



# The London Gazette.

Published by Authority.

THURSDAY, NOVEMBER 26, 1846.

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

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

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

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

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

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

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

*Wm. L. Bathurst.*

**Darwen Water Works and Reservoirs.** (For supplying Water to the Town and Neighbourhood of Over Darwen, and to the Mill Owners; and others, on the River Darwen.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for better supplying with water the town and neighbourhood of Over Darwen, in the parish of Blackburn, in the county of Lancaster, and for affording a more regular and constant supply of water to the mill-owners and others on the River Darwen, and for such purposes to construct the following works (that is to say) to enlarge the existing reservoir in the township of Over Darwen, and parish of Blackburn, called Jacks Key Reservoir; to construct a reservoir in the townships of Over Darwen, and Tockholes, in the said parish of Blackburn, at or near a place called Lower Wenshead, to construct and maintain the following aqueducts or conduits, that is to say, an aqueduct to commence at or near a place called Higher Height Side, in the said township of Over Darwen, and to terminate by a junction with the Jacks Key Reservoir aforesaid, all in the said township of Over Darwen; an aqueduct or conduit, to commence at or near a lane called Pole-lane, in the said township of Over Darwen, and to terminate by a junction with the said Jacks Key Reservoir, all in the said township of Over Darwen; an aqueduct or conduit, to commence at Jacks Key Reservoir aforesaid, and to terminate at or near, the Spring Vale Print Works, on or near the River Darwen, all in the said township of Over Darwen; an aqueduct or conduit, to commence at or near a place called Halliwells, and to terminate by a junction with the intended reservoir, at or near Lower Wenshead, all in the township of Tockholes, in the parish of Blackburn.

An aqueduct or conduit, to commence at or near a place called Punstock, and to terminate by a junction with the said last-mentioned reservoir, all in the said township of Over Darwen.

An aqueduct or conduit, to commence at the last-mentioned reservoir, and to terminate at or near the Spring Vale Print Works, on or near the river Darwen aforesaid, all in the said township of Over Darwen; and also, to construct, lay down, and maintain, all such dams, weirs, main pipes, and other works, in connection therewith, in the several townships, and extra-parochial, or other places of Blackburn, Leyland, Over Darwen, Tockholes, Pleasington, Feniscowles, Livesey, and Houghton, all in the county of Lancaster aforesaid, or some of them, as may be necessary for effecting the purposes aforesaid, and it is also proposed by such Act, to incorporate a company for the purpose of carrying the said undertaking into effect, and to enable the company to be thereby incorporated to purchase, and take lands, buildings, reservoirs, springs, streams, waters, and other hereditaments, by compulsion or agreement, and to hold the same, for the purposes aforesaid, and to vary, alter, or extinguish all existing rights or privileges, in any manner connected with the lands, buildings, reservoirs, springs, streams, waters, and other hereditaments, proposed to be purchased, or taken,

for the purposes of the said undertaking, or any of them, or which would in any manner impede, prevent, or interfere, with any of the powers or purposes aforesaid, and to grant, other and further rights, and privileges, and also to charge, and recover rates, or rents, for such supply of water, and to rate, or assess, all mills, factories, premises, and works, on the respective owners and occupiers thereof, receiving any benefit or advantage from the construction and maintenance of the said intended reservoirs, or any of them, such mills, factories, premises, and works, being within the several parishes, townships, extra-parochial, and other places of Blackburn, Leyland, Over Darwen, Lower Darwen, Tockholes, Eccleshill, Blackburn, Witton, Livesey, Pleasington, Feniscowles, Houghton, Salmesbury, Cuerdale, and Walton-le-Dale, or some of them, and to grant certain exemptions from the payment of such rates, rents, and assessments, and it is also intended by such Act to take power to stop up, alter or divert, whether temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to stop up, alter, or divert by reason of the construction of the said intended works, or any of them; and it is also intended by such Act to obtain power and authority to take, impound, use, and apply all or part of the waters now flowing to, through, or into the several brooks or streams, called the Earnsdale Brook, Sunnyhurst Brook, High Lumb Brook, Smalleys, or Kabes Brook, Bury Fold Brook, Whitehall Brook, Grainings Brook, Orrell Nook Brook, Hampson Brook, Cornborow or Cranberry Brook, Lower Barn Brook, Bent Brook, Jack Brook, and the River Darwen, or some of them, all in the parishes of Blackburn and Leyland aforesaid, and their respective tributaries or feeders, or some of them, all which said brooks or streams flow to, or into, or unite with the River Darwen, in the said parish of Blackburn, and afterwards flow to, or unite with the River Ribble, at or near a certain place called Walton, in the same parish of Blackburn; and it is further intended by such Act or Acts, to enable the said Company to be thereby incorporated, to enter into and carry into effect such arrangements and agreements as may be necessary or proper for accomplishing the several objects and purposes aforesaid.

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

the said thirtieth day of November in the present year, with the parish clerks of those parishes at their respective residences.—Dated this ninth day of November 1846.

*H. Hoyle*, Solicitor, Blackburn.

**Hartlepool West Harbour and Dock. Dock Extension.**

**N**OTICE is hereby given, that application is intended to be made in the ensuing session of Parliament, by the Hartlepool West Harbour and Dock Company, for an Act to alter, amend, extend, and enlarge some of the powers and provisions of an Act, passed in the seventh year of the reign Her present Majesty, intituled "An Act for making a harbour and dock near to Hartlepool, in the county of Durham."

And it is also intended, by the said intended Act, to authorize the said company to make and construct additional docks, with entrances, communications, quays, and all other necessary and convenient works; connected therewith, and to supply the said docks and other works with water from the sea, or bay of Hartlepool, flowing or to flow through the Hartlepool West Harbour and Dock, and other works constructed or to be constructed under the said recited Act; which said intended additional docks, and the said intended works connected therewith, will be made and maintained in, and pass from, in, through or into, and be situate within the township of Stranton, and parish of Stranton, both in the county of Durham; and which said intended additional docks will commence and terminate as follows, that is to say, one of the said docks is intended to commence at and by an entrance from the north east corner of the dock of the Hartlepool West Harbour and Dock Company, now in the course of formation, and to terminate at the distance of ninety yards, or thereabouts, in a north easterly direction from the said north east corner of the said last-mentioned dock, and the other of the said intended docks is intended to commence by an entrance from the west side of the said last-mentioned dock, so in the course of formation, at a point fifty-eight yards, or thereabouts, southwards from the north west corner of such dock, and to terminate at the distance of three hundred and eighty-one yards, or thereabouts, in a westerly direction from the centre of the west side of the said dock of the said Hartlepool West Harbour and Dock Company, now in the course of formation.

And it is also intended, by such intended Act, to take power to stop up, alter or divert, whether temporarily or permanently, all turnpike and other roads and highways, tramways, railways, water-courses, and streams within the aforesaid parish and township which it may be necessary to stop up, alter, or divert for the purpose of making and maintaining, or more conveniently making and maintaining, or using the said intended additional docks and works, or any of them.

And it is also intended, by such intended Act, to

take powers to deviate in constructing the said intended additional docks and works from the line or lines thereof, laid down on the plans thereof, to be deposited as hereinafter mentioned, to such extent as will be defined on the said plans.

And it is also intended, by such intended Act, to take, for the purposes of the said undertaking, powers for the compulsory purchase of lands, houses, buildings, and hereditaments, as well as for the purchase thereof respectively by agreement, and also powers for altering the tolls, rates, or duties granted in and by the said hereinbefore-mentioned Act of Parliament, and also powers for the taking and levying of tolls, rates, and duties, as well for the use and in respect of the harbour, dock, and works authorized to be made by the said recited Act of Parliament, as for the use and in respect of the said intended additional docks and works to be authorized by the said intended Act, and otherwise, and to confer certain exemptions from payment of such tolls, rates, and duties, and to confer other rights and privileges.

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

And it is intended, by the said intended Act, to take powers for the said Hartlepool West Harbour and Dock Company to raise a further sum of money by the creation of new shares, and by mortgage, bond, and otherwise.

And notice is hereby further given, that a plan and section of the said intended additional docks and works, and of the lands in or through which they are intended to be made and maintained, and which are proposed to be taken for the purposes thereof, and a duplicate of such plan and a duplicate of such section, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the said county of Durham, at his office in the city of Durham; and that a copy of the said plans, sections, and books of reference relating to the parish in or through which the said intended docks and works are intended to be made and maintained, will be deposited, on or before the said thirtieth day of November in this present year, with the parish clerk of such parish of Stranton, at the place of abode of such parish clerk.—Date this ninth day of November 1846.

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

## Bristol Port and Harbour.

For enabling the Mayor, Aldermen, and Burgesses of the City of Bristol, or some other person or persons to purchase the property, rights, and interests, together with the powers, authorities, and privileges of the Bristol Dock Company, and certain property, rights, and interests, powers, authorities, and privileges of the Society of Merchant Venturers, of, or in the said City, and to reduce, alter, or abolish the several charges, rates, dues, and imposts of the Port and Harbour of Bristol.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to alter, amend, or enlarge the powers and provisions of an Act passed in the sixteenth year of the reign of His Majesty King George the Third, intituled "An Act to remove the danger of fire amongst the ships in the Port of Bristol, by preventing the landing of certain commodities on the present quays, and for providing a convenient quay and proper places for landing and storing the same, and for regulating the said quay and the lighters, boats, and other vessels carrying goods for hire within the said Port of Bristol, and for other purposes therein mentioned;" also of an Act passed in the twenty-eighth year of the reign of his said Majesty, intituled "An Act for removing and preventing encroachments, obstructions, annoyances, and other nuisances within the city of Bristol, and the liberties thereof, and for licensing and better regulating hackney coaches, chairs, waggons, carts, and other carriages, and the owners, drivers, and carriers thereof respectively, and porters and other persons within and for certain distances round the said city and liberties, and for better regulating the shipping and trade, and the rivers, wharfs, backs, and quays, and the markets within the same city and liberties, and for other purposes;" and also of an Act passed in the forty-third year of the reign of his said Majesty, intituled "An Act for improving and rendering more commodious the port and harbour of Bristol;" and also of an Act passed in the forty-sixth year of the reign of his said Majesty, intituled "An Act to alter and amend an Act passed in the forty-third year of his present Majesty," intituled "An Act for improving and rendering more commodious the port and harbour of Bristol, and for extending the powers and provisions of the said Act," and also of an Act passed in the forty-seventh year of the reign of his said Majesty, intituled "An Act for ascertaining and establishing the rates of wharfage, cannage, plankage, anchorage, and moorage, to be received at the lawful quays in the port of Bristol, for the regulation of the crane-keepers in the said port, and for the better regulation of pilots and pilotage of vessels navigating the Bristol Channel," and also of an Act passed in the forty-eighth year of the reign of his said Majesty, intituled "An Act for completing the improvement of the port of Bristol," and also of an Act passed in the forty-ninth year of the reign of his said Majesty, intituled "An

