act to confer on the said South-Eastern Railway Company powers for the compulsory purchase of lands and houses for the purposes aforesaid, and also powers for levying or receiving 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 the 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 9th day of November, 1846.

Fearon and Clabon,
Great George-street, Westminster.

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, Ferrensby, Flasby, Cooneythorpe, Claretton, 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 Whinerah, 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,
Gresham 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 Copy 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. 91; 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. 54; 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

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 be 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 Eviyas otherwise Teffont Ewyas 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, Siltan, Gillingham, Gillingham Free, 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 Charton 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, Abott'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, Siltan, 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, Kenton Magna otherwise Kington Magna otherwise Keinton Magna, Kington, Little Keinton 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 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 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 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, 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 or 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 Lammas, Lammas, 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, Skeyton, 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 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 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, 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 Macanley, 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 Bransford, 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 Cleveload, 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, Caun Froome, Bishops Froome, Castle Froome, Ashperton, Putley, Tarrington, Stretton Grandsome otherwise Stretton Grandisome, Egleton 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 Leaddon 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 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 Natton, 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, Pannington, Aston-upon-Carrant otherwise Aston-on-Carron, Walton Cardiff, Fiddington and Natton, 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,

S. 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 Coruley, 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 Levels, Hurst, Hurst Priory, Dirtness, Crowle parish and township, Crowle Wharf, Tetley, Esland, 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, Farguhar, 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, Grassthorpe, Weston parish and township, Normanton parish and township, Marnham parish and township, Egmonton 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, Clarborough 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, Hanskill, 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, Wadsworth 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 West Riding of the County 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 Wiston, 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.

Horsham and Chichester Railway,

With Branches therefrom to Midhurst and Petworth, and Power for the London, Brighton, and South Coast Railway Company to Construct, Purchase, 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 of the railway, and branch railways hereinafter described, with all proper works, approaches, and conveniences connected therewith, respectively, that is to say, a railway commencing by a junction with the Horsham Branch of the London, Brighton, and South Coast Railway, near a certain field, in the parish of Horsham, in the county of Sussex, numbered 167 on the plans of the said railway referred to in "The London and Brighton Horsham Branch Railway Act, 1845," authorizing the construction thereof, 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, Horsham, Itchingfield, Billingshurst, Shipley, West Chiltington, Wiggonholt, Pulborough, Stopham, Fittleworth, Coates, Hardham, Coldwaltham, Watersfield, Barlavington, Gritham, Amberley, Sutton, Bignor, Bury, Houghton, Houghton Forest, Duncton, Waltham otherwise Upper Waltham otherwise Waltham Upper, East Dean, Madhurst, Eartham, Slindon, Warehead, Halmacre otherwise Alnacre, Boxgrove, East Hampnet, West Hampnet, Tangmere, Aldingbourn, Eastergate, Westergate, Walberton, Oving, Merston, Rumboldswick otherwise Rumbolds Wyke, Drayton, and Chichester, all in the said county of Sussex, and terminating at or near the Drayton Station, on the Brighton and Chichester Railway, in the parish of Oving, in the said county of Sussex.

Also a branch railway, commencing by a junction with the said intended railway, at or near a certain field belonging to and in the occupation of Thomas Collick, situate on the north side of the road leading from Coldwaltham to Chalwood Common, in the parish of Coldwaltham, in the said county of Sussex, 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, Hardham, Coldwaltham, Watersfield, Stopham, Pulborough, Fittleworth, Lower Fittleworth, Coates, Bignor, Burton, Barlavington, Lavington, Duncton, Sellham, Little Todham, Great Todham, Bury, Egdean, Waltham, Grafham, Lodsworth, Heyshott, Easebourne, Petworth, Woolbeding, Stedham, Woollavington, and Midhurst, all in the county of Sussex; and Lodsworth, Sellham, Heyshott, Grafham, Ambersham, Woollavington, and South Ambersham, in the county of Southampton, and terminating in a wood called Close Walks, at or near to the town of Midhurst, in the said county of Sussex.

Also another branch railway, commencing by a junction with the last-mentioned intended branch railway, in a certain field in the occupation of Emma Hersay, adjoining her farm buildings, and

near to Shopham-bridge, in the parish of Sutton, in the said county of Sussex, 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, Sutton, Coates, Burton, Egdean, Tillington, and Petworth, all in the said county of Sussex, and terminating in a certain meadow, called Mitford's Mead, at or near to the town of Petworth, in the parish of Petworth, in the said county of Sussex.

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

And it is also intended by such Act either to enable the London, Brighton, and South Coast Railway Company to carry into effect the said intended undertaking, and to raise money for the purpose, or otherwise to incorporate a Company for the purpose of carrying the same into effect, and also to take powers for the purchase of lands, and buildings by compulsion or agreement, for the purposes thereof; and for levying tolls, rates, and duties, in respect of the use 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 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 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 branch railways, or any part or parts thereof respectively, and all or any powers of such Company in connection therewith, or in relation thereto, to the said London, Brighton, and South Coast Railway Company, and to enable the said last-mentioned Company to purchase or rent the said intended railway and branch railways, 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, branch railways, and works, or any of them; and generally to enable the said Companies respectively to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between them; and, for the purposes aforesaid, it is intended to alter, vary, or extend, so far as may be necessary, the powers and provisions of the following Acts relating to the London and Croydon Railway Company, passed respectively in the fifth, in the sixth, and in the seventh years of the reign of His late Majesty King William the Fourth,

and in the sessions held in the first, and in the second, third and fourth, the sixth and seventh, and the seventh and eighth, and eighth and ninth, and the ninth, and ninth and tenth years of the reign of Her present Majesty Queen Victoria; and also an Act passed in the seventh and eighth years of the reign of Her said present Majesty, relating to the Croydon and Epsom Railway; and also several Acts relating to the London and Brighton Railway Company, passed respectively in the seventh year of the reign of His late Majesty William the Fourth, and the first year of the reign of Her said present Majesty, and in the sixth and seventh and in the eighth and ninth, and in the ninth, and ninth and tenth years of the reign of Her said present Majesty Queen Victoria; and also several Acts relating to the Brighton, Lewes, and Hastings Railway Company, passed respectively in the seventh and eighth, and in the eighth and ninth, and the ninth, and ninth and tenth years of the reign of Her said present Majesty Queen Victoria; and also several Acts relating to the Brighton and Chichester Railway Company, passed respectively in the seventh and eighth, and in the eighth and ninth, and in the ninth, and ninth and tenth years of the reign of Her said present Majesty Queen Victoria; and also an Act relating to the said London, Brighton, and South Coast Railway, that is to say, an Act, passed in the ninth and tenth years of the reign of Her said present Majesty, 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 notice is hereby further given, that maps, plans, and sections of the said intended Railway branch railways, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the 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 Sussex, at his office in Lewes; and with the Clerk of the Peace of the county of Southampton, at his office in Winchester; 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 railways and works are intended to be made, will be deposited, on or before the said thirtieth day of November next, with the parish clerks of those parishes respectively, at their respective residences.—Dated this sixth day of November, 1846.