Act to enable the Bristol Dock Company to borrow a further sum of money for completing the improvements of the port and harbour of Bristol," and also of an Act passed in the third year of the reign of his Majesty King George the Fourth, intituled "An Act to alter, amend, and explain the several Acts passed for improving and rendering more commodious the port and harbour of Bristol," and also of another Act passed in the third year of the reign of his said Majesty King George the Fourth, intituled, "An Act for the employment, maintenance, and regulation of the poor of the city of Bristol, and for altering the mode of assessing the rates for the relief of the poor, and certain rates authorized to be raised and levied within the said city by certain Acts for improving the harbour there, and for paving, pitching, cleansing, and lighting the same city, and for the relief of the churchwardens and overseers from the collecting of such rates, and for amending the Act for paving, pitching, cleansing, and lighting the said city," and also of an Act passed in the sixth year of the reign of his said Majesty King George the Fourth, intituled, "An Act to enable the mayor, burgesses, and commonalty of the city of Bristol, to reduce, alter, modify, and regulate certain dues called 'Town dues,' and 'Mayor's dues,' and for the charging and collecting thereof," and also of an Act passed in the fifth and sixth years of the reign of his Majesty King William the Fourth, intituled, "An Act to provide for the regulation of municipal corporations in England and Wales," and also of an Act passed in the first year of the reign of Her Majesty Queen Victoria, intituled, "An Act for removing and preventing encroachments within the city and county of Bristol, and for better regulating the shipping, rivers, wharfs, backs, and quays, and the markets within the same, and for other purposes," and also of an Act passed in the said first year of the reign of Her Majesty Queen Victoria, intituled, "An Act for the better assessing and collecting certain parochial and other rates within the city and county of Bristol," and also of an Act passed in the ninth and tenth years of the reign of Her Majesty Queen Victoria, intituled, "An Act for constructing a pier at Portbury, in the county of Somerset, and for making a railway from the same to the city of Bristol, with a branch railway connected therewith," or some of the powers and provisions of the said several Acts, or some of them, or to repeal the powers and provisions, or some of the powers and provisions of the said several Acts, or some of them, and grant other or more effectual powers, and make other or more effectual provisions instead thereof, and in which Bill or Bills provision is intended to be made and powers given to enable the mayor, aldermen, and burgesses of the city of Bristol, or such other person or persons as shall be named in the said Bill or Bills, to purchase of or from the Bristol Dock Company, and also of or from the Society of Merchant Venturers of or in the city of Bristol, the property, rights, and interests, together with the powers, authorities, and privileges of or possessed by the said Company and Society respectively, under or by virtue of the said recited

Acts, or any of them, and for the transfer of the said property, rights, and interests, powers, authorities, and privileges to the said mayor, aldermen, and burgesses, or such other person or persons as aforesaid, and to enable the said mayor, aldermen, and burgesses, or such other person or persons as aforesaid, to reduce, alter, or abolish the rates, tolls, and duties, or any of them, in and by the said recited Acts, or any of them, mentioned or specified, or authorized and empowered to be raised, levied, or collected, and to raise, levy, and collect, other rates, tolls, duties, or funds in lieu thereof, or in addition thereto, and to apply the produce of the same in aid of the borough fund and rate of the said city and county, or of such other rate or fund as may be provided by the said Bill or Bills, to be raised for carrying into effect the purposes thereof, and to charge upon the said borough fund, or rate, or other rate or fund to be provided as aforesaid, the payment of the debt of the port of Bristol, or of the principal interest and other moneys raised and made payable, under or by virtue of the said several Acts, or any or either of them, and in which said Bill or Bills provision is also intended to be made for the payment of the expenses of and incident to the preparation of the said Bill or Bills, and the said application to Parliament and consequent thereupon, and of carrying into effect the powers and provisions to be contained in the said Bill or Bills, or which may be incident thereto, by and out of the borough-fund and rate of the said city and county, or such other rate or fund to be provided as aforesaid.

Dated the fourth day of November 1846.

#### Nottingham Freemen's Allotments.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, amend, and enlarge some of the powers and provisions of four several Acts, one passed in the second and third years of the reign of Her Majesty Queen Victoria, intituled "An Act for inclosing, allotting, and improving certain open fields in the parish of St. Mary, in the town and county of the town of Nottingham;" another Act, passed in the third year of the reign of Her said Majesty, intituled "An Act for inclosing certain lands, called the West Croft, and Burton Leys, in the parish of Saint Mary, in the town and county of the town of Nottingham;" another Act, passed in the eighth year of the reign of Her said Majesty, intituled "An Act for altering and amending an Act, passed in the third year of the reign of Her present Majesty, for inclosing certain lands in the town and county of the town of Nottingham;" and another Act, passed in the eighth and ninth years of the reign of Her said present Majesty, intituled "An Act for inclosing lands in the parish of Saint Mary, in the town and county of the town of Nottingham;" and to repeal so much of the said Acts, some or one of them, as relate to the regulation and management of the allotments made, or to be made, to the freemen of the said town and county of the town

of Nottingham, under the said Acts, some or one of them, and to make other provisions in lieu thereof, and for vesting the property and estates of the said freemen in trustees for their benefit, with all necessary powers and provisions for the purposes aforesaid.—Dated this fifth day of November one thousand eight hundred and forty-six.

*Samuel Parsons*, Solicitor.

In Chancery.

Attorney General *v.* Drapers' Company.

(Howell's Charity.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, vary, and extend the trusts and administration, and to enlarge the charitable uses, extend the objects, and regulate the application of the rents and profits of the estates and property belonging to the charity commonly called or known as "Thomas Howell's Charity," in the city of London, according to the provisions of a scheme of the High Court of Chancery, and generally to carry into effect the provisions of the said scheme.—Dated this tenth day of November 1846.

*Joseph Parkes*, Solicitor to the Attorney General.

Cambridge, St. Neots, and Bedford Junction Railway.

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

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

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

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

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

Dated this tenth day of November 1846.

Clarence Railway, and York and Newcastle Railway Amalgamation.

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

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

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

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

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

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

Stockton and Hartlepool Railway, and Clarence Railway Amalgamation.

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

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

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

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

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

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

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

Edinburgh and Glasgow Railway.

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

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to amend some of the provisions of the following Acts relating to the Edinburgh and Glasgow Railway, viz. an Act passed in the first and second year of the reign of Her present Majesty, chapter 58 ; an Act passed in the third and fourth years of the said reign, chapter 108 ; an Act passed in the fifth year of the said reign, chapter 12 ; an Act passed in the seventh and eighth years of the said reign, chapter 58 ; an Act passed in the eighth and ninth years of the said reign, chapter 91 ; an Act passed in the ninth and tenth years of the said reign, chapter 160 ; an Act relating to the Slamannan Junction Railway, passed in the seventh and eighth years of the said reign, chapter 70 ; and an Act relating to the Glasgow Junction Railway, passed in the eighth and ninth years of the said reign, chapter 182 ; by which intended Act or Acts it is proposed

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

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

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

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

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

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

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

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

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

Glasgow, 10th November 1846.

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



**Great Western Railway from Yeovil and Bridport to Exeter, with Branches.**

(Proposed Railways, from the Wilts, Somerset, and Weymouth Railway, near Yeovil and near Bridport, to the South Devon, and Bristol and Exeter Railways, at Exeter, with Branches to Sidmouth and to Charmouth near Lyme, and to the Chard Canal Railway, at Ilminster, and to the Crewkerne Branch of the Bristol and Exeter Railway, near Crewkerne.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the construction, by the Great Western Railway Company, of the several railways hereinafter-mentioned, with all proper works and conveniences, roads and approaches, connected therewith; that is to say, a railway commencing by a junction with the Wilts, Somerset, and Weymouth Railway, in the parish of Bradford Abbas, in the county of Dorset, in or near to a field in that parish, distinguished by the number 24 on the plans of the said railway referred to in the Act authorizing the construction thereof, passing thence in, through, or into the several parishes, townships, and extra-parochial, or other places of Bradford Abbas and Clifton Maybank, in the county of Dorset; Yeovil, Berwick, otherwise Barwick, Stoford, Clossworth, Sutton Bingham, Pendomer, Hardington Mandeville, West Coker, East Coker, East Chinnock, Haselbury Plunknett, and North Perrot, or some of them, in the county of Somerset; Mosterton, South Perrot, and Broadwindsor, or some of them, in the county of Dorset; Misterton, Crewkerne, Wayford, Winsham, Cricket Saint Thomas, Seaborough, and Chard, or some of them, in the county of Somerset; Thorncombe, Chardstock, Hawkchurch, Stockland, and Dalwood, or some of them, in the counties of Devon and Dorset, or one of them; Axminster, Kilmington, Shute, Wilington, Widworthy, Cotleigh, Offwell, Monkton, Honiton, Honiton Borough, Awliscombe, Buckrell, Feniton, Gittisham, Ottery Saint Mary, Talaton, Whimple, Broadclist, Poltimore, Honiton, Clist, Pinhoe, and Heavitree, or some of them, in the county of Devon: Saint Sidwell and Saint David, in the county of the city of Exeter; Saint Paul, Allhallows on the Walls, and Saint Edmund on the Bridge, or some of them, in the city and county of the city of Exeter; and Saint Thomas the Apostle, in the county of Devon; and terminating in the last-named parish at or near Saint Thomas, otherwise Cowick Street, by a junction with the line of the South Devon Railway.

Also a railway, diverging out of the firstly-mentioned intended railway at or near to Queen Street Road, in the parish of Saint David, in the said county of the city of Exeter, and passing in, or through, and terminating within the same parish in a field in that parish, distinguished by the number 24 on the plans of the Bristol and Exeter Railway, referred to in the Act authorizing the construction thereof, and in or near to which field the said intended railway is intended to form a junction with the said Bristol and Exeter Railway.

Also a railway, diverging out of the said firstly-mentioned intended railway at Taleford, in the parish of Ottery Saint Mary, in the county of Devon, on the north side of the road leading from Taleford to Gosford, passing thence in, through, or into, the several parishes, townships, and extra-parochial, or other places of Ottery Saint Mary, Tipton Saint John, Fen Ottery otherwise Ven Ottery, Harpford, Stopford otherwise Stoford, Sidbury, Sidford, Salcombe Regis, and Sidmouth, or some of them, in the county of Devon, and terminating in the said parish of Sidmouth, near the gas works, in the field adjoining Searle's brewery, on the west side of the road to Exeter, with an extension line diverging thereout at a point distant about twenty-five chains to the north of the aforesaid intended terminus, passing in, through, or into, the said parishes of Sidmouth, Sidbury, and Salcombe Regis, or some of them, and terminating in the said parishes of Salcombe Regis and Sidmouth, or one of them, in the field known as the marsh or ham adjoining the beach on the east side of Sidmouth Town.

Also a railway, diverging out of the said firstly-mentioned intended railway, in or near to a field called Common Mead otherwise Lower Mead, now or lately belonging to and in the occupation of William Notley, situate in the parish of Chard, in the county of Somerset, passing thence in, through, or into the several parishes, townships, and extra-parochial, or other places of Thorncombe, in the counties of Devon and Dorset, or one of them, Chard, Cricket Saint Thomas, Winsham, Chard Porough, Chaffcombe, Knoll Saint Giles, Cricket Malherbe, East Dowlish otherwise Dowlish Wake, West Dowlish, Kingston, Doyatt, Broadway, Ilminster, and Ilton, or some of them, in the county of Somerset, and terminating in the said parish of Ilminster in or near to a field in that parish, distinguished by the number 41a in the plans of the Chard Canal Railway, referred to in the Act authorizing the construction thereof, and in or near to which field the said intended Railway is intended to form a junction with the said Chard Canal Railway.

Also a railway, diverging out of the said firstly-mentioned intended railway, in or near to an arable field, situate partly in the parish of Crewkerne, in the county of Somerset, partly in the parish of Misterton, in the same county, now or lately belonging to William Hallett, deceased, and occupied by William Aplin, and situate on the east side of the road leading from Crewkerne to Bridport; passing thence in, through, or into, the several parishes of Misterton, Crewkerne, North Perrott, Haselbury Plucknett, and Merriott, in the county of Somerset, and South Perrott, in the county of Dorset, or some of them, and terminating in the said parish of Crewkerne in or near to a field in that parish distinguished by the number fifty-three on the plans of the Crewkerne branch of the Bristol and Exeter Railway, referred to in the Act authorizing the construction thereof, and in which field the said intended railway is intended to form a junction with the said Crewkerne branch.