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

Bristol and Poole Harbour Railway,

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

the construction and maintenance of a Railway or Railways, or some part or parts thereof, with all proper works, approaches, and conveniences connected therewith; and with such piers, basins, wharfs, docks, breakwaters, landing-places, bridges, and other works, as may be necessary in connexion therewith, commencing at the Bristol and Exeter Railway, at or near Pylle-hill, in the parish of Bedminster, in the city and county of Bristol, and county of Somerset, or one of them, and terminating on the public quay, near to the south west side of Fish-street, in the parish of Saint James, in the town and county of the town of Poole; which said intended railway or railways, and other works connected therewith, will pass from, in, through, or into, or be situate within, the several parishes, townships, townlands, and extra-parochial or other places following, or some of them, (that is to say), St. James, Hamworthy, Parkstone, Longfleet, Great Canford, or Canford Magna, within the town and county of the town of Poole; Hamworthy, Parkstone, Longfleet, Great Canford, or Canford Magna, Kinson, Lytchett Minster, Lytchett Matravers, Wimborne Minster, Corfe Mullen, Higher Henbury, Lower Henbury, Coombe Almer, Tarrant Keynstone, Tarrant Crawford, Sturminster Marshall, Charborough, Almer, Mapperton, Spettisbury otherwise Spetisbury, Shapwick, Littleton, Charlton Marshall, Langton Long Blandford, Blandford St. Mary, Blandford Forum, Bryanstone, Pimperne, Pimperne Warnership, Iwerne Steepleton otherwise Steepleton Preston, Stickland Quarlestone, Nutford, Knighton, Durweston, Tarrant Gunville, Stourpaine otherwise Stowerpaine, Ash, Lazerton, Iwerne Courtney otherwise Shroton, Shilling Okeford alias Okeford Shilling alias Shillingstone, Beer, alias Beer Marsh, Hanford, Okeford Fitzpaine, Child Okeford, Hammoh, alias Hammohun, Little Fontmell, or Fontmell Parva, Belchalwell, Manston, Sturminster Newton, Fiddleford alias Fittleford, Newton Cober, alias Colber, alias Colebourne, Bagbor alias Bagber, Hinton Saint Mary, Lydlinch, Stalbridge, Stalbridge Weston, and Anteox, Stock Gaylard, Stourton Caundle, Fifehead Magdalen, Marnhull, Todber, West Stour otherwise West Stower, Kington Magna, East Stour otherwise East Stower, Stour Provost otherwise Stower Provost, Nyland, Higher Nyland, Buckhorn Weston, all in the county of Dorset; Henstridge, Henstridge Marsh, Yenston, Whitchurch, Bowden, Temple Coombe and Abbas Combe otherwise Abbas and Temple Coombe, Horsington, South Cheriton, North Cheriton, Lattiford, Holton, Cucklington, Stoke Trister, Bayford, Wincanton, Wincanton-common, Sutton, Barrow-common, Kingwell, Charlton Musgrove or Charlton Musgrave, Moorhays, Strafford, Stoney Stoke Knoll, Higher Knoll, Lower Knoll, Redlinch, Redlands, Verrington, Higher Holbrook, Cuddlesome, Bratton or Bratton Seymour, Eastfield, Kingswood, Shepton Montague otherwise Shepton Montacute, Discove or Dishcove, Roundhill, Lower Shepton, Higher or Upper Shepton, Hadspen, Honeywick, Cole, Castle

Cary, Almsford, or Ansford, Alhampton, Ditchat, Westbrook, Bagbury, Southwood, Street, East Compton, Pilton, Cannard's Grave, Priestleigh or Prestleigh, Shepton Mallet, Charlton, Godminster, Pitcomb or Pitcombe, Stoneyhill, Bruton, Wickchampfflower or Weekchampfflower, Lamyat, Milton-Clevedon, Evercreech, Stoney Stratton, Stratton-on-the-Foss, Edford, Bector or Bektor, Coleford, Stoke Bottom, East End, West End, the Fishponds, Chesterblade, Douiting, West Cranmore, Longcross, Waterlip, Farncombe, Bodden, Newman-street, Chelinh or Cheylinh, Leigh-upon-Mendip, Downhead, Dean, Peckingmill, Stoke-lane, otherwise Stoke St. Michael, Oakhill, Ashwick, Holcombe, Midsomer Norton, otherwise Midsummer Norton, Downside, Kilmersdon, Luckington, Lypiate, Chilcompton, Chewton Mendip, Litton, Hinton Blewett, Cameley otherwise Camley otherwise Camely, Temple Cloud, Chew Magna, Stone, North Elm, Bishop Sutton, North Wick, Norton Hauteville otherwise Norton Hawkfield, Charlton, Radstock otherwise Radstoke, Norton, Clapton, Welton, Knowle, Stowey, Knighton Sutton, Stanton Drew, Stanton Wick, East Town, Beluton otherwise Belton, East Cranmore, Mells, Newbury, Babbington, Hemmington, Paulton, Binegar, Ston Easton alias Stone Easton, Farrington Gurney otherwise Farringdon Gurney otherwise Farrington Gournay, High Littleton, Writhlington, Foscott otherwise Foxcott otherwise Forscott, Wellow, Stony Littleton, Shoscombe, Woodborough, Dunkerton, Camerton, Timsbury, Farmborough otherwise Farmbro', Hallatrow, Clutton, Chelwood, Publoleigh, St. Thomas, Pensford, Publow, Norton Malreward, Whitchurch, Dundry, West Dundry, East Dundry, Littleton, Hound-street, Marksbury, Burnet, Compton Dando, Woollard, Priestdown, Queen Charlton, Redditch, Keynsham, Chewton Keynsham, Stockwood, Dunster, Brislington, West Town, Wick, Minchin and Ashton otherwise Long Ashton, Ashton Lyons, Ashton Philips, Ashton Dando, Bower Ashton, Yanley, and Kingscote, all in the county of Somerset; Bedminster, St. Paul's Bedminster, Bedminster East Tithing, Bedminster North Tithing, Bedminster West Tithing, Upper Knowle, Lower Knowle, Bishopworth Arthurs, Bishopworth Lyons, Bishport, and St. Peter's, partly in the county of Somerset and partly in the county of the city of Bristol.

And also to authorize the construction and maintenance of a branch railway diverging from and out of the said intended railway, at or near to Cloud-hill, in the parish of Clutton, in the said county of Somerset, and terminating at or near to Camerton Lower Coal-pits, in the parish of Camerton, in the said county of Somerset, and passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following: that is to say, Clutton, Hallatrow, Farmborough otherwise Farmbro', Priston, Englishbatch, Englishcombe, Dunkerton, High Littleton, Paulton, Camely otherwise Camley otherwise Cameley, Temple Cloud, Midsomer Norton, Farrington Gurney otherwise Farringdon Gurney

otherwise Farrington Gournay, Durcott, Ordingcott otherwise Kernicott, Timsbury, Woodborough, Wellow, Camerton, Radford.

And also a branch diverging from and out of the said main line of railway at or near Pylle Hill, in the said parish of Bedminster, in the said city and county of Bristol, and county of Somerset, or one of them, and terminating at or near the Baltic Wharf, adjoining the Floating Harbour, within the same parish.

And also another branch railway, diverging from and out of the said main line of railway, at or near to Pylle Hill, in the parish and county aforesaid, and terminating at or near the point of junction of the Bristol and Birmingham Railway, in the parish of Saint Philip and Jacob, in the city and county of Bristol and county of Gloucester, or one of them, and passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say, Brislington, and Bedminster, in the county of Somerset, and Bedminster, Saint Philip and Jacob, the out parish of Saint Philip and Jacob, and Holy Trinity, in the said city and county of Bristol, and county of Gloucester, or one of them.

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

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

And it is also intended, by such Act or Acts, to incorporate a Company for the purpose of carrying into effect the said intended railway or branch railways and works, and to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use of the said railway or branch railways, and other works, and to grant such exemptions from such tolls, rates, and duties as to such Company may seem meet.

And it is further intended by such Act or Acts, to enable the Company thereby to be incorporated to sell, or let, or transfer, or to make any agreement or arrangement for the amalgamation or consolidation of the said intended Railway, or branch railways and works, or any part thereof, and all or any powers of such Company in connection therewith, or in relation thereto, to or with any existing or proposed railway or other Company, and to enable such existing or proposed Railway or other Company to purchase, or rent, or construct the said intended railway or branch

railways and works, or any part thereof, and to exercise such powers, or any of them; and also to raise and contribute funds for or towards the construction, maintenance, and use of the said railway or 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 them.

And notice is hereby further given, that maps or plans and sections of the said intended railway, or branch railways, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the town and county of the town of Poole, at his office, in Poole; with the Clerk of the Peace for the county of Dorset, at his office, in Sherborne; with the Clerk of the Peace for the county of Somerset, at his office, in Taunton; with the Clerk of the Peace for the city and county of Bristol, at his office in Bristol, and with the Clerk of the Peace for the county of Gloucester, at his office in the same city; and that a copy of so much of the said maps or plans, sections and books of reference, as relates to each of the parishes in or through which the said intended railway or branch railways 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 clerk of each such parish respectively, at his residence. Dated November 1846.

Castleman and Kingdon, Wim-
borne,
Gilbert Stephens, Northumber-
land-street, Strand, London, } Solicitors.

Boston, Stamford, and Birmingham Railway.
(Peterborough and Thorney Line.)