Also a railway, commencing by a junction with the said Wilts, Somerset, and Weymouth Railway, in the parish of Bradpole, in the county of Dorset, in or near to a field in that parish, distinguished by the number fifteen on the plans of the said Wilts, Somerset, and Weymouth Railway, hereinbefore referred to, passing thence in, through, or into the several parishes, townships, and extra-parochial, or other places of Bradpole, Bridport, Walditch, Bothenhampton, Burton Bradstock, Allington, Lodgers, Symondsbury, Whitechurch Canonorum, Netherbury, Pillesdon otherwise Pilsdon, Broadwinsor, Bettiscombe, and Marshwood, or some of them, in the county of Dorset; Chard, in the county of Somerset; and Axminster, Thorncombe, Hawkechurch, and Chardstock, in the counties of Devon and Dorset, or one of them, and terminating in a field called Ridge, part of Axe Farm, in the last-named parish, in the occupation of George Bradley and John Bradley, or one of them, where the same is intended to join the line of the said first-mentioned intended railway.

And also a railway diverging out of the said last-mentioned intended railway, in the parish of Marshwood, in the county of Dorset, at or near to a place called Shaves-cross; passing thence in, through, or into, the several parishes, townships, and extra-parochial, or other places of Marshwood, Pillesdon, otherwise Pilsdon, Bettiscombe, Whitechurch Canonorum, Wootton Fitzpaine, Wootton Abbots, Catherston Lewiston, Charmouth, and Lyme Regis, or some of them, in the county of Dorset, and terminating in the said parish of Charmouth, in or near to a meadow-field, now or lately belonging to the Reverend John Dixon Hales, and occupied by William Vallins, and abutting on the eastern side of the road leading from Charmouth to the sea.

And it is intended by such Act, to take power to alter, divert, or stop up, whether temporarily or permanently, all such turnpike roads, streets, railways, tramways, aqueducts, canals, streams, and rivers, upon or adjoining the lines of the said intended railways or works respectively, which it may be necessary to interfere with in the construction or for the purposes of the said intended railways and works.

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

And it is also intended by such Act, to confer on the said Great Western Railway Company powers for raising additional capital, and also for the purchase of land, by compulsion or agreement, for the purposes of the said intended works, and for levying tolls, rates, and duties, upon or in respect of the use thereof, and to confer such exemptions from such tolls, rates, and duties, as to such company may seem meet.

And it is also intended by such Act, to authorize the sale or lease to the Bristol and Exeter Railway Company, and to the South Devon Railway Company, jointly or severally, of the whole

or any part of the said intended railway secondly hereinbefore described, and of the whole or any part of so much of the said intended railway firstly hereinbefore described, as will be situate in the county of the city of Exeter, and in the parish of Saint Thomas the Apostle, in the county of Devon, and to enable such last-mentioned companies, or either of them, to purchase or rent the same, or to contribute funds towards the construction thereof, and for those purposes; or either of them, to raise additional capital, and also to enable the said Great Western Railway Company, and the said Bristol and Exeter Railway Company, and the said South Devon Railway Company, to enter into and carry into effect such arrangements as may be agreed on for the use in common by such companies of the aforesaid portions of the said intended railways, and of the stations of the said companies respectively situate thereon or adjoining thereto.

And for the purposes aforesaid, it is further intended by such Act to alter, amend, and enlarge, some of the powers and provisions of the several Acts hereinafter mentioned, or some of them, that is to say, the several Acts relating to the Great Western Railway and the railways and branch railways forming part of that undertaking, and belonging to the Great Western Railway Company, bearing date as follows, that is to say, an Act of the fifth and sixth years of the reign of His late Majesty King William the Fourth, cap. 107; an Act of the sixth year of the same reign, cap. 38; an Act of the first year of the reign of Her present Majesty Queen Victoria, cap. 91; an Act of the first year of the same reign, cap. 92; an Act of the second year of the same reign, cap. 27; an Act of the sixth and seventh years of the reign of His said late Majesty King William the Fourth, cap. 77; an Act of the first and second years of the reign of Her said present Majesty Queen Victoria, cap. 24; an Act of the fifth year of the same reign, cap. 28; an Act of the sixth year of the same reign, cap. 10; an Act of the seventh year of the same reign, cap. 3; an Act of the eighth and ninth years of the same reign, cap. 40; an Act of the eighth and ninth years of the same reign, cap. 188; an Act of the eighth and ninth years of the same reign, cap. 191; and an Act of the ninth year of the same reign, cap. 14; "The Wilts, Somerset, and Weymouth Railway Act, 1845;" "The Wilts, Somerset, and Weymouth Railway Amendment Act, 1846;" an Act of the seventh and eighth years of the reign of Her said present Majesty, cap. 68; and an Act of the ninth and tenth years of the same reign, cap. 402, relating to the South Devon Railway; an Act of the sixth year of the reign of His late Majesty King William the Fourth, cap. 36; and an Act of the first year of the reign of Her present Majesty, cap. 26; an Act of the third year of the same reign, cap. 47; an Act of the fourth and fifth years of the same reign, cap. 41; an Act of the eighth and ninth years of the same reign, cap. 155; and an Act of the ninth and tenth years of the same reign, cap. 181; severally relating to the Bristol and Exeter Railway; and also the Acts relating to the West

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

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels, of the said intended railways and works, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands proposed to be taken for the purposes thereof, will, on or before the thirtieth day of November instant, be deposited, for public inspection, at the respective offices of the Clerks of the Peace, following ; that is to say, at the office of the Clerk of the Peace for the county of Devon, at the Castle of Exeter, in that county ; at the office of the Clerk of the Peace of the city and county of the city of Exeter, at Exeter ; at the office of the Clerk of the Peace for the county of Somerset, at Taunton, in that county ; and at the office of the Clerk of the Peace for the county of Dorset, at Sherborne, in that county ; and that on or before the said thirtieth day of November, a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railways and works are intended to be made, or maintained, or will pass, or be situate, will be deposited with the parish clerks of such parishes respectively, at their respective residences.

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

Dated this fifth day of November 1846.

Gloucester and Dean Forest Railway Company.  
Construction of Docks.

(For enabling the said Company to form Docks at Gloucester.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for a Bill to authorize the Gloucester and Dean Forest Railway Company to make and maintain one or more dock or docks, basin or basins, with all necessary and proper wharfs, quays, landing-places, entrances, approaches, warehouses, buildings, and other works and conveniences connected therewith, to be situate at or near the terminus of the branch railway of the said company, leading to the Gloucester and Berkeley Canal, and to communicate with the Gloucester and Berkeley Canal ; which said docks, basins, and other works are intended to be made and constructed on certain lands forming part of the bank, and on lands adjoining to the bank of the Gloucester and Berkeley Canal on the west side of the said bank, and on portions of two closes of ground adjoining, known by the name of Sizes Ground and Coggins ; and the said docks and works, and the lands upon

which the same will be constructed, will all be situate in the parishes, townships, extra-parochial and other places following, that is to say, the South Hamlet, North Hamlet, Saint Owens, Saint Mary de Lode, Saint Nicholas, Hempstead, Littleworth, and Tuffley, all in the county of Gloucester, or some or one of them ; and to supply the said docks, basins, and works, with water from the river Severn, and from the Gloucester and Berkeley Canal, the water of which said canal is supplied from the river Severn, the river Frome, and the Stroudwater Canal.

And it is also intended by such Bill, to take powers to make lateral deviations from the line of the proposed works to the extent, or within the limits defined on the plans hereinafter mentioned ; and also to stop up, alter or divert, whether permanently or temporarily, all roads, highways, railways, tramways, aqueducts, canals, streams, and rivers, within the said parishes, townships, and extra-parochial and other places aforesaid, which it may be necessary to stop up, alter, or divert, or interfere with, in the construction of the aforesaid works or any of them, and more particularly to make and maintain a diversion or deviation of a public road leading from the west side of the basin of the said Gloucester and Berkeley Canal to Hempstead, between the points where such road crosses the bridge over the brook at Lanthony, and where the said road passes between the west end of the Graving Dock belonging to the basin of the Gloucester and Berkeley Canal and the river Severn. Also, to make alterations in the levels of the whole or some part of another road leading out of the last-mentioned road to the Lanthony Bridge, over the said canal.

And it is further intended by such Bill, to enable the said Gloucester and Dean Forest Railway Company to sell, or lease and transfer the said dock or docks, basin or basins, and the works connected therewith, or any of them, or any part thereof, and to delegate all or any powers of such company in connection therewith, or in relation thereto, to the Gloucester and Berkeley Canal Company and to enable such last-mentioned company to purchase, or take on lease, or construct the works, which may be so sold, or let, or transferred to them, and to exercise such powers or any of them ; and also to authorize the said Gloucester and Berkeley Canal Company to raise and contribute funds for or towards the construction, maintenance, and use of the said intended docks and works, and generally to enter into, confirm, and carry into effect such arrangements and agreements in reference thereto as may be, or have been, mutually agreed on between them and the said Gloucester and Dean Forest Railway Company.

And in the event of any such transfer or lease to the said Gloucester and Berkeley Canal Company, to extend the powers and provisions, or some of them, contained in the several Acts of Parliament relating to the said Gloucester and Berkeley Canal, to the docks, basins, and works, hereby proposed to be made.

And it is further intended, for the purposes aforesaid, to alter, amend, and enlarge, so far as may be

necessary, the provision of the following Acts, local and personal, passed in the several sessions of Parliament after mentioned, relating to the said Gloucester and Berkeley Canal, namely, an Act passed in the thirty-third year of the reign of King George the Third; an Act passed in the thirty-seventh year of the same reign; an Act passed in the forty-fifth year of the same reign; an Act passed in the fifty-eighth year of same reign; an Act passed in the third year of the reign of King George the Fourth; an Act passed in the sixth year of the same reign; an Act passed in the second and third years of the reign of King William the Fourth; and an Act passed in the fourth year of the same reign.

And it is further intended in such Bill, to take powers for purchase of land and houses, and all rights and interests therein, by compulsion or agreement, for the purposes aforesaid; and to extinguish all rights and privileges connected with such land and houses; and for levying tolls, rates, and duties, in respect of the use of the said docks and works; and confer, vary, or extinguish exemptions from such tolls, rates, and duties, and other rights and privileges.

And it is further intended by such Bill, to enable the said Gloucester and Dean Forest Railway Company to lease, sell, or transfer all or any part of the said docks, basins, and works, which they may be authorized to make or maintain under the provisions of such Bill, and to delegate all or any powers of such company to the Great Western Railway Company and the South Wales Railway Company, or either of them, and to enable such companies or either of them to take on lease, purchase, rent, or construct the said docks and works, or any part thereof, and to exercise all such powers or any of them, which may be conferred by such Bill, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended docks and works, and generally to enter into and carry into effect such arrangements and agreements, in reference thereto, as may be or have been mutually agreed on between them or either of them and the said Gloucester and Dean Forest Railway Company, and to take tolls and duties in respect of the said docks and works.

And it is further proposed by such Bill, to authorize the union and amalgamation of the said Gloucester and Dean Forest Railway Company, and the several railways, docks, and other works belonging thereto or connected therewith, with the said Great Western Railway Company or South Wales Railway Company, or either of them, on such terms as may be agreed upon; and to authorize the company, to be formed by such union or amalgamation, to use, work, and hold the said intended railways, docks, and works, and to take tolls in respect thereof.

And it is intended for the purposes aforesaid to alter, amend, and enlarge the several Acts of Parliament, local and personal, relating to the said Great Western Railway Company, and which Acts are distinguished in the Queen's printer's copies thereof as follow; that is to say, the fifth and sixth William Fourth, cap. 107; the sixth William

the Fourth, cap. 38; the sixth William the Fourth, cap. 77; the first Victoria, cap. 91; the first Victoria, cap. 92; the first Victoria, cap. 24; the second Victoria, cap. 27; the fifth Victoria, session 2, cap. 28; the sixth Victoria, cap. 10; the seventh Victoria, cap. 3; the eighth and ninth Victoria, cap. 40; the eighth and ninth Victoria, cap. 188; the eighth and ninth Victoria, cap. 191; and the ninth Victoria, cap. 14.