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 works, approaches, and conveniences connected therewith, commencing by a junction with the Syston and Peterborough Railway, in the parish of Saint John the Baptist, in or near the city of Peterborough, within the soke or liberty of Peterborough, in the county of Northampton, about a furlong to the north of the turnpike road leading from Peterborough to Wansford, and terminating 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 Thorney, in the isle of Ely, in the county of Cambridge, numbered 6 in such parish on the plans referred to in the last-mentioned Act; which said intended

railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Saint John the Baptist Peterborough, Peterborough, Dodsthorpe otherwise Dogsthorpe, Gunthorpe, Werrington, Eastfield, Newark, Eastfield and Newark, Oxney, Walton, Paston, Eastwood, Eye, Eyebury, Borough Fen, High Borough Fen, Low Borough Fen, Newborough, The Hurn in the soke or liberty of Peterborough, and county of Northampton, and Thorney in the isle of Ely, and county of Cambridge.

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

And it is 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 railway and 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 Boston, Stamford, and Birmingham Railway Company powers to purchase lands and buildings, by compulsion or agreement, for the purposes of 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 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 maps, plans, and sections, showing the line 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 actual or 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 of the county of Northampton, at his office in Northampton; with the Clerk of the Peace of the liberty or soke of Peterborough, at his office in Peterborough; with the Clerk of the Peace of the isle of Ely, at his office in Wisbech; and with the Clerk of the Peace for the county of Cambridge, at his office in 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 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 tenth day of November 1846.

S. S. Barter, Solicitor, Atherstone, and 18, Abingdon-street, Westminster.

Midland Railway.

Sheffield, Barnsley, Doncaster, and Goole Line.

(From Goole to Doncaster, Swinton, and Barnsley, and to join the Sheffield, Ashton-under-Lyne, and Manchester railway, near Thurgoland, and from the Midland Railway near Cudworth, to Barnsley, with Branches.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the construction of the following railways, with all proper works and conveniences connected therewith, respectively: that is to say,—

First, a railway commencing at or near the west side of the westernmost ship dock at Goole, in the parish of Snaith, in the west riding of the county of York, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places, hereinafter mentioned, or some of them, that is to say, Snaith, Goole, Hook, Armin, Rawcliffe, East and West Cowick, Cowick-with-Snaith, Cowick, Thorne, Fishlake, Skyehouse, Hatfield, Stainforth-with-Sand-Bram-with, Stainforth, Hatfield-Woodhouse, Barnby-upon-Dun, otherwise Barnby-Dun, Sand-Bram-with, Sandall, Kirk-Sandall, Sandall-Parva, Street Thorpe, Armthorpe, Doncaster, Wheatley, Wheatley-with-Sandall, Long-Sandall, Elm-field, Carr-house, Balby-cum-Hexthorpe, Warmsworth, Edlington, Clifton, Butterbusk, Conisbrough, Denaby, Mexbrough, Swinton, Wath-upon-Dearne, Adwick-upon-Dearne, Goldthorpe, Bolton-upon-Dearne, Billingley, Darfield, and Wombwell, all in the said west riding, to, or near to, Nether-Wood Hall, in the township of Wombwell, and parish of Darfield, aforesaid, and thence by two diverging lines, or one of them, that is to say, one of such diverging lines passing in a northerly direction from, in, through, or into the several parishes, townships, and extra-parochial or other places of Wombwell, Darfield, Ardsley, Worsbrough, Silkstone, and Barnsley, or some of them, all in the said west riding, and terminating at, or near, and on the south-east side of the Sheffield and Wakefield turnpike road, near the town, and in the township of Barnsley, and parish of Silkstone aforesaid, near the point where the line of the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield and Goole Railway, is at present authorized to cross such road, and effecting a junction with the line of the said last mentioned railway, as now authorized to be made, near a certain field in the said last mentioned township and parish, numbered 66 on the

plans referred to in "The Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Act, 1846," and the other of such diverging lines passing in a westerly direction, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Wombwell, Darfield, Worsbrough, Stainbrough, Pilley, Wortley-with-Pilley, Wortley, Tankersley, Thurgoland, and Silkstone, or some of them, all in the said west riding, and terminating by a junction with the line of the Sheffield, Ashton-under-Lyne, and Manchester Railway, in the township of Thurgoland, and parish of Silkstone aforesaid, at or about three hundred yards to the northward of the Thurgoland station of the said last mentioned railway.

Second, a railway from and out of the said first mentioned intended railway, commencing by a junction therewith, at or near the boundary line between the townships of Wheatley and Doncaster, in the parish of Doncaster aforesaid, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places, of Wheatley and Doncaster aforesaid, or one of them, and terminating by a junction with the line of the Great Northern Railway, as at present authorized to be made, within and near the westerly side of a certain open field, called Doncaster Town Field, in or near a portion of such field, in the township of Doncaster aforesaid, numbered 22, on the plans referred to in the "Great Northern Railway Act, 1846."

Third, a railway from and out of the said first mentioned intended railway, commencing by a junction therewith, at, or near the said boundary line, between the said townships of Wheatley and Doncaster; passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Wheatley and Doncaster aforesaid, or one of them, and terminating by a junction with the line of the Great Northern Railway, as at present authorized to be made at, or near, and on the north-easterly side of the Great North Road, in the said township of Doncaster, at the point where the line of the said last-mentioned railway is at present authorized to cross such road in the last-mentioned township.

Fourth, a railway from and out of the said first mentioned intended railway, commencing by a junction therewith, at or near the foot-road from Doncaster to Carr House, in the said parish of Warmsworth; passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Warmsworth, Carr House, Elm-field, and Doncaster aforesaid, or some of them, and terminating by a junction with the line of the Great Northern Railway, as at present authorized to be made, in or near a certain field in the said township and parish of Doncaster, numbered 44 on the plans referred to in the said recited Act, authorizing the construction of the said last-mentioned railway.

Fifth, a railway from and out of the said first mentioned intended railway commencing by a junction therewith, in or near a field belonging to Edward Sheardown, Esquire, in the occu-

pation of Samuel King, adjoining to Carr House Lane, in the said township and parish of Doncaster, passing thence from, in, through, or into, the several parishes, townships, and extra-parochial or other places of Doncaster, Carr House, Warmsworth, and Elmfield, aforesaid, or some of them, and terminating by a junction with the line of the Great Northern Railway, as at present authorized to be made in or near a certain open pasture, in the said township and parish of Doncaster, numbered 1 on the plans referred to in the said recited Act, authorizing the construction of the said last-mentioned railway.

Sixth, a railway from and out of the said first mentioned intended railway, commencing by a junction therewith, at two several points, both within the said parish of Doncaster, one of such points being at, or near a road called Carr Lane, near Carr Grange, and the other of such points, being at, or near to Balby Mill, passing thence respectively, from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Doncaster and Balby-cum-Hexthorpe, in the said riding, and terminating on the westerly side, and lower end of a certain street, called French Gate, in the said parish and town of Doncaster.

Seventh, a railway from and out of the said sixthly, or last above-mentioned intended railway, commencing by a junction therewith, in the said township and parish of Doncaster, near, and upon the northerly side of the highway from Doncaster to Hexthorpe; passing thence wholly within the said last-mentioned township and parish, and terminating on the south side of the new cut of the River Dun navigation, in the said township and parish of Doncaster, in or near the angle or point where the said new cut and the river Cheswold fall into the river Dun, near Dockin Hill.

Eighth, a railway from and out of the said first-mentioned intended railway, commencing by a junction therewith at Conisbrough Cliff, near Cliff Houses, and a place called Butterbusk, in the said Parish of Conisbrough, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Conisbrough, Levit-Hag, Butterbusk, and Warmsworth or some of them, all in the said riding, and terminating on the south side of the river Dun, at, or near a ferry, called Sprotbrough Ferry, in the said parish of Warmsworth.

Ninth, a railway from and out of the said first-mentioned intended railway, commencing by a junction therewith, near a plantation about three furlongs to the westward of the Bridle-road from Denaby to Mexbrough Ferry, in the said parish of Mexbrough, passing thence from, in, through, or into several parishes, townships, and extra-parochial or other places of Mexbrough, Denaby, Wath-upon-Dearne, Rawmarsh, Swinton, and Kilnhurst, or some of them, all in the said riding, and terminating by a junction with the line of the Midland Railway near Kilnhurst School, in the said township of Swinton, and parish of Wath-upon-Dearne.