Also the Acts, local and personal, relating to the Cheltenham and Great Western Union Railway Company, passed in the following sessions of Parliament, namely, an Act passed in the sixth and seventh years of the reign of King William the Fourth; an Act passed in the first and second years of the reign of Her present Majesty Queen Victoria; and an Act passed in the fifth year of the same reign; and also the Acts relating to the West London Railway, that is to say, an Act of the third year of the reign of His late Majesty King William the Fourth; an Act of the sixth year of the same reign; an Act of the third and fourth years of the reign of Her present Majesty; an Act of the eighth and ninth years of the same reign; and an Act of the ninth and tenth years of the same reign; and also "the South Wales Railway Act, 1845," and an Act passed in the ninth year of Her present Majesty, intituled "an Act for extending the line of the South Wales Railway, and for making certain alterations of the said Railway, and certain branch railways in connection therewith."

And it is further intended by such Bill, to amend and enlarge the powers and provisions of "The Gloucester and Dean Forest Railway Act, 1846," and to extend the provisions thereof to the said docks, basins, and other works, proposed to be made as aforesaid.

And notice is hereby given, that duplicate plans and sections of the intended docks, basins, and works, and also of the proposed diversion and deviation of the said road from the said canal-basin to Hempstead, and of the lands proposed to be taken for the purposes of the said works, together with books of reference to such plans, will be deposited, on or before the thirtieth day of November 1846, with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes, in or through which the proposed docks and works are intended to be made, and the said road to be diverted, will be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.

Dated this second day of November 1846.

*Whitcombe, Helps, and Wemyss,*  
Gloucester, Solicitors.

#### Bolton Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to place under the management of the mayor, aldermen, and burgesses of the borough of Bolton, in the county palatine of

Lancaster, the paving, sewerage, draining, cleansing, lighting, and watering, and the regulation and general improvement of the said borough.

And it is intended to confer upon the said mayor, aldermen, and burgesses the powers hereinafter mentioned; that is to say,

To pave, sewer, drain, cleanse, light, water, regulate, and improve the streets, squares, courts, lanes, passages, and places within the said borough, and to prevent nuisances, obstructions, and annoyances therein.

To establish one or more market or markets within the said borough, and to erect and build one or more market-place or market-places, and market-house or market-houses in the said borough, to erect weighing-machines, and to appoint places in which horses, cattle, meat, and other articles and things shall be sold and exposed for sale.

To erect and provide slaughter-houses and places for slaughtering cattle, and to regulate the use of all other slaughter-houses, and places for slaughtering cattle within the said borough.

To purchase lands and grounds, either within the said borough or at a reasonable distance therefrom, to be appropriated and devoted for the purpose of public resort or recreation.

And for the purpose of improving the ventilation of the densely crowded districts of the said borough, and the sanitary condition of the inhabitants thereof, and increasing the general convenience of traffic, to widen and improve some of the streets in the said borough, or some part or parts thereof and some of the thoroughfares, courts, and alleys, leading from or to, or contiguous to such streets or some of them, and also to form and open certain new streets or thoroughfares in the said borough, between Bradshawgate and School-street, in Great Bolton, also between Bank-street and Church-bank, in Great Bolton, also between Bridge-street and Water-street or King-street, in Great Bolton, or some of such new streets or thoroughfares, and to form and effect certain other improvements adjacent to such streets or thoroughfares or some of them, and in other parts of the said borough.

And for the purpose of widening and improving the said streets, and the forming and opening of such new streets or thoroughfares, and for effecting the certain other improvements in the said borough, and also for the purpose of providing the said market or markets, market-places, weighing-machines, and slaughter-houses, and for other improvements to be authorized by the said Act or Acts, it is intended to apply for powers to purchase by compulsion, houses, buildings, lands, tenements and hereditaments.

And powers will also be sought in the said Act or Acts, to levy rates and assessments upon the owners and occupiers of lands, buildings, and property within the said borough, to defray the expenses of executing all or any of the works and purposes hereinbefore and hereinafter specified, and also rates, rents, and duties, and to make charges for the use of the markets or market-

places, and the stalls and standing-places therein, and for weighing-machines and slaughter-houses, and otherwise in relation thereto.

And also to alter, vary, and extinguish any existing rates and assessments, tolls, rents, duties, and charges, at present levied in the said borough, or any part thereof, for all or any of the purposes aforesaid, and to extinguish any exemptions or existing rights and privileges which would interfere with, or be deemed detrimental to the execution of the powers aforesaid.

And also to raise money by mortgage or otherwise, upon the credit of such rates, assessments, rents, duties, and charges, or upon the credit of the borough rate or rates, or borough fund, and of any rates, rents, or monies payable to the borough fund, and of any property vested in or belonging to the said mayor, aldermen, and burgesses, or which may be acquired by them, under or by virtue of such intended Act or Acts, or otherwise howsoever, all or any of them.

And it is also intended by such Act or Acts, to empower the said mayor, aldermen, and burgesses to purchase by agreement, or take on lease, from the Bolton Gas Light and Coke Company, the lands, works, and undertaking of such company, or any part thereof, and to hold and maintain the same for the purpose of supplying and to supply with gas the inhabitants of the said borough, and the several townships, hamlets, and places mentioned in the Act passed in the session of Parliament held in the sixth and seventh years of the reign of Her present Majesty, for incorporating such company, and comprised within the limits of such Act, and to exercise the other powers at present vested in the said company, and to enable such company to sell or lease the said lands, works, and undertaking to the said mayor, aldermen, and burgesses.

And also to enable the said mayor, aldermen, and burgesses, after such purchase or lease, to take rents, rates, and duties, in respect of the supply of gas as aforesaid, and to confer other rights and privileges, and to pay the clear income arising from the rents, rates, and duties so to be taken, to the credit of the said borough fund.

And it is further intended by such Act or Acts, to empower the said mayor, aldermen, and burgesses to take on lease and purchase the lands, buildings, reservoirs, works, and undertaking of the Bolton Waterworks Company, and to enable such company to grant such lease, and to make such sale.

And to enable the said mayor, aldermen, and burgesses to hold and maintain the said lands, buildings, reservoirs, works, and undertaking, and to exercise the powers of the said company, and to supply with water the inhabitants of the said borough, and the several townships, hamlets, and places mentioned in the two several Acts passed respectively in the sessions of Parliament held in the sixth and seventh years, and in the ninth and tenth years of the reign of Her present Majesty, relating to the said Bolton Waterworks Company, or one of them, and comprised within the limits of such Acts.

And also to enable the said mayor, aldermen, and burgesses, after such lease or purchase, to levy rents, rates, and duties, in respect of the supply of water as aforesaid, and to confer other rights and privileges, and to pay the clear income arising from the rents, rates, and duties so to be levied, to the credit of the said borough fund.

And notice is hereby further given, that it is intended by the said Act or Acts, to alter, amend, enlarge, and consolidate the several Acts following, or some or one of them; that is to say, an Act passed in the thirty-second year of the reign of His Majesty King George the Third, intituled "An Act for inclosing, dividing, and allotting a certain common or waste ground, called Bolton Moor, and other the commons and waste grounds within the township of Great Bolton, in the county palatine of Lancaster, and for widening, paving, lighting, watching, cleansing, and regulating the streets, lanes, passages, and places within the towns of Great Bolton and Little Bolton, and for supplying the said towns with water, and for providing fire-engines and firemen, and for removing and preventing nuisances, incroachments, and annoyances, and for licensing and regulating hackney coaches and chairs within the said towns." An Act, passed in the fifty-seventh year of the reign of His said Majesty King George the Third, intituled "An Act for granting further powers for improving the town of Great Bolton, in the county of Lancaster;" an Act passed in the eleventh year of the reign of His Majesty King George the Fourth, intituled "An Act for more effectually cleansing, paving, lighting, watching, regulating, and improving the township of Little Bolton, in the county palatine of Lancaster;" or to repeal the said Acts, and vest all or some of the lands, rents, property, powers, rights, and trusts held, exercised, or enjoyed under the same, in the said mayor, aldermen, and burgesses; and for more effectually carrying into execution any of the purposes aforesaid, it is proposed by the said intended Act or Acts, to alter, amend, and enlarge some of the powers and provisions of the several Acts following; that is to say, two Acts passed in the session of Parliament held in the said sixth and seventh years of the reign of Her said present Majesty, one intituled "An Act for more effectually supplying with water the town of Bolton, and several townships adjacent thereto, in the county of Lancaster;" and the other intituled "An Act for more effectually lighting with gas the borough of Bolton, and certain places adjacent thereto, in the county of Lancaster;" and an Act passed in the said session of Parliament, held in the ninth and tenth years of the reign of Her said present Majesty, intituled "An Act for more effectually supplying water to the inhabitants of the town of Bolton, and several townships and places adjoining or near thereto, in the county of Lancaster."

And it is also intended by the said Act or Acts, to enable the overseers of the poor of the townships of Little Bolton and Tonge-with-Haugh respectively, which townships are situate partly within and partly without the said borough of Bolton, to pay the proportions of all borough rates

duly required from them out of the poors' rates made for those townships respectively, and to charge the sums so paid, and levy the same upon the inhabitants liable to the poors' rates in the parts of such townships situate within the said borough, in addition to and as part of, the poors' rates to which such inhabitants may be liable.—Dated this seventh day of October 1846.

*J. K. Watkins, Town Clerk.*

Boston, Stamford, and Birmingham Railway.

(Railway from Wisbech to Sutton Bridge, with Branch therefrom to Sutton Saint Mary, and Improvement of Harbour at Sutton Bridge.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the Boston, Stamford, and Birmingham Railway Company to construct and maintain a railway, with all proper stations, erections, wharfs, warehouses, communications, works, and conveniences connected therewith; commencing by a junction with the Stamford and Wisbech line of the Boston, Stamford, and Birmingham Railway, as authorized to be constructed by the "Boston, Stamford, and Birmingham Railway Act, 1846, Stamford and Wisbech Line," at or near a certain field in the parish of Wisbech Saint Peter, in the isle of Ely, in the county of Cambridge, numbered 29 in such parish on the plans referred to in the last-mentioned Act, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Wisbech Saint Mary, the borough of Wisbech, Wisbech Saint Peter, Leverington, Leverington Saint Leonard, Newton in the Isle, Newton, and Tydd Saint Giles in the isle of Ely, in the county of Cambridge; Tydd Gowt, Tydd Saint Mary, the liberty of the duchy of Lancaster; Sutton otherwise Long Sutton, Sutton Saint Mary, Lutton, Sutton Saint Nicholas, Sutton Saint James, Sutton Saint Edmund's, Sutton Bourne otherwise Lutton Bourne, Sutton Marsh, Sutton Saint Matthew, and Wingland, in the parts of Holland and county of Lincoln; and terminating at or near a certain bridge called Sutton Bridge or the Cross Keys Bridge, in the parish of Long Sutton or Sutton Saint Mary aforesaid.

Also a branch railway, with all proper works, approaches, and conveniences connected therewith, diverging from or out of the said intended railway, at or near the South Holland Drain, in the said parishes of Tydd Saint Mary, and Sutton Saint Mary, or one of them, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Tydd Saint Mary, the liberty of the duchy of Lancaster, Sutton otherwise Long Sutton, Sutton Saint Mary, Lutton, Sutton Saint Nicholas, Sutton Saint James, Sutton Saint Edmund's, Sutton Bourne otherwise Lutton Bourne, Sutton Marsh, Sutton Saint Matthew, and Wingland aforesaid; and

terminating at the town of Long Sutton, otherwise Sutton Saint Mary, in the parish of Sutton Saint Mary or Long Sutton aforesaid.

And notice is hereby further given, that it is proposed in such intended Act, to authorize the said Boston, Stamford, and Birmingham Railway Company to enlarge and improve so much of the Harbour or Port at or near Sutton-Bridge as extends three hundred yards northwards and three hundred yards southward of the said Bridge and in the parts of Holland aforesaid, and to construct, erect, and maintain such structures, wharfs, docks, quays, piers, moles, jetties, landing places, warehouses, works, buildings, and erections, as shall be necessary or proper for making the same a good and commodious Port or Harbour; which said last-mentioned improvements and works will be wholly situate in the said parish of Sutton Saint Mary otherwise Long Sutton.