Tenth, a railway from and out of the said first-mentioned intended railway, commencing by a junction therewith, at or near the river Dearne, in the parish of Darfield and townships of Darfield and Billingley, aforesaid, or one of them; passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Darfield, Bolton-upon-Dearne, Billingley, Wombwell, Hemingfield, Wath-upon-Dearne, Brampton-Bierlow, Wentworth, Nether Hoyland, and Elsecar, or some of them, all in the said west riding; and terminating at or near Elsecar Iron Works, in the parish of Wath-upon-Dearne, and townships of Brampton-Bierlow, and Nether Hoyland aforesaid, or one of them.

Eleventh, a railway from and out of the said westerly diverging line of the said first-mentioned intended railway, commencing by a junction therewith, at or near the river Dove, near Rockley Old Hall, in the township of Worsbrough, and parish of Darfield aforesaid, passing thence wholly within such last-mentioned township and parish and terminating by a junction with the line of the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway, as at present authorized to be made in or near a certain field in the said township of Worsbrough, and parish of Darfield, numbered 163 in the plans referred to in the said recited Act, authorizing the construction of the said last-mentioned railway.

Twelfth, a railway from and out of the said westerly diverging line of the said first-mentioned intended railway, commencing by a junction therewith, near, and on the westerly side of the road from Birdwell to Dodworth, in the said township of Worsbrough, and parish of Darfield; passing thence wholly within such last-mentioned township and parish; and terminating by a junction with the line of the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway, as at present authorized to be made in or near a certain field in the said township of Worsbrough, and parish of Darfield, numbered 12 in the plans referred to in the said recited Act, authorizing the construction of the said last-mentioned railway.

Thirteenth, a railway from and out of the line of the Midland Railway, commencing by a junction therewith, at two several points within the parish of Royston, in the said west riding, one of such points being near the Cudworth or Barnsley Station of the Midland Railway, and the other of such points being about five furlongs northward of such station, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Cudworth, Carlton, Monk Bretton, Royston, Darton, Darfield, Worsbrough, Silkstone, Ardsley, and Barnsley, or some of them, all in the said west riding, and terminating at or near and on the south-east side of the Sheffield and Wakefield turnpike-road, near the town, and in the township of Barnsley, and parish of Silkstone aforesaid, near the point where the line of the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway is at present authorized to cross such road, and

effecting a junction with the line of the said last-mentioned railway, as now authorized to be made near a certain field in the said last-mentioned township and parish, numbered 66 on the plans referred to in the said recited Act, authorizing the construction of the said last-mentioned railway.

And notice is hereby further given, that it is proposed in and by the said intended Act, to empower the Midland Railway Company to execute the said intended railways, and to raise money for the purpose, and to levy tolls in respect of the use thereof, and to grant certain exemptions from the payment of such tolls, and to purchase, by compulsion or agreement, lands and houses necessary for the completion of the same. And it is further intended by the said Act, to vary or extinguish all existing rights and privileges in any way connected with the lands proposed to be taken for the purposes of the said intended railways, or which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby further given, that it is proposed by the said intended Act, to alter, amend, explain, and enlarge, so far as may be necessary, the powers and provisions of the several Acts hereinafter mentioned, relating to the Midland Railway Company, that is to say, Local and Personal Act 7th Victoria, Chapter 18; Local and Personal Acts 8th and 9th Victoria, Chapters 49, 56 and 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 lastly given, that on or before the thirtieth day of November instant, maps, plans, and sections, describing the direction, lines, and levels of the said intended railways and works respectively, and the situation of the lands proposed to be taken for the purposes of the same respectively, together with a book of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of the said lands respectively, will be deposited, for public inspection, with the Clerk of the Peace for the west riding of the county of York, at his office in Wakefield, in the said riding; and that copies of so much of the said plans, sections, and book of reference, as relate to the several parishes in or through which the said intended railways and works are respectively intended to pass, will be deposited, on or before the said thirtieth day of November instant, with the parish clerks of such parishes, at their respective residences.—Dated this second day of November 1846.

Parker Hayes, Barnwell and Twisden, London; T. B. Mason, Doncaster; Vickers and Jervis, Sheffield; Scholey and Marsden, Wakefield, Joint Solicitors.

Tranmere Improvement.

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

to obtain an Act for paving, flagging, lighting (by gas or otherwise), watching, cleansing, draining, regulating, widening, repairing, and otherwise improving the several streets, squares, lanes, highways, turnpike-roads, carriage ways, footpaths, and public passages, and places within the township of Tranmere, in the parish of Bebbington, in the county of Chester; and for the effectual drainage and sewage of the said township, and for the prevention of nuisances and annoyances in the said township; and for the regulation of weighing-machines and weights and measures; and for forming and opening certain new streets, and for widening and improving some of the present streets, and for making better and more convenient approaches and communications to, through, and within the said township; and also that it is intended to apply for powers for regulating and improving the elevation of all buildings hereafter to be erected in the said township; and also the quantity and quality of the materials to be used in the erection of such buildings; and by provisions for enforcing the better construction of the dwellings of the working classes and other small dwellings within the said township; and by provisions for restricting the letting or using of cellars for habitation within the said township, except in certain cases.

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

And notice is also hereby given, that it is intended to apply for powers in the said Act, for the compulsory purchase of lands, houses, buildings, tenements, and hereditaments, and to raise money for the purposes of the said Act, and for levying and taking certain tolls, rates, and assessments, and for granting all necessary and effectual powers for carrying the said Act into execution.—Dated this ninth day of November 1846.

Henry Bremner, Solicitor, Liverpool.

Clarence Railway, and Leeds and Thirsk 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 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 Leeds and Thirsk Railway Company, and to enable the said Leeds and Thirsk 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 Leeds and Thirsk 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 Leeds and Thirsk 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 Leeds and Thirsk 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 Leeds and Thirsk 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.

Leeds, Burley, and Headingley Turnpike Road.

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 turnpike-road to commence at or near to a certain place or street, called Burley-lane, in the

township of Leeds, and to pass along the same, and thence in, through, or into the several townships of Leeds and Headingley-cum-Burley, and to terminate at or near the Church, in the village of Headingley, in the township of Headingley-cum-Burley, all in the parish of Leeds, in the west riding of the county of York.

And it is also intended to make a branch turnpike-road from the line first described, to commence at or near the village of Burley, in the township of Headingley-cum-Burley, and to pass thence in, through, or into the said townships of Headingley-cum-Burley and Leeds, and to terminate at or near Woodhouse, in the township of Leeds aforesaid, all in the said parish of Leeds.

And it is also intended to make another branch turnpike-road from the line first described, to commence at or near to a lane called Chapel-lane, (leading from Headingley to Burley), in the said township of Headingley-cum-Burley, and to pass thence in, through, or into the said townships of Headingley-cum-Burley and Leeds, and to terminate at or near the boundary between the said last-mentioned townships on the Leeds and Otley turnpike-road, all in the said parish of Leeds.

And it is further intended to make turnpike the bridge road or highway called Chapel-lane, leading from Headingley aforesaid to Burley aforesaid, and to improve, widen, alter, and divert the same.

And it is also intended by such Act, to take power to stop up, alter, or divert, whether temporarily or permanently, all roads and highways, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parish and townships, 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 take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes aforesaid, and for varying or extinguishing all existing rights or privileges in any manner connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, or use of the said works, and also for levying tolls in respect of the use of the said roads, and to grant certain exemptions from such payments, and to confer other rights and privileges.

And notice is hereby further given, that plans and sections of the said intended roads, and of the lands and houses proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands and houses, will be deposited, on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the west riding of the county of York, at his office in Wakefield; and that on or before the said thirtieth day of November, a copy of the said plans, sections, and book of reference will be deposited with the parish clerk of the parish of Leeds, at his residence.

Dated this second day of November 1846.

Payne, Eddison, and Ford, Solicitors, Leeds.

**Oxford, Worcester, and Wolverhampton Railway,
No. 1.—(Extensions and Amendment.)**

Railways from Cheltenham to Evesham, and to a point on the Stratford-on-Avon Branch of the said Oxford, Worcester, and Wolverhampton Railway—Amendment of Acts.

NOTICE is hereby given that application is intended to be made to Parliament, in the ensuing session, for an Act to authorize the construction and maintenance by the Oxford, Worcester, and Wolverhampton Railway Company of the Railways hereinafter described, with all proper works approaches, and conveniences connected therewith respectively, that is to say, a Railway commencing by a Junction with a proposed line of railway from Cheltenham to Oxford, in or near a piece of garden ground between Saint Ann's cottage and Sherborne-place, in the parish of Cheltenham, in the county of Gloucester, and terminating by a junction with the line of the Oxford, Worcester, and Wolverhampton Railway, as at present authorized to be made, by means of two short forks diverging near such intended junction, one thereof terminating in or near a certain field, in the parish of Saint Lawrence, Evesham, in the county of Worcester, numbered 7 on the plans referred to in "The Oxford, Worcester, and Wolverhampton Railway Act, 1845," and situate adjoining a certain road leading from the Evesham and Worcester turnpike-road into Broad-street and Bewdley-street, in the town of Evesham, and the other fork thereof terminating in or near a certain close or property in the said parish of Saint Lawrence Evesham, numbered 2 on the said plans of the Oxford, Worcester and Wolverhampton 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, Evesham, All Saints Evesham, Saint Lawrence Evesham, Bengeworth, Saint Peter Bengeworth, Hampton, Charlton, Haslor, Upper Haslor, Great Hampton, Little Hampton, Cropthorne, Wickhamford, Elmley Castle, Kersee, Netherton, Sedgberrow, Little Washbourne, Overbury, and Alston, in the county of Worcester, Hinton-on-the-Green, Ashton-under-hill, Grafton, Dumbleton, Aston Somerville, Childswickham, Beckford, Didcot, Great Washbourne, Alderton Dixon, Stanley Pontlarge, Gretton, Oxendon or Oxenton, Wolstone, or Woolstone, Gotherington, Prescott or Prescott, Pardon Hill, Bishop's Cleeve, Woodmancote, Southam, Brockhampton, Prestbury, Charlton Kings, Alstone, and Cheltenham, in the county of Gloucester.

And another railway, diverging from the line of the said Oxford, Worcester, and Wolverhampton Railway, as at present authorized to be made at or near a certain field or property, in the parish of Church Honeybourne, in the said county of Worcester, numbered 6, on the said plans of such last-mentioned railway, and terminating by a junction with the Stratford-on-Avon branch of the said Oxford, Worcester, and Wolverhampton Railway, as authorized to be

made by an Act passed in the last session of Parliament, in or near a certain close or property, situate in the hamlet or township of Broadmarston, in the parish of Pebworth, in the county of Gloucester, numbered 17 on the plans of such last-mentioned branch railway, referred to in the said last-mentioned Act, and which said last-mentioned intended railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, that is to say, Church Honeybourne, in the county of Worcester, and Pebworth and Broad Marston, in the county of Gloucester.

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 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 take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes of the said railways and works, and for levying tolls, rates, and duties, in respect of the use of the said railways and works, and to grant exemptions from such tolls, rates, and duties.

And it is further intended by such Act to enable the said Oxford, Worcester, and Wolverhampton Railway Company to sell, or let, or transfer the said intended railways and works, or any of them, or any part thereof respectively, and all or any powers of such company, in connection therewith, or in relation thereto respectively, to the Great Western Railway Company, and to enable such last-mentioned company to purchase or rent, or construct the said intended railways and works, or any of them, or any part thereof respectively, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railways and works, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between the said two companies.

And it is further intended by such Act to enable the said Oxford, Worcester, and Wolverhampton Railway Company to raise money for the purposes aforesaid, and it is also intended to alter, repeal, amend, and enlarge, so far as may be necessary, the powers and provisions of the following Acts relating to the said Oxford, Worcester, and Wolverhampton Railway Company, that is to say, "The Oxford, Worcester, and Wolverhampton Railway

Act, 1845," and an Act passed in the last session of Parliament, entitled "An Act to authorize certain extensions of the line of the Oxford, Worcester, and Wolverhampton Railway, and to amend the Act relating thereto," 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, cap. 36; an Act of the fifth and sixth years of the same reign, cap. 107; an Act of the sixth year of the same reign, cap. 38; an Act of the same year of the same reign, cap. 79; an Act passed in the same year of the same reign, cap. 77; an Act of the first year of the reign of Her present Majesty, cap. 91; an Act of the same year of the same reign, cap. 92; an Act of the same year of the same reign, cap. 24; an Act of the second year of the same reign, cap. 27; an Act of the third and fourth years of the same reign, cap. 105; an Act of the fifth year of the same reign, 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 same years of the same reign, cap. 188; an Act of the same years of the same reign, cap. 156; an Act of the same years of the same reign, cap. 191; and an Act of the ninth year of the same reign, cap. 14, and an Act of the ninth and tenth years of the same reign, cap. 369.

And notice is hereby further given, that maps, plans, and sections 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 of the said intended railways and works, will be deposited on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester, and with the Clerk of the Peace for the county of Worcester, at his office in the city of Worcester; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railways and works, are proposed to be made will be deposited on or before the said thirtieth day of November instant, with the parish clerk of each such parish at his residence.

Nov. 1846.

W. O. and W. Hunt, 10 Whitehall.
Bedford and Pidcock, } Worcester.
F. T. Elgie,

Chelmsford and Norwich Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the following lines of railway and branch railways or one or

some of them, or some part or parts thereof, respectively, with all proper works, approaches, and conveniencies connected therewith, that is, to say, Firstly, a railway commencing by a junction with the intended Maldon, Witham, and Braintree railway, as at present authorized to be made at or near to the proposed terminus of the said railway, either in the parish of Braintree, Bocking, or Black Notley, in the county of Essex, or some or one of them, and terminating at or near to a certain public road leading from Sudbury to Newton, in the parish of Saint Gregory, in the town and borough of Sudbury, in the county of Suffolk, 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, Black Notley, White Notley, Row Green, Rayne, otherwise Rayne Parva, Cressing, Braintree, Panfield, Bocking, High Garrett, Stisted, Gosfield, Earles Colne, Halslead, the Holy Trinity, in Halstead, Pebmarsh, Little Maplestead, Great Maplestead, Gestingthorpe, Colne Engaine, White Colne, Bures Hamlet, otherwise Mount Bures, Wickham, Saint Paul, Twinstead, Alphamstone, Lamarsh, Henny, Great Henny, Little Henny, Middleton, Bulmer, Ballingdon, otherwise Ballingdon-cum-Brundon, Belchamp Walter, Belchamp Otton, Belchamp Saint Pauls, Belchamp North Wood, Belchamp North End, Borley, Great Cornerd, Little Cornerd, and part of the borough of Sudbury, all in the county of Essex, the town and borough of Sudbury, Saint Peter, in the town and borough of Sudbury, Saint Gregory, in the town and borough of Sudbury, All Saints, in the town and borough of Sudbury, all in the county of Suffolk.

And also to authorize the construction and maintenance of a branch railway from and out of the said intended railway, commencing at or near to a certain place called Bois Hall, in the said parish of Halstead, and county of Essex, and terminating by a junction with the Halstead branch of the said intended Colchester, Stour Valley, Sudbury, and Halstead railway, at or near to a certain place called Langley Mill, either in the parish of Halstead, Colne Engaine, or Earle's Colne, or some or one of them, in the said county of Essex, and which said branch railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them, that is to say, the Holy Trinity in Halstead, Colne Engaine, and Earles Colne, all in the said county of Essex.