And it is proposed, by such intended Act, to authorize the said company to raise additional capital for the purposes of the said undertaking, and to confer powers upon the said company to divert, alter, or stop up, whether temporarily or permanently, all turnpike and other roads and highways, streams, canals, drains, sewers, navigations, railways, and tramroads within the parishes, townships, and places aforesaid, or any of them, which it may be necessary to divert, alter, or stop up by reason of the construction of the said intended works, or any of them.

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

And it is also proposed, by such intended Act, to confer upon the said company powers to purchase lands and buildings, by compulsion or agreement, for the purposes of the said intended works; and also to levy tolls, rates, and duties in respect of the use thereof; and to grant certain exemptions from such tolls, rates, and duties.

And for the purposes of the said intended Act, it is proposed to alter, amend, enlarge, or repeal, so far as may be necessary, the powers and provisions of the said "Boston, Stamford, and Birmingham Railway Act, 1846, Stamford and Wisbech Line."

And notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans, and sections, describing the line and levels of the said proposed railway, branch railway, and works connected therewith, and the situation of the said proposed new works at or connected with the said harbour at Sutton-Bridge, and the lands proposed to be taken for such purposes respectively, together with books of reference to such plans, containing the names of the actual or reputed owners and lessees, and of the occupiers of such lands, will be deposited with the Clerk of the

Peace for the Isle of Ely, at his office in Wisbech; with the Clerk of the Peace for the county of Cambridge, at his office in Cambridge; and with the Clerk of the Peace of the parts of Holland, in the said county of Lincoln, at his office in Spalding; and that, on or before the same thirtieth day of November, a copy of so much of the said plans, sections, and books of reference, as relates to each parish in or through which the said railway, branch railway, and works connected therewith, and the works at or connected with the said Harbour at Sutton-bridge are respectively intended to be made, will be deposited with the parish clerks of those parishes respectively, at their respective residences.—Dated this tenth day of November 1846.

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

#### Taw Vale Railway and Dock.

(Deviations, and Bideford and South Molton Branches.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to alter, amend, and enlarge, the powers and provisions of three several Acts, one passed in the first year of the reign of Her present Majesty Queen Victoria intituled "An Act for making a Railway from Penhill, in the parish of Fremington, in the county of Devon, to the town of Barnstaple, and for constructing a Dock in the said parish of Fremington, to be called the Taw Vale Railway and Dock," another passed in the eighth and ninth years of the reign of Her said present Majesty, intituled "An Act to amend the Act relating to the Taw Vale Railway and Dock," and another passed in the ninth and tenth years of the reign of Her said present Majesty, intituled "An Act for amending the Acts relating to the Taw Vale Railway and Dock, and for making an extension therefrom to the Exeter and Crediton Railway, in the county of Devon," or to repeal the said Acts, and grant more effectual powers instead thereof, and to alter some of the rates and tolls authorized to be taken by such Acts or one of them.

And in such Bill or Bills, it is intended to apply for powers enabling the Taw Vale Railway and Dock Company to make and maintain the deviations, railways, and branch railways following, or such of them or such part or parts thereof, respectively, as the promoters may hereafter determine, that is to say,

A railway, commencing by a junction or junctions with the said Taw Vale Railway, at or near the termination of the said Taw Vale Railway, at Fremington Dock, in the said parish of Fremington, in the said county of Devon, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Fremington, Tawstock, Instow, Westleigh, and Bideford, or some of them, all in the said county of Devon, and terminating at or near the shipwrights' yard, called Brooks Yard, near to or adjoining the street

called East-the-Water, in or near the town of Bideford, in the said parish of Bideford, in the said county of Devon, a branch railway commencing by a junction or junctions, with the said main line of railway, in or near a field numbered twelve, in the parish of Atherington, in the said county of Devon, in the plans of the Taw Vale Railway Extension, deposited with the Clerk of the Peace of the county of Devon, in the month of November 1845, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Tawstock, Bishopstawton, Atherington, Swimbridge, Warkleigh, Satterleigh, Filleigh, George-Nympton otherwise Nympton Chittlehampton, Chittlehamholt, and Southmolton, or some of them, all in the said county of Devon, and terminating in or near a field called the Horsepond Meadow, near to or adjoining a street or public road called the Causeway, in or near the town of Southmolton, in the said parish of Southmolton, in the said county of Devon.

A deviation in the line of the Taw Vale Railway Extension, as authorized by the Act passed in the last session of Parliament, commencing by a junction with the line of the said railway, in or near a field numbered ten, in the said parish of Tawstock, in the said county of Devon, in the said plans of the said Taw Vale Railway Extension, deposited with the Clerk of the Peace for the said county of Devon, in the month of November in the year 1845, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Tawstock, Fremington, and Bishopstawton, all in the said county of Devon, or some of them, and terminating in the authorized line of the said railway extension in or near to a field, numbered twenty, in the parish of Bishopstawton, in the said county of Devon, in the said deposited plans.

A deviation in the line of the said Taw Vale Railway Extension, commencing by a junction therewith, in or near a field numbered sixty-seven, in the said parish of Bishopstawton, in the said county of Devon, in the said deposited plans of the said Taw Vale Railway Extension, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Bishopstawton, Atherington, Highbickington, Warkleigh, Burrington, Rings Ash otherwise Ashreigny, and Chittlehampton, or some of them, all in the said county of Devon, and terminating in the said authorized line of the said Taw Vale Railway Extension, in or near a field numbered forty-seven, in the said parish of Chittlehampton, in the said county of Devon, in the said deposited plans.

And it is intended, if power be granted to make the said deviations, to abandon so much of the now authorized line of the said Taw Vale Railway Extension, as may be rendered unnecessary by reason of such deviations.

A branch railway, commencing by a junction with the said last-mentioned deviation, at or near a wood called Hawkridge Wood, in the said parish of Chittlehampton, passing thence from, in, through, and into the several parishes, townships,

and extra-parochial places of Tawstock, Bishops Tawton, Atherington, Swimbridge, Warkleigh, Satterleigh, Filleigh, George-Nympton otherwise Nympton Chittlehampton, Chittlehamholt, and Southmolton, or some of them, all in the said county of Devon, and terminating in or near the aforesaid field, called the Horsepond Meadow, near to or adjoining a street or public road called the Causeway, in or near the town of South Molton, in the said parish of South Molton, in the said county of Devon.

And in the said Bill or Bills, it is intended to take powers to construct, amend, and enlarge a floating dock, lock-gates, sluices, piers, and other works, landing-places, and other conveniences, at and near Penhill, in the parish of Fremington, in the said county of Devon.

And in the said Bill or Bills, it is intended to take power to construct stations, communications, works, piers, wharfs, docks, landing-places, jetties, and other conveniences, in the several parishes, townships, and extra-parochial places before mentioned, or some of them; and in the said Bill or Bills, powers will be applied for to cross, alter, divert, or stop up, whether permanently or temporarily, all such turnpike-roads and other highways, occupation roads, and paths, rivers, and railways, within the parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to cross, alter, divert, or stop up, for the purposes of such deviations, railways, or branch railways and docks.

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

And notice is hereby further given, that maps and duplicate plans and sections describing the direction, lines and levels of the said intended deviations, railways, and branch railways and docks, and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands will, on or before the thirtieth day of November instant, be deposited, for public inspection, with the Clerk of the Peace for the said county of Devon, at his offices at the Castle of Exeter, in the said county of Devon; and on or before the said thirtieth day of November instant, a copy of so much of the said plans, sections, and books of reference, as relates to each of the said parishes in or through which the said deviations, railways, and branch railways and docks, or any of them, will pass or be situate, will be deposited with the parish clerk of each such parish, at his residence.

—Dated this ninth day of November 1846.

<p><i>Wilkinson and Rasch,</i> London, <i>Henry D. Barton,</i> Exeter,</p>	}	<p>Solicitors for the said Taw Vale Railway and Dock Company.</p>
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## Midland Railway.

(Leicester and Swannington Railway Widening, Deviations, and Branches), Enlargement of Leicester Station, and Extending Powers as to Ibstock Branch.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act, to enable the Midland Railway Company to alter, widen, and enlarge, certain portions of the line of the Leicester and Swannington Railway, hereinafter described, or to construct and maintain a railway adjoining thereto, with all proper works and conveniences connected therewith; that is to say, from a point thereon in the parish of Ibstock, in the county of Leicester, near to the fourteenth mile post on the said railway, measured from Leicester, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Ibstock, Whitwick, Battleflat, Ravenstone, Snibston, Packington, Hugglescote, Hugglescote Grange, Donnington-on-the-Heath, Stanton under Bardon, Thornton, Bagworth, and Nailstone, or some of them, in the county of Leicester, and Ravenstone, Snibston, and Packington, or some of them, in the county of Derby, and terminating on the line of the said Leicester and Swannington Railway, near to the eleventh mile post thereon, measured from Leicester, and in the said parish of Thornton. And also from a point on the said Leicester and Swannington Railway, in the parish of Thornton, and county of Leicester, aforesaid, near to the ninth mile post on the said railway, measured from Leicester, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Thornton, Bagworth, Botcheston, Desford, Newtown Unthank, and Ratby, or some of them, in the county of Leicester, and terminating on the line of the said Leicester and Swannington Railway, at or near the sixth mile post thereon, measured from Leicester, and in the said parish of Ratby. And also to make a certain other alteration in the line of the said Leicester and Swannington Railway hereinafter mentioned, and to abandon so much of the line of the said Leicester and Swannington Railway, between the points hereinafter mentioned, as by reason of such alteration will be rendered useless and unnecessary, such alteration commencing on the line of the said Leicester and Swannington Railway at the point thereon hereinbefore mentioned, near to the said eleventh mile post, in the parish of Thornton, and county of Leicester aforesaid, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Thornton, Bagworth, Bagworth Park, Bagworth Old Park, Bagworth Moats, Nailstone, Ibstock, and Stanton under Bardon, or some of them, in the county of Leicester, and terminating at the point on the said railway hereinbefore mentioned, near to the said ninth mile post, in the parish of Thornton and county of Leicester aforesaid. Also to abandon so much of the line of the branch railway from Burton-upon-Trent to Whitwick as authorized to be

made by an Act, passed in the last session of Parliament, intituled "An Act for enabling the Midland Railway Company to alter a portion of the Leicester and Swannington Railway, and to make certain branches," as lies between a certain field in the parish of Gresley, otherwise Church Gresley and county of Derby, numbered 64 on the plans of the said branch railway referred to in the said Act, and the proposed junction thereof with the line of the Leicester and Swannington Railway, in the parish of Whitwick and county of Leicester; and also to abandon the branch railway authorized to be made by the said Act, from the the said Leicester and Swannington Railway, in New Parks, in the county of Leicester, to the Midland Railway, in the parish of Saint Mary, Leicester, and to make and maintain new and altered lines of railway, in lieu of the before-mentioned portions of railway so proposed to be abandoned; that is to say, one of such new and altered lines of railway commencing in or near the said field, in the parish of Gresley otherwise Church Gresley, in the county of Derby, numbered 64, on the plans before referred to, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Gresley otherwise Church Gresley, Castle Gresley, Linton, Swadlincote, Measham, Willesley, Packington, Snibston, and Ravenstone, or some of them, in the county of Derby; and Seals, Netherseal, Overseal, Ashby-de-la-Zouch, Ashby Woulds, Moira, Blackfordby, Littleworth, Boothorpe, Packington, Coleorton, Overtown Saucey otherwise Orton Saucey, Nethertown Quatremarsh otherwise Orton Quatremarsh, The Altons, Ravenstone, Normanton-on-the-Heath, Nailstone, Ibstock, Snibston, Whitwick, Thringstone, Swannington, Coalville, Hugglescote, Hugglescote Grange, Donnington-on-the-Heath, Stanton-under-Bardon, Bagworth, and Thornton, or some of them, in the county of Leicester, and terminating by a junction with the said Leicester and Swannington Railway at the point thereon hereinbefore mentioned, near to the said fourteenth mile post, in the parish of Ibstock, and county of Leicester aforesaid; and the other of such new or altered lines of railway, commencing by a junction with the said Leicester and Swannington Railway at the point thereon hereinbefore mentioned, near to the said sixth mile post, in the parish of Ratby, and county of Leicester aforesaid, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Ratby, Botcheston, Grooby, Newtown Unthank, Desford, Baron Parks, Glenfield, Glenfield Frith, Kirby Muxloe; Leicester Forest, Kirby Frith, Braunstone Frith, Braunstone, New Parks, Lubbesthorpe, Glen Parva otherwise Little Glen, Aylstone, Knighton, Saint Margaret Leicester, and St. Mary Leicester, or some of them, in the county of Leicester, and terminating at the line of the Midland Railway, south of the town of Leicester, by two several junctions therewith, one of such junctions being in the parish of Knighton, and the other in the parish of Saint Mary Leicester, both in the county of Leicester.