Secondly, a railway, commencing by a junction with and in continuation of the said first described main line of intended railway, at a certain road leading from Sudbury to Newton, in the parish of Saint Gregory Sudbury, in the county of Suffolk, and terminating by a junction with the Ipswich and Bury Saint Edmunds Railway, now now in the course of formation, at or near a certain place called Dagworth Hall, either in the parish of Haughley or Old Newton, in the said county of Suffolk, or both of them, and which said railway and works will pass from, in, through, or into the several townships, and extra-parochial or other

places following, or some or one of them, that is to say, Saint Peter, in the town and borough of Sudbury, Saint Gregory, in the town and borough of Sudbury, All Saints, in the town and borough of Sudbury, Saint Bartholomew Priory, and Saint Bartholomew, in the town and borough of Sudbury, Great Cornerd, Little Cornerd, Chilton, Acton, Newton otherwise Newton-juxta-Sudbury, Great Waldingfield, Little Waldingfield, Edwardstone, Long Melford, Glemsford, Stanstead, Keddington or Citton Hamlet, Lavenham otherwise Lanham, Alpheton, Thorp Morieux, Preston, Brent Eleigh, Monks Eleigh, Chelsworth, Bildeston otherwise Bilston, Kettlebaston, Hitcham, Whattisham, Brettenham, Little Finborough, Felsham otherwise Falsham, Gedding, Buxhall, Great Finborough, Rattlesden, Combs, Onehouse, Sheland, Harleston, Wetherden, Stowmarket otherwise Stow, Chilton, Hamlet, Stow Upland, Creeting All Saints, otherwise Creeting Saint Peter, otherwise West Creeting, Creeting Saint Olaves otherwise Saint Olaves Creting, Creting Saint Mary otherwise Saint Mary Creting, Little Stoneham, Earl Stoneham, Gipping, Old Newton otherwise Gipping Newtown, and Haughley, all in the said county of Suffolk.

And also to authorize the constuction and maintenance of a branch railway from and out of the said secondly hereinbefore described line of railway, commencing at or near to the commencement of the said intended railway, at or near to a certain public road, leading from the borough of Sudbury to Newton, in the said parish of Saint Gregory Sudbury, in the county of Suffolk, and terminating by a junction with the said Colchester, Stour Valley, Sudbury, and Halstead Railway, at a certain place called Great Cornerd, either in the parish of Saint Gregory's Sudbury, or Great Cornerd, or both of them, in the county of Suffolk, and which said branch railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them, that is to say, Saint Gregory's Sudbury, and Great Cornerd, in the said county of Suffolk.

And also to authorize the construction and maintenance of another branch railway, from and out of the said secondly hereinbefore described line of railway, commencing by a junction therewith, at or near a certain farm called Slough Farm, near Lavenham, in thk parish of Lavenham aforesaid, and county of Suffolk, and terminating by a junction with the Ipswich and Bury Saint Edmunds Railway, now in the course of formation, at or near a certain place called the North Gate, either in the parish of Saint James, Saint John's, or Saint Saviour's, in the borough of Bury Saint Edmunds, in the said county of Suffolk, and which said branch railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them, that is to say, Lavenham, Brent Eleigh, Preston, Thorp Morieux, Shimpling, Alpheton, Cockfield, Felsham, Lawshall, Stammingfield otherwise Stanfield, Hartest, Bradfield Combust, Badfield Saint Clare, Bradfield Saint George,

Gedding, Great Whelnetham, Little Whelnetham, Sicklesmere, Felsham, Newton, Hardmick, Hawstead, Thurston, Westley, Rushbrooke, Rougham, Great and Little Horningsheath, Horse Croft, Saint Mary, Saint Peters, Saint Saviours, Saint James, and Saint John's, all in the borough of Bury Saint Edmunds, Bury Saint Edmunds, and Guildhall Lands, and Rushbrook Charity Lands, in the said borough of Bury Saint Edmunds, all in the said county of Suffolk.

And also to authorize the construction and maintenance of another branch railway, from and out of the said last-mentioned branch railway, commencing at or near a place called Eastgate Grange, either in the parish of Saint James, Saint John's, or Saint Saviour's, in the borough of Bury, Saint Edmunds aforesaid, and terminating by a junction with the said Ipswich and Bury Saint Edmunds Railway, on the north side of Eastgate Grange aforesaid, and in the said borough of Saint Edmunds, and which other branch railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them, that is to say, Saint Mary, Saint Peters, Saint Saviours, Saint James, and Saint Johns, in the said borough of Bury Saint Edmunds, all in the said county of Suffolk.

Thirdly, another line of railway commencing by a junction with, and continuation of the said first-hereinbefore described intended main line of railway, at or near to the terminus of the said intended Maldon, Witham, and Braintree Railway, as at present authorized to be made either in the parish of Braintree, or Bocking, in the said county of Essex, or both of them, and terminating by a junction with the Colchester Line of the Eastern Counties Railway, at or near to a certain bridge or viaduct, which carries, and continues the line of the same railway across the river Chelmer, either in the parish of Springfield, or Chelmsford, or both of them, in the county of Essex, and which said railway will pass from, in, through, or into the several parishes, townships, and extra-parochial, or other places following, or some, or one of them, that is to say, Braintree, Cressing, Rayne, Row Green, White Notley, Black Notley, Terling, Pleshey, Felsted, Fairsted, Fuller-street, Chatley, Great Leighs, Little Leighs, Great Waltham, Little Waltham, Hatfield Green, Hatfield Peverel, Boreham, Chignall Smeeley, Chignal Saint James, Bromfield, Widford, Writtle, Great Baddow, Springfield, Moulsham, and Chelmsford, all in the county of Essex.

And it is intended to apply for power in the said Act or Acts, to deviate in the construction of the said railway or railways extension, or extensions, or branch 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 hereinafter mentioned, except where the intention to deviate, to a greater or less extent shall be denoted on the said plans.

And it is also intended by such 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 purposes thereof, and for levying tolls, rates, and duties, in respect of the use thereof, and to grant such exemptions from such tolls, rates, and duties, as to such company may seem meet.

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

And notice is hereby further given, that duplicate plans and sections of the said intended railway or railways, extension or extensions, or branch railways, and works, and of the lands proposed to be taken for the purposes thereof, together with the books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, 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, extension or extensions, or branch railways, delineated thereon, so as to shew 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 Essex, at his offices, in Chelmsford, in the said county of Essex; and with the Clerk of the Peace, for the county of Suffolk, at his offices, in Bury Saint Edmunds, in the said county of Suffolk; and that a copy of so much of the said plans, sections, and books of reference, as

relates to each of the parishes, in or through which the said intended railway or railways, extension or extensions, branch railway or railways, and works, are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.—Dated this first day of November 1846.

Fearon and Gosling, 17; Fludyer-street, Whitehall, Solicitors for the Bill.

Oxford, Worcester, and Wolverhampton Railway, (No. 2). (Extensions and Amendment).

Proposed Railways from Stourbridge to Dudley, and to Halesowen, with Railways diverging therefrom to the Oxford, Worcester, and Wolverhampton Railway Station at Stourbridge, and to Messrs. Kings' Clay Works; also Deviation and Extension at Wolverhampton.

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 Oxford, Worcester, and Wolverhampton Railway Company, of the railways hereinafter described, with all proper works, approaches, and conveniences connected therewith, that is to say, a railway commencing in or near to a certain field belonging to the trustees of the Right Honourable the Earl of Stamford and Warrington, in the occupation of Mr. William Foster, adjoining the Stourbridge Canal, in the hamlet of Amblecote, in the parish of Oldswinford, in the county of Stafford, near to the town of Stourbridge, in the county of Worcester, proceeding thence to a point at or near a certain piece of arable land belonging to Ann Eliza Haden, in the occupation of Lucy Tibbitts and Edwin Tibbitts, near to Haden's Cross, in the parish of Rowley Regis, in the county of Stafford, and thence by means of two different lines, one thereof terminating by a junction with the line of the said Oxford, Worcester, and Wolverhampton Railway, as at present authorized to be made, in a certain meadow in the parish of Dudley, in the county of Worcester, numbered 82 on the plans of the said Oxford, Worcester, and Wolverhampton Railway referred to in "The Oxford, Worcester, and Wolverhampton Railway Act 1845," and the other terminating by a junction with the line of the Birmingham and Bristol Branch Railway from King's Norton to Halesowen, as at present authorized to be made in or near a certain field, situate in the parish of Halesowen, in the county of Worcester, numbered 70 on the plans of the last-mentioned Branch Railway, referred to in the Act authorizing the construction thereof, which said intended railway or railways, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Oldswinford, Stourbridge, Woollescote, Upper Swinford, Hungry Hill, Stamber Mill, Hay Green, the Lye, Christchurch Lye, Lye Waste, the Hayes, Netherend, Brettell Town, Saltbrook End,

Two Lanes' End, Cradley, Lower Cradley, Over End, Gosty Hill, Northfield Road, Darby End, Windmill End, Netherton, St. Andrew Netherton, Bumble Hole, Baptist End, Cinder Bank, Dixon's Green, Blower's Green, Dudley, Haysitch, Hawn, Hill, Lutley, Hasbury, Cakemore, and Halesowen, in the county of Worcester; Amblecote, Oldswinford, Kingswinford, Lomey Town, Cradley Heath, Gosty Hill, Dudley Wood, Rowley, Rowley Regis, Reddall Hill, Old Hill, and Windmill End, in the county of Stafford.

Also a railway diverging from the said first-mentioned intended railway, commencing in or near a certain field, called Rushgrove, belonging to the Reverend Edward Unwin, in the occupation of Mr. Francis Tongue Rufford, situate in the township of Upper Swinford, in the parish of Oldswinford, in the county of Worcester, and passing through the townships of Upper Swinford and Stourbridge, in the said parish of Oldswinford, to the main line of the Oxford, Worcester and Wolverhampton Railway, as at present authorized to be made, and terminating by a junction therewith at the intended Stourbridge Station of the said last-mentioned railway, in a certain field in the township of Stourbridge aforesaid, numbered 17 on the said plans of the said last-mentioned railway.

And another railway, diverging from the said first-mentioned intended railway in or near a piece of land belonging to the Reverend James Bromley and others, trustees of Christ Church Lye, in the occupation of William Perry and Job Yardley, in the township of the Lye, in the said parish of Oldswinford, in the said county of Worcester, and terminating at or near the brickworks of Messrs. Joseph King and William King, in the in the said township of the Lye, in the said parish of Oldswinford, in the said county of Worcester, adjoining to the turnpike road leading from Pedmore to Dudley; and which said last-mentioned intended railway and the works connected therewith, will be wholly situate within the said township of the Lye, in the said parish of Oldswinford, in the county of Worcester aforesaid.

And another railway, commencing at a point on the line of the said Oxford, Worcester, and Wolverhampton Railway, as at present authorized to be made, at or near the end of the seventh furlong, as marked on the said plans thereof, in or near a piece of land, numbered 33 on the said plans, in the township and parish of Wolverhampton, in the county of Stafford, and terminating by a junction with the London and North Western Railway, at or near the bridge of the said railway, over the road to Showell Farm, in the township and parish of Bushbury, in the said county of Stafford, about a mile northward of the Wolverhampton Station of the said London and North Western Railway; and which said last-mentioned intended railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the parishes, townships, and extra-parochial or other places following, or some of them; that is to say, Bushbury, Wolverhampton, and Wednesfield, in the county of Stafford.

And also another railway commencing at a point on the line of the said Oxford, Worcester, and Wolverhampton Railway, as at present authorized to be made, at or near the one mile and fifth furlong as marked on the said plans thereof, in or near a piece of land numbered 62 on the said plans, in the township and parish of Wolverhampton aforesaid, and terminating by a junction with the line of the Birmingham, Wolverhampton, and Stour Valley Railway, as at present authorized to be made at Walsall-street or road in the aforesaid township and parish of Wolverhampton, numbered 45 on the said plans of the said Oxford, Worcester, and Wolverhampton Railway, which said last mentioned intended railway and the works connected therewith, will be wholly situate within the said township and parish of Wolverhampton, in the said county of Stafford.

And it is also intended by the said Act to authorize and empower the said Oxford, Worcester, and Wolverhampton Railway Company, to abandon the formation of so much of their said railway as at present authorized to be made, as extends from the said seventh furlong of the said railway, as marked on the said plans thereof, to the London and North Western Railway at the bridge over the Cannock road, in the township of Wednesfield, in the parish of Wolverhampton, in the county of Stafford.

And it is also intended by such Act to take powers 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 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 confer on the said Oxford, Worcester, and Wolverhampton 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 for levying tolls, rates, and duties in respect thereof, and to grant exemptions from tolls, rates, and duties.

And it is further intended by such Act to enable the said Oxford, Worcester, and Wolverhampton Railway Company, to sell, or let, or transfer the said intended railways and works, or any of them, or any part thereof respectively, and all or any powers of such Company in connexion therewith, or in relation thereto respectively, to the Great Western Railway Company, and to enable such last-mentioned Company to purchase, or rent, or construct the same, or any of them, or any part thereof respec-

tively, and to exercise such powers or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railways and works, and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between the said two Companies.

And it is further intended by such Act to enable the said Oxford, Worcester, and Wolverhampton Railway Company to raise money for the purposes aforesaid, and to alter, repeal, amend, and enlarge, so far as may be necessary, the powers and provisions of the following Acts relating to the said Oxford, Worcester, and Wolverhampton Railway Company, viz. "The Oxford, Worcester, and Wolverhampton Railway Act, 1845;" and an Act passed in the last session of Parliament, intituled "An Act to authorize certain extensions of the line of the Oxford, Worcester, and Wolverhampton Railway, and to amend the Act relating thereto," and the following Acts relating to the said Great Western Railway Company, and to the several railways now forming part of the undertaking of the Great Western Railway Company, viz. 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, cap. 107; an Act of the sixth year of the same reign, chapter 38; an Act of the sixth year of the same reign, chapter 77; an Act of the same year of the same reign, cap. 79; an Act of the first year of the reign of Her present Majesty, chapter 91; an Act of 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, cap. 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 eighth and ninth years of the same reign, cap. 156; 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; and 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 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 aforesaid, will be deposited, on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the county of Worcester, at his office in the city of Worcester; and with the Clerk of the Peace for the county of Stafford, at his office in the town of 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 proposed to be made, will be deposited, on or before the said thirtieth day of November instant, with the parish clerk of each such parish, at his residence.

November 1846.

W. O. and W. Hunt, 10, Whitehall.
Bedford and Pidcock, } Worcester.
F. T. Elgie,

Birmingham, Wolverhampton, and Dudley Railway Act (Stourbridge and West Bromwich Line).

Proposed Railway from Stourbridge to the Birmingham Wolverhampton, and Dudley Railway, in the parish of West Bromwich; Additional land at Birmingham; And 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 next session for an Act to alter, amend, and enlarge, the powers and provisions of "The Birmingham, Wolverhampton, and Dudley Railway Act, 1846;" and to enable the Birmingham, Wolverhampton, and Dudley Railway Company to make and maintain a railway, together with all necessary stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith, such railway to commence in the hamlet of Amblecote, in the parish of Oldswinford, and in the county of Stafford, in a field belonging to the trustees of the Earl of Stamford and Warrington, occupied by Mr. William Foster, adjoining the Stourbridge Canal, and near to the town of Stourbridge, and to terminate by a junction with the Birmingham, Wolverhampton, and Dudley Railway, as the same is now authorized to be made, in a field, situated in the parish of West Bromwich, in the county of Stafford, numbered 20 on the plan of the last-mentioned railway, referred to in "The Birmingham, Wolverhampton, and Dudley Railway Act, 1846," and deposited at the office of the Clerk of the Peace for the county of Stafford, which said intended railway and works will be made in, or pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Oldswinford, Stourbridge, Woollescote, Upper Swinford, The Lye, Christchurch Lye, Lye Waste, Cradley, Lower Cradley, Overend, Netherend, Dudley, Dudley Wood, Halesowen, Oldbury, Worley, Ridgeacre, Illey, Romsley, Hunnington, Lapal, Langley Walloxall, Worley Wigorn, Hawn, Hill, Lutley, Hasbury, and Cakemore, in the county of Worcester; and Rowley Regis, Kingswinford, Oldswinford, Amblecote, Smethwick, Harborne and West Bromwich, in the county of Stafford.

And also a short connecting line of railway, from and out of the said intended railway, to

to commence in a field, called Rushgrove, belonging to the Rev. Edward Unwin, in the occupation of Mr. Francis Tongue Rufford, situate in the township of Upper Swinford, in the parish of Old Swinford, in the county of Worcester, and to terminate by a junction with the Oxford, Worcester, and Wolverhampton Railway, as now authorized to be made, in a field situated in the township of Stourbridge, in the county of Worcester, and numbered 17 on the plan of the last-mentioned railway, referred to in the Oxford, Worcester, and Wolverhampton Railway Act, 1845, and deposited at the office of the Clerk of the Peace for the county of Stafford; which said intended connecting line of railway will be made in, or pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Oldswinford, Upper Swinford, and Stourbridge, in the county of Worcester.