And also to make the following branch railways, or some of them, that is to say, one thereof commencing by a junction with the said branch from Whitwick to Burton-upon-Trent, as authorized to be made by the said recited Act, near to a certain road leading from Church Gresley to Linton, in the parish of Gresley, otherwise Church Gresley aforesaid, numbered 25 on the plans of the said branch railway referred to in the said Act, passing wholly within the said parish of Gresley, otherwise Church Gresley, and terminating at or near the Gresley collieries, in the parish of Gresley, otherwise Church Gresley, and county of Derby aforesaid.

Another of such branch railways commencing by a junction with the branch railway to the Swadlincote Collieries, as authorized to be made by the said recited Act near to Gin Stables or Stonydelph Cottage, in the parish of Stapenhill, and county of Derby aforesaid, passing thence from, through, or into the several parishes, townships, and extra-parochial, or other places of Gresley, otherwise Church Gresley, Castle Gresley, Stapenhill, Cauldwell, Stanton, Newhall, Stanton and Newhall, Linton, and Swadlincote, or some of them, in the county of Derby, and terminating at or near the south side of Gresley Wood, in the parish of Gresley, otherwise Church Gresley aforesaid.

Another of such branch railways, commencing by a junction with the branch to the Swadlincote Collieries aforesaid, near to the Swadlincote Old Colliery, in the parish of Gresley otherwise Church Gresley, and county of Derby aforesaid, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Gresley otherwise Church Gresley, Castle Gresley, Stapenhill, Cauldwell, Stanton, Newhall, Stanton and Newhall, Linton, and Swadlincote, or some of them, in the county of Derby, and terminating at or near a colliery, called Price's Colliery, in the parish of Gresley otherwise Church Gresley, aforesaid.

And the other of such branch railways, commencing by a junction with the branch to the Swadlincote Collieries aforesaid, near to the terminus of such branch, in the parish of Gresley otherwise Church Gresley aforesaid, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Gresley, otherwise Church Gresley, Castle Gresley, and Swadlincote, or some of them, in the county of Derby, and terminating at Newhall Field Colliery, in the parish of Gresley otherwise Church Gresley aforesaid.

And it is also intended by such Act to revive and extend the power for taking and purchasing by compulsion or agreement any lands, tenements, or hereditaments upon, in, or through which a certain branch railway from the said Leicester and Swannington Railway to the Ibstock Collieries, called the Ibstock Branch, has been made and constructed, and which branch is situate in the several parishes, townships, and extra-parochial or other places of Ibstock, Nailstone, Bagworth, and Thornton, or some of them, in the said county of

Leicester; and also to alter, widen, and enlarge certain portions of the same branch within the several last-mentioned parishes, townships, and extra-parochial or other places, or some of them.

And it is further intended by such Act to enable the Midland Railway Company to alter, extend, and enlarge the present station of the Leicester and Swannington Railway at Leicester, and to construct and maintain such additional works as may be necessary for the purpose, within the extra-parochial place, called the Augustine Friars, in Leicester, in the said county of Leicester.

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

And it is also intended, to enable the Midland Railway Company to raise a further sum of money for the purposes aforesaid, and to purchase lands by compulsion or agreement for the purposes of the said intended works respectively, and to levy tolls, rates, and duties in respect of the use thereof respectively, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is further intended, to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts hereinafter mentioned, or some of them; that is to say, an Act passed in the 11th year of the reign of His Majesty King George the Fourth, intituled "An Act for making and maintaining a railway or tramroad from the river Soar, near the west bridge, in or near the borough of Leicester, to Swannington, in the county of Leicester, and four branches therefrom;" an Act passed in the third year of the reign of His late Majesty King William the Fourth, intituled "An Act to enable the company of proprietors of the Leicester and Swannington Railway to execute additional works and branches, and for altering and amending the powers of the Act relating to the said railway;" an Act passed in the 7th year of the reign of His said Majesty King William the Fourth, and the 1st year of the reign of Her present Majesty Queen Victoria, intituled, "An Act to enable the Leicester and Swannington Railway Company to raise a further sum of money;" an Act passed in the 7th and 8th years of the reign of Her present Majesty, intituled, "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways;" and

two Acts passed in the last session of Parliament, one thereof intituled, "An Act for vesting the Leicester and Swannington Railway in the Midland Railway Company," and the other thereof intituled "An Act for enabling the Midland Railway Company to alter a portion of the Leicester and Swannington Railway and to make certain branches;" and the several other Acts relating to the Midland Railway Company, that is to say, local and personal Acts, 8th and 9th Victoria, chapters 49, 56, 90, and local and personal Acts, 9th and 10th Victoria, chapters 51, 102, 156, 157, 163, 203, 254, 255, 326 and 340.

And notice is hereby lastly given, that maps, plans, and sections, describing the direction, lines, and levels, of the said intended alterations, widening, and enlargement of the line of the said Leicester and Swannington Railway, and of the said intended branch railways and enlargement of station respectively, and other works, and of the lands proposed to be taken for the purposes thereof respectively, together with books of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands, will be deposited on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the county of Leicester, at his office in Leicester; and with the Clerk of the Peace for the county of Derby, at his office in Chesterfield; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended alterations, widening, and enlargement, and branch railways, enlargement of station, and works respectively, are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.—Dated this second day of November, 1846.

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

#### Hartlepool and Stockton Junction Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill in order to obtain an Act to authorize the construction and maintenance of the railway hereinafter mentioned, with all proper communications, and all other necessary and convenient works connected therewith, that is to say, a railway commencing at and by a junction with the railway of the Hartlepool Dock and Railway Company, at a distance of 208 yards or thereabouts, eastward of the one mile post of the said railway of the Hartlepool Dock and Railway Company, in the parish of Hart, and terminating at and by a junction with the railway of the Stockton and Hartlepool Railway Company at a distance of twenty yards or thereabouts, northward of the bridge on which the said Stockton and Hartlepool Railway passes over the road leading from Stranton to the sea-shore in the

parish of Stranton, in the county of Durham, which said intended railway and works will be made and maintained in, and pass from, in, through, or into, and be situate within the several townships, townlands, and extra-parochial or other places following, or some of them, that is to say, Throston, Hartlepool, Hart, and Stranton, and the parishes of Hart and Stranton, all in the said county of Durham.

And it is also intended, by the said intended Act to authorize the construction and maintenance of the branch railway hereinafter mentioned, with all proper communications, and all other necessary and convenient works connected therewith, that is to say, a branch railway commencing at and by a junction with the said railway of the Hartlepool Dock and Railway Company, in the said parish of Hart, at a distance of 185 yards or thereabouts, westward of the said one mile post on the said last-mentioned railway, and terminating at and by a junction with the said first-mentioned intended railway at a distance of 242 yards or thereabouts in a south-westerly direction, from the point where the said first-mentioned intended railway is intended to join the said railway of the Hartlepool Dock and Railway Company as aforesaid, and at a distance of 368 yards or thereabouts in a south-easterly direction from the point where the said intended branch railway is intended to join the said railway of the said Hartlepool Dock and Railway Company as aforesaid, which said intended branch railway and works will be made and maintained in and pass from, in, through, or into, and be situate within the several townships, townlands, and extra-parochial or other places following, or some of them, that is to say, Hart, Throston, and Hartlepool, and the said parish of Hart, all in the said county of Durham.

And it is also intended, by such Act, to take power to stop up, alter or divert, whether temporarily or permanently, all turnpike and other roads and highways, footpaths, tramroads, railways, paths, aqueducts, canals, brooks and streams, sewers, waters, and water-courses within the aforesaid parishes, townships, townlands, and extra-parochial or other places, or any of them, which it may be necessary or expedient to stop up, alter, or divert for the purpose of making and maintaining, or more conveniently making and maintaining, or using the said intended railway, branch railway, and works, or any of them.

And it is also intended, by such Act, to take powers to deviate in constructing the said intended railway, branch railway, and works from the respective line or lines thereof, laid down on the plans thereof, to be deposited as hereinafter mentioned, to such extent as will be defined on the said plans.

And it is also intended, by such Act, to enable the Stockton and Hartlepool Railway Company to carry the said intended undertaking into effect, or to incorporate a company for that purpose.

And it is also intended, by the said Act, to take, for the purposes of the said undertaking, powers for the compulsory purchase of lands, houses,

buildings, and hereditaments, as well as powers for the purchase thereof respectively, by agreement; and also powers for the levying and taking of tolls, rates, and duties on and for the use of the said intended railway, branch railway, and other works, and otherwise, and to confer certain exemptions from payment of such tolls, rates, and duties, and to confer other rights and privileges.

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

And it is further intended, by such intended Act, in case a company shall be thereby incorporated, to enable the company thereby to be incorporated, to amalgamate with, or sell, or lease, and transfer the said intended railway, branch railway, and works, or any part thereof, and all or any powers of such company in connection therewith, or in relation thereto, to the said Stockton and Hartlepool Railway Company, and to enable the said last-mentioned company, to amalgamate with or contract for, purchase, or take on lease the said intended railway, branch railway, and works, and to exercise such powers, or any of them, and to guarantee to the said company, to be incorporated by the said intended Act, such interest or profit on their outlay as may be agreed upon; and also to raise and contribute funds for or towards the purchase, construction, maintenance, working, and use of the said intended railway, branch railway, and works, and generally, to enable the said Stockton and Hartlepool Railway Company to enter into and carry into effect such further and other arrangements and agreements in reference to the said intended railway, branch railway, and works, or any part thereof, as may be mutually agreed on, and for such purposes it is proposed and intended to alter, amend, extend, and enlarge the powers and provisions of an Act passed in the session of Parliament held in the fifth and sixth years of the reign of Her present Majesty, relating to the Stockton and Hartlepool Railway; and it is intended by the said intended Act to take power to alter the existing tolls, rates, and duties of the said Stockton and Hartlepool Railway Company, and to empower the last-mentioned company to levy other tolls, rates, and duties.

And notice is hereby further given, that a plan and section of the said intended railway, branch railway, and works, and of the lands in or through which they are intended to be made and maintained, and which are proposed to be taken for the purposes thereof, and a duplicate of such plan, and a duplicate of such section, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands respectively, will be deposited, on or before the thirtieth day of November, in the present year, with the Clerk of the

Peace for the county of Durham, at his office in the city of Durham; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway, branch railway, and works are intended to be made and maintained will be deposited, on or before the thirtieth day of November, in the present year, with the parish clerk of each such parish, at the place of abode of each such parish clerk.—Dated this ninth day of November 1846.

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

Manchester Corporation Waterworks (with power to sell to the Manchester and Salford Waterworks Company).