And also a short connecting line of railway to commence from and out of the first described intended railway, at a point at or near to a certain charcoal blacking mill, situated in Union-street, Spon-lane, in the said parish of West Bromwich, and occupied by Mr. William Hadley, and to terminate at or near to Spon House in the said parish of West Bromwich, by a junction there with the Birmingham, Wolverhampton, and Dudley Railway, as now authorized to be made; which last-described connecting line of railway and works will be made wholly in the said parish of West Bromwich, in the county of Stafford.

And it is also intended to take powers by the said intended Act to make lateral deviations from the line of the said intended railways and works to the extent or within the limits defined upon the plans hereinafter mentioned: and also to enable the Birmingham, Wolverhampton, and Dudley Railway Company to purchase, by compulsion, certain houses, buildings, lands, and hereditaments adjoining to Constitution-hill, and lying between Henrietta-street and Northwood-street, in the borough and parish of Birmingham, for the purpose of providing additional station-room, for the accommodation of the public: 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 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 railways and works.

And notice is hereby further given, that a plan of the said intended railways and works, and also a duplicate of such plan, and a section and duplicate thereof; and also a plan and duplicate plan of the lands, and hereditaments adjoining to Constitution-hill, so intended to be taken as afore said, together with books of reference to such plans, and also a published map, with the line of

the said intended railways, delineated thereon, will be deposited for public inspection, with the Clerk of the Peace for the county of Worcester, at his office at Worcester, and with the Clerk of the Peace for the county of Stafford, at his office at Stafford, and with the Clerk of the Peace for the county of Warwick, at his office at Stratford-upon-Avon 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 the said plans and section as relates to each parish, in or through which the said intended railways and works are intended to be made, and within which the said lands and hereditaments are situated, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

And it is proposed to take powers by the said intended Act, to increase the capital of the Birmingham, Wolverhampton, and Dudley Railway Company, and 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 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 to empower by the said intended Act the Birmingham, Wolverhampton, and Dudley Railway Company to lease, sell, or transfer their undertaking, or any part of the same, or the tolls thereof, to the Great Western Railway Company, and to delegate to the said last-mentioned company the execution of all, or any of the powers now vested in the Birmingham, Wolverhampton, and Dudley Railway Company, or to be vested in them by the said intended Act, and to authorize the Great Western Railway Company, to take shares in, and subscribe for, or towards the making, maintaining, working, and using the undertaking of the Birmingham, Wolverhampton, and Dudley Railway Company, or any part thereof, or to purchase, take on lease, rent, work, or construct the same, or any part of the same, and to take tolls and duties upon, or in respect thereof, or to guarantee to the Birmingham, Wolverhampton, and Dudley Railway Company, such interest or profit upon their outlay as may be agreed upon, or to authorize the amalgamation of the Birmingham, Wolverhampton, and Dudley Railway Company, and the capital stock thereof, with the Great Western Railway Company, and the capital stock thereof, and to enable the Great 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 intended to apply for powers to alter, amend, extend, and enlarge the provisions of the several Acts hereinafter mentioned

relating to the Great Western Railway Company, and to the several railways forming part of the undertaking of that 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 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 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 this 7th day of November 1846.

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

J. W. and G. Whateley, Birmingham

York and Newcastle Railway.

(Hartlepool Dock and Railway and Great North of England, Clarence, and Hartlepool Junction Railway, Lease and Purchase Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to enable the Hartlepool Dock and Railway Company, and the Great North of England, Clarence, and Hartlepool Junction Railway Company, respectively, or one of them, to lease and sell and absolutely dispose of and make over to the York and Newcastle Railway Company, the railways belonging to them, the said Hartlepool Dock and Railway Company, and the said Great North of England, Clarence, and Hartlepool Junction Railway Company, respectively, and all and singular the branches thereof, and all the estate, right, title, and interest, works, conveniences, and things in, about, or appertaining thereto, or connected therewith respectively, and the messuages, tenements, lands, hereditaments, and premises of and belonging to the said Hartlepool Dock and Railway Company, and the said Great North of England, Clarence, and Hartlepool Junction Railway Company, or either of them, and all and singular the docks, tidal basins, quays, wharfs, shipping places, railways, waggonways, or other ways, approaches, entrances, warehouses, walls, jetties, and other works of the said Hartlepool Dock and Railway Company, and all the estate, right, title, and interest, conveniences, and things in, about, or appertaining thereto or connected therewith,

and the lands in or upon which the same are respectively made, erected, and being, and all other their property and effects, and all the powers and privileges now vested in them the said Hartlepool Dock and Railway Company, and the said Great North of England, Clarence, and Hartlepool Junction Railway Company, or either of them; and to enable the said York and Newcastle Railway Company to take the same, and accept and complete such lease and purchase, and to exercise all the powers and privileges now vested in them the said Hartlepool Dock and Railway Company, and the said Great North of England, Clarence, and Hartlepool Junction Railway Company; and to enable the said York and Newcastle Railway Company to levy and receive the tolls, rates, and duties now payable or authorised to be taken for or in respect of the said docks, railways, and works respectively belonging to the said Hartlepool Dock and Railway Company and Great North of England, Clarence, and Hartlepool Junction Railway Company, and, if necessary, to alter, vary, and increase such tolls, rates, and duties, and to levy other and additional tolls, rates, and duties; and to amalgamate and unite the said docks, railways, and works of the said Hartlepool Dock and Railway Company and Great North of England, Clarence, and Hartlepool Junction Railway Company, respectively, with the railways and works belonging to the said York and Newcastle Railway Company, and (if need be) to dissolve the said Hartlepool Dock and Railway Company, and the said Great North of England, Clarence, and Hartlepool Junction Railway Company, or one of them; and to alter, amend, enlarge, or repeal the powers and provisions of the several Acts relating to the said Hartlepool Dock and Railway Company, passed in the sessions of Parliament held respectively in the second and fourth years of the reign of His late Majesty King William the Fourth, and in the third and fourth years of the reign of Her present Majesty; and also the several Acts relating to the Great North of England, Clarence, and Hartlepool Junction Railway Company, passed in the sessions of Parliament held respectively in the first, fifth, sixth and seventh, and eighth and ninth years of the reign of Her said Majesty; and also the several Acts relating to the York and Newcastle Railway Company, passed respectively in the fifth, sixth, seventh, ninth, and tenth years of the reign of Her said Majesty.

And it is also intended, by the said Act so to be applied for, to enable the said York and Newcastle Railway Company to raise a further sum of money for the purposes aforesaid, and for the general purposes of the said undertaking.—Dated this second day of November one thousand eight hundred and forty-six.

Richardson and Gutch, } York, }
Henry Newton, }
John Burrell, Durham, } Solicitors.
Thomas Bell, Hartlepool, }

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 Swithin London Stone, 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, Creting Saint Peter or West Creting, Combs, Great Finborough, Little Finborough, Buxhall, Rattlesden, Brettenham, Ringshall, Wattisham, Hitcham, Kettlebarston, Preston, Thorpe Morieux, Felsham, Cockfield, Lavenham.

Brent Eleigh, Alpheaton, Little Walsingham, Great Walsingham, 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, and 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 Wetterden, 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.

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 commo-

dious 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, and Buildings, 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.

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 Busfield 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 Busfield 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 Busfield 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, 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, Langley, 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 Chase, 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 Half-way 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 Overseide, Rowley Regis Lower side, 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 said 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 Overseide, 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 Overseide, 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 Overseide, Rowley Regis Lower Side, Clent, Saint Leonard Clent, Rowley Somery, Reddall Hill, and 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 Amblecot, 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 said London and North-Western Railway Company, the Shrewsbury and Birmingham Railway Company, and the company of proprietors of the Birmingham Canal Navigations, 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 Arshbold, 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.

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, Aintrec, Orrell, Orrell-with-Ford, Walton, Walton-on-the-Hill, Fazakerley, West Derby, Thingwall, Childwall, Little Woolton, Much Woolton, Wavertree, Allerton, Gate-

acre, 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 Hough-

ton, 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, or 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.

In Chancery.

Attorney General *v.* the Reverend John Pretyman 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.

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.

Manchester and Southport Railway and Branches.

(Line from Southport through Wigan to Pendleton, near Manchester with branches to Coalfields in the townships of Hindley, West-houghton, 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 township 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, Worsley, 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 Longcroft, 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 subscribe 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,
Darbishire and Lewis, Man- } Solicitors.
chester,

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

Wednesday, November 25, 1846.

Price Two Shillings and Eight Pence.