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to enable the Mayor, Aldermen, and Burgesses of the Borough of Manchester, to supply more effectually with water the Borough of Manchester; and also the places following, that is to say; Crumpsall, Houghton, and Reddish, in the parish of Manchester; Worsley, Barton-upon-Irwell, and Eccles, in the parish of Eccles; Prestwich, in the parish of Prestwich-cum-Oldham, all in the county of Lancaster; and Hyde, in the parish of Stockport; and Mottram, Godley, and Newton in the parish of Mottram-en-Longdendale, all in the county of Chester, or some of them, and for such purposes to construct and to maintain the following reservoirs, and aqueducts and other proper works and conveniences connected therewith:—A reservoir at or near Woodhead, in the township of Tintwistle, in the parish of Mottram-en-Longdendale, in the county of Chester and in the hamlet or township of Padfield, in the parish of Glossop, in the county of Derby. A reservoir at or near the junction of the Great and Little Crowden Brooks, in the township of Tintwistle, and parish of Mottram-en-Longdendale aforesaid. A reservoir on the Armfield Brook, near Wooley Mill, in the same township and parish. A reservoir near the head or source of the Armfield Brook in the same township and parish. A reservoir on the Hollingworth Brook, at or near Car Wood, in the townships of Hollingworth and Tintwistle, in the parish of Mottram-en-Longdendale. A reservoir near a place called Tetley Fold, in the township of Godley, in the said parish of Mottram, en Longdendale. A reservoir near the Sunfield public-house on the Manchester and Hyde turnpike road, in the township of Denton, and parish of Manchester, in the county of Lancaster. A reservoir near the Pendleton Toll Bar, in the township of Pendleton, in the said parish of Eccles. A reservoir on Kersal Moor Race Course, in the township of Broughton, in the said parish of Manchester. An aqueduct, or conduit commencing at Enter Clough, in the township of Tintwistle, in the said parish of Mottram-en-Longdendale, and terminating in the intended reservoir at the junction of the Great and Little Crowden Brooks, all within the said township of Tintwistle, and parish

of Mottram-en-Longdendale. An aqueduct, or conduit, commencing at the intended reservoir at the junction of the Great and Little Crowden Brooks, and terminating in the intended reservoir on Armfield Brook, near Wooley Mill, with a branch to the Armfield Brook above the works occupied by John Robert Hull, all within the township of Tintwistle, and parish of Mottram-en-Longdendale aforesaid. An aqueduct or conduit, commencing at the intended reservoir on Hollingworth Brook, near Car Wood, and terminating at the intended reservoir near Tetley Fold, in the said township of Godley; and which aqueduct or conduit will pass through or into the several townships, parishes, and extra-parochial places of Hollingworth, Mottram, Godley, Hattersley, Matley, and Mottram-en-Longdendale, all in the said county of Chester. An aqueduct or conduit, within the township of Tintwistle aforesaid, commencing on Armfield Moor, and terminating in the intended reservoir, near the head of Armfield Brook. Another aqueduct or conduit, within the said township of Tintwistle, commencing on a part of the moorland called Bower or Boar Flat, and terminating on or near Robinson Moss with several branches on the moorland thereto and therefrom. An aqueduct or conduit, within the said township of Tintwistle, on parts of the moorland called Rakes Moss and Spond Moor, with several branches thereto and therefrom. An aqueduct or main pipes from the intended reservoir near Tetley Fold, in the said township of Godley, to the reservoir in the said township of Denton, and from thence to the said intended reservoirs in Pendleton and Broughton, with a branch to the present reservoir of the Company of Proprietors of the Manchester and Salford Waterworks at Gorton; which aqueduct or pipes will pass through or into the several townships, parishes, or extra-parochial places of Godley, Mottram-en-Longdendale, Hyde, and Stockport, in the county of Chester; Houghton, Ashton-under-Lyne, Audenshaw, Denton, Gorton, Newton, Ardwick, Manchester, Salford, Pendleton, and Broughton, in the county of Lancaster; and to obtain water for the purposes of such supply from certain lands, springs, brooks, and streams, in the several townships, parishes, and places aforesaid, or some of them, which water now flows or proceeds directly or derivatively into the rivers Etherow and Mersey, and also into a certain navigation called The Mersey and Irwell Navigation; and also to make, lay down, complete, and maintain through private lands and through the streets, roads, lanes, and public places within the several parishes, townships, and extra-parochial, or other places hereinbefore mentioned, or some of them, all necessary mains, pipes, and other works connected therewith.

And it is proposed by the said intended Act to empower the said mayor, aldermen, and burgesses to purchase, by compulsion or agreement, such lands, houses, streams, springs of water, and other property, as may be requisite for the purposes aforesaid; and also to vary, or extinguish all rights and privileges connected with such lands, houses,

springs, streams of water, and property, or which would or might impede or interfere with the objects aforesaid.

And it is also proposed by the said intended Act to enable the mayor, aldermen, and burgesses to demand and receive rates and rents in respect of the supply of water to be afforded under the authority of the said Act, and to grant exemptions from the payment of such rates or rents.

And notice is hereby also given, that on or before the 30th day of November next duplicate plans and sections of the before-mentioned intended reservoirs, aqueducts, and works, together with books of reference to such plans, will be deposited with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and with the Clerk of the Peace for the county of Chester, at his office at Chester, and with the Clerk of the Peace for the county of Derby, at his office at Chesterfield, and on or before the said 30th day of November, a copy of so much of the plans, sections, and books of reference as relates to each of the several parishes within which the intended reservoirs, aqueducts, and works, or any of them will be made, will be deposited at the residence of the parish clerks of such parishes respectively.

And notice is hereby further given, that powers will be sought by the said intended Act to enable the said Mayor, Aldermen, and Burgesses to assign and transfer to the Company of Proprietors of the Manchester and Salford Water Works, and to enable the said Company to accept and take, and to have, exercise, and enjoy all the powers, authorities, rights, and privileges, with reference both to the construction, maintenance, and use of the said intended new reservoirs, aqueducts, and works, and also with reference to the levying of rates or rents, or otherwise, which may be vested in, or granted to, or be exercisable by the said Mayor, Aldermen, and Burgesses, under and by virtue of the said intended Act, and to raise money for such purposes.

And it is also proposed by the said intended Act to enable the said Mayor, Aldermen, and Burgesses to raise money for the several purposes thereof, upon the credit of the borough fund and borough rate of the said borough, and upon the credit of the rates or rents which they may be authorised to demand, levy, and receive by virtue of the said intended Act, or by either of such means, or by such other means as to Parliament shall seem meet, and as may be provided by the said intended Act.

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

lating to the borough of Manchester, passed respectively in the eighth, ninth, and tenth years of the reign of Her present Majesty.

Dated this third day of November 1846.

*Joseph Heron, Town Clerk.*

#### London and North Western Railway.

(Proposed branches from the Coventry and Nuneaton line to the Mount Pleasant and Victoria Collieries, with power to the London and North Western Railway Company to admit certain parties as shareholders in their Undertaking.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the London and North Western Railway Company to make and maintain the branch railways hereinafter mentioned from and out of the Coventry and Nuneaton Line of the London and North Western Railway, together with all proper works, stations, and other conveniences connected with such branch railways respectively, that is to say, a branch railway diverging from the main line of the London and North Western Railway between Coventry and Nuneaton, in the parish of Exhall, in the county of Warwick, near to the point where the said main line crosses the turnpike-road from Coventry to Nuneaton, and terminating in the parish of Foleshill in the same county, at or near a certain colliery called the Victoria Colliery, and passing from, in, through, or into the several parishes, townships and extra-parochial or other places of Foleshill and Exhall in the said county of Warwick.

And also another branch railway, also diverging from the main line of the London and North Western Railway, between Coventry and Nuneaton in the parish of Bedworth in the said county of Warwick, near to the town of Bedworth, and at or near a part marked as 6 miles and 7 furlongs on the plan of the said main line deposited with the Clerk of the Peace for the county of Warwick, and referred to in the Act passed in the last session of Parliament authorizing the construction of the said main line, and terminating in the said parish of Bedworth, at or near a certain colliery called Mount Pleasant Colliery, and passing from, in and through the said parish of Bedworth.

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

And it is also intended by such Act, to take powers for the purchase of lands and hereditaments, by compulsion or agreement, for the purposes aforesaid, and to levy tolls, rates, and duties for the use of the said branch railways respectively, and to grant certain exemptions from such tolls, rates, or duties

And it is further intended by such Act or Acts, to vary or extinguish all existing rights or privileges in any manner, connected with the lands proposed to be purchased or taken as aforesaid, or which would in any manner impede or interfere with the construction, maintenance, or use of the said branch railways, and to confer other rights and privileges, and to authorize the London and North Western Railway Company to raise such further sums of money as may be necessary for the purposes of the said branches and works.

And it is proposed, in and by the said intended Act, to empower the said London and North Western Railway Company to admit certain parties, consisting wholly or in part of the shareholders or parties interested in a certain company called the Oxford, Coventry, and Burton-upon-Trent Railway Company, to become shareholders in the undertaking of the London and North Western Railway Company, and the capital thereof, to the extent of the capital which may be required, or estimated to be required, for the construction of the said main line from Coventry to Nuneaton, and of the branch railways so to be applied for as aforesaid, and the works thereof respectively, and to empower such parties to subscribe and pay such capital accordingly, in such manner as may be determined or agreed upon, and to guarantee to such parties in respect of such capital, such fixed or other rate of dividend, and to make such terms and conditions in respect thereof, as may be agreed upon between the said company and such parties, and for the purposes aforesaid, to diminish the existing amount of capital which the London and North Western Railway Company are authorized to raise.

And it is proposed in and by the said intended Act to alter, amend, and enlarge some of the powers and provisions contained in an Act passed in the last session of Parliament, intituled "An Act to empower the London and Birmingham Railway Company to make a branch railway from the London and Birmingham Railway, near Coventry, to the Trent Valley Railway in the parish of Nuneaton;" and also an Act passed in the session held in the ninth and tenth years of the reign of her present Majesty, intituled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and also the several Acts relating to the said London and Birmingham, Grand Junction, and Manchester and Birmingham Railways, or the London and North Western Railway, or some of them, that is to say, local and personal Acts, 8th and 9th Victoria, chapter 156, and local and personal Acts 9th and 10th Victoria, chapters 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

And notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans and sections, describing the line, direction, and levels of the said intended branch railways, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the

owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited, for public inspection, with the Clerk of the Peace for the county of Warwick, at his office in Stratford-on-Avon; and that that on or before the said thirtieth day of November instant, copies of so much of the said plans, sections, and book of reference as relate to the several parishes in or through which the said intended branch railways are proposed to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.

Dated this sixth day of November 1846.

*Parker, Hayes, Barnwell, and Twisden,*  
1, Lincoln's inn-fields, London,  
*Samuel Carter,* Birmingham, Solicitors.

London, Brentford, and Great Western Junction  
Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway or railways, or some part or parts thereof, with all proper and necessary works, approaches, and conveniences connected therewith, commencing at or near Princes-street, in the parishes of St. Margaret and St. John, or one or either or both of them, in the city or liberties of Westminster, and terminating at or near Drum-lane, in the town of Brentford, in the parish of Ealing, in the county of Middlesex, or by a junction with an intended railway from the line of the Great Western Railway, in the parish of Acton and county of Middlesex, to the town and parish of Egham, in the county of Surrey, at or near Drum-lane aforesaid; which said intended railways or railway, and works, approaches, and conveniences connected therewith, will pass from, in, through, or into, or be made or situate within the several parishes, townships, town lands, and extra-parochial places, or other places following, or some of them; that is to say, Saint Martin-in-the-Fields, Saint Margaret, Westminster, the area or verge of the close of Buckingham Palace, the area of the close of the collegiate or abbey church of Saint Peter, Saint John the Evangelist, Westminster, Saint George, Hanover-square, the outward of Saint George, Hanover-square, Saint Peter and Saint Paul, Pimlico, Chelsea, Saint Luke, Chelsea, Saint Jude, Upper Chelsea, Saint Saviour, Holy Trinity, Saint Mary Abbott, Kensington, Brompton, Holy Trinity, Brompton, Knightsbridge, Kensington, the area or verge of the palace at Kensington, Saint Barnabas, Kensington, Fulham, Saint Mary, Fulham, North End, Saint Mary, North End, Earl's Court, Walham Green, Hammersmith, Saint Peter, Brook Green, Chiswick, Turnham Green, Acton, East Acton, Steyne, Ealing, Little Ealing, Great Ealing, Old Brentford, New Brentford, Brentford End, and Hanwell, in the city or liberties of Westminster and county of Middlesex, or some or one of them.

And notice is hereby further given, that it is also intended by such Act or Acts, to take power to stop up, alter, vary, enlarge, or divert, whether

temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, town lands, and extra-parochial places, or other places, or any or either of them which it may be necessary to stop up, alter, vary, enlarge, or divert for the purposes or by reason of the construction of the said intended railways or railway, or other works connected therewith, or any of them.

And notice is hereby further given, that it is intended by the said Act or Acts to take power to make lateral deviations in the construction of the said railways or railway, or other works as aforesaid connected therewith, from the lines or situations thereof laid down in the plans hereinafter mentioned, to the extent which will be defined upon the said plans.

And notice is hereby further given, that it is intended by the said Act or Acts to take powers for the purchase by compulsion or agreement of houses, lands, tenements, and hereditaments for the purposes of the said undertaking or undertakings, or which would in any manner impede or interfere with the construction, maintenance, or use thereof; and to vary or extinguish all existing rights or privileges in any manner connected with such houses, lands, tenements, and hereditaments, and to confer other rights and privileges, and for the levying of tolls, rates, or duties upon or in respect of the said railways or railway, or other works, and to confer, vary, or extinguish any exemptions from payment of tolls, rates, or duties, or other rights or privileges, together with all necessary powers and provisions for carrying the above purposes into effect. And it is further intended to apply for and obtain powers in the said Act or Acts to enable the company to be incorporated, either alone or jointly with any other company or party, to undertake the execution of the said intended undertaking or undertakings, and to sell or let on lease the said intended railways or railway, and such other works as aforesaid, and to use and work the same, or any part or parts thereof respectively; and to take tolls, rates, and duties upon or in respect thereof; and to purchase and hold houses, lands, tenements, and hereditaments by compulsion or otherwise, and to exercise all powers and authorities to be conferred by the said intended Act or Acts on the said company thereby intended to be incorporated in connection therewith. And also to authorize the company to be incorporated by the said Act or Acts to enter into such arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railways or railway, and such other works as aforesaid. And also to effect and confirm any agreement or arrangement made, or hereafter to be made, for or in respect of the traffic passing, or which may pass, on the line of the said intended railways or railway.

And notice is hereby further given, that maps or plans and sections of the said intended railways or railway, and such other works as aforesaid, and of the houses, lands, tenements, and hereditaments

proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such houses, lands, tenements, and hereditaments, will be deposited, on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the city and liberties of Westminster, at his office in Carlisle-street, Soho-square, in the said city and liberties; and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions-house, Clerkenwell, in the said county of Middlesex; and that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the parishes in, from, through, or into which the said intended railways or railway, and such other works as aforesaid, are intended to be made, will be deposited, on or before the thirtieth day of November, in the present year, with the parish clerks of such parishes respectively, at their respective residences.—Dated this tenth day of November 1846.

#### Worcester Improvement.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for better paving, lighting, watching, cleansing, and otherwise regulating and improving the city and municipal borough of Worcester, and the several streets, lanes, roads, paths, ways, courts, passages, and other places, lying and being within the said city and municipal borough, and for widening and altering the present, and making and opening new streets, ways, and communications, and for making and maintaining drains, sewers, and watercourses, and improving the existing drains, sewers, and watercourses, and removing and preventing encroachments, nuisances, annoyances, and obstructions within the said city and municipal borough, aforesaid, and also for constructing and maintaining covered cesspools or other receptacles or depositories for the purpose of collecting the filth, manure, and suilage in the said city and municipal borough, aforesaid; and powers will also be applied for in the said Act, authorizing the sale of such manure and suilage, and the application of the proceeds arising therefrom, in reduction of the rates and duties hereinafter mentioned, and powers will also be applied for in the said Act, for enabling the commissioners to be named in the said intended Act, to purchase, by compulsion or otherwise, all such lands and houses, tenements and hereditaments, within the said city and municipal borough as may be necessary for the purposes aforesaid, and to vary, repeal, or extinguish any existing rights and privileges connected with the lands and houses, tenements, and hereditaments, proposed to be taken; and powers will also be applied for in the said Act, to authorize the levying of rates, assessments, and duties upon the owners and occupiers of property within the said city or municipal borough, and to alter any existing rates, assessments, and duties, and to confer, vary, or extinguish exemptions from the

payment of rates, assessments, or duties, and other rights and privileges, and also the raising of money by mortgage or otherwise, upon the security of the said rates, assessments, and duties, for the purpose of carrying into effect all or any of the objects aforesaid; and it is also intended that the said Act shall contain all the powers and provisions usually inserted in Acts of a similar description, or which may be deemed necessary or expedient for carrying into effect the objects and purposes beforementioned.—Dated this tenth day of November 1846.

*H. M. Daniel*, Solicitor, Pierpoint-street, Worcester.

#### Bridge House Estates Debt.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the mayor and commonalty and citizens of the city of London to raise a sum or sums of money, at a reduced rate of interest, to pay off the several sums of money now charged upon the Bridge House Estates of the city of London, under and by virtue of an Act of Parliament passed in the seventh year of the reign of King George the Fourth, intituled "An Act to authorize the Lords Commissioners of His Majesty's Treasury to advance money out of the Consolidated Fund towards the expenses of rebuilding London-bridge;" and also of an Act of Parliament passed in the third and fourth years of the reign of King William the Fourth, intituled "An Act for raising a sum of money for the repair of Blackfriars-bridge," and to alter and amend the said Acts; and also to authorize the said mayor and commonalty and citizens to raise a further sum or sums of money on the credit of the said estates; and also to authorize the said mayor and commonalty and citizens to raise money upon the security of their estates and revenues for effecting public works and improvements; and also to enable the said mayor and commonalty and citizens, from time to time, to reborrow any sum or sums of money to pay off the monies which shall be then charged on the said Bridge House Estates, or on the estates and revenues of the said mayor and commonalty and citizens.—Dated at Guildhall, the seventh day of November 1846.

*E. Tyrrell*, City Remembrancer.

#### Llynvi Iron Company.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable a company, called "The Llynvi Iron Company," to sue and be sued in the name of the secretary or any one of the directors for the time being of the said company, and to grant other powers and privileges to the said company.—Dated this tenth day of November 1846.

*Tilson, Squance, Clarke, & Morice*, Solicitors to the Bill.



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

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

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

And notice is also given, that plans and sections describing the lines and levels of the foresaid intended works and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the 30th day of November current, be deposited for public inspection in the office in Edinburgh of the principal sheriff-clerk of the county of Edinburgh; in the offices in Lanark, Glasgow, Hamilton, and Airdrie, of the principal sheriff-clerk of the county of Lanark; and in the office in Peebles of the principal sheriff-clerk of the county of Peebles; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes and royal burgh before specified, will also, on or before the 30th day of November current, be deposited, for public inspection, as follows:—That is to say, so far as relates to each of the said parishes with the schoolmaster, and if there be no schoolmaster, with the session-clerk of each such parish, at the place of abode of such schoolmaster or session-clerk; and in so far as relates to the

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

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

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

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

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

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

Edinburgh, 6th November, 1846.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the construction and maintenance of a railway, with all proper works, approaches, and conveniences connected therewith, commencing at or near a house in the occupation of Daniel William Hubbard, situate at the south-east corner of George Street, in the parish and town of New Windsor, in the county of Berks, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, that is to say, New Windsor, and Clewer otherwise Cleworth, in the county of Berks; Eton otherwise Eton-cum-Stockdale and Colenorton, and Upton otherwise Upton-cum-Chalvey, in the county of Buckingham, to a certain field in the occupation of David Davies, situate in the parish of Upton otherwise Upton-cum-Chalvey aforesaid, on the southern side of and nearly adjoining the turnpike road leading from London to Bath, and thence proceeding by two diverging lines, one thereof passing through the said parish of Upton otherwise Upton-cum-Chalvey, and the parish of Stoke Poges, in the said county of Buckingham, and terminating by a junction with the line of the Great Western Railway at or near the western station at Slough, in the parish of Upton otherwise Upton-cum-Chalvey aforesaid, and the other thereof passing through the said parishes of Upton otherwise Upton-cum-Chalvey, and Stoke Poges, and also terminating by a junction with the line of the said Great Western Railway, at or near a point thereof in the said parish of Stoke Poges, situate at about thirty-seven chains westward of the said Slough station.

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

And it is also intended by such Act to incorporate a company for the purpose of carrying the said undertaking into effect, and to take powers for the purchase of lands, either by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties. And it is further intended by

such Act to vary or extinguish all existing rights or privileges, in any manner connected with the lands proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

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

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

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

*Darvill and Geary,*  
Windsor, Solicitors.

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

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

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

Dated the second day of November 1846.

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

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

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

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

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

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

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

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

Dated this second day of November, 1846.

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

#### The Liverpool Guardian Gas Company.

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

Dated the thirtieth day of October, 1846.

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

#### Colchester Navigation and Improvement.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

And notice is hereby also given, that a plan and section, with a duplicate of such plan and section, of the said intended cut or canal, basin, locks, embankments, bridges, wharfs, quays, and other the proposed works, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and buildings, will be deposited with the clerk of the peace of the said town of Colchester at his office in the said town of Colchester, and also with the clerk of the peace for the county of Essex at his office at Chelmsford in the said county of Essex, on or before the thirtieth day of November instant, and that on or before the said thirtieth day of November a copy of so much of the said plans and sections as relates to each of the parishes in or through which the said intended improvements, alterations, and works are intended to be made, together with a book of reference thereto, will be deposited with the respective parish clerks of the said several parishes at their respective residences.

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

*Henry Sidney Goody,*  
Clerk to the said Commissioners.

Edinburgh, Leith, and Granton Railway.  
(Union Canal and Caledonian Railway Junction.)  
NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill to alter and amend, extend and enlarge, the powers and provisions of an Act passed in the sixth and seventh years of the reign of His Majesty King William the Fourth, entitled, "An Act for making and maintaining a railway or railways from the city of Edinburgh to Leith, and to the shore of the Frith of Forth, at or near to Newhaven and Trinity, all in

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

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

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

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

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

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

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

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

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

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

donian Railway Company, upon the execution of such lease, or otherwise upon notice of their intention to accept of such lease, given to the Glasgow, Dumfries, and Carlisle Railway Company, or others the proprietors or lessees at the time of the said portion of the said railway, to enter into possession of the said portion of the said railway and works attached to or connected with the same, and to exercise and carry into effect the powers and provisions of the said Glasgow, Dumfries, and Carlisle Railway Act, 1846, in relation to the use and maintenance of the said portion of railway and works, and to levy tolls, rates, and duties on and for the use of the said portion of railway and other works; and it is intended by the said Bill to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto.

And notice is further given, That it is intended by the said Bill, if and so far as necessary or expedient for any of the purposes aforesaid, or in relation thereto, to alter, amend, and enlarge the powers and provisions of the said Glasgow, Dumfries, and Carlisle Railway Act, 1846, and of the several Acts relating to the Glasgow, Paisley, Kilmarnock, and Ayr Railway, passed in the first, third, fifth, ninth, and tenth years of the reign of Her present Majesty: and to enable the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, so far as they may be proprietors or lessees of, or otherwise interested in the foresaid portion of the said railway and works to be leased as aforesaid, to grant or concur in granting such lease as aforesaid; and to alter the tolls, rates, and duties granted by the said Glasgow, Dumfries, and Carlisle Railway Act, 1846.

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

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

Edinburgh, 6th November, 1846.

Caledonian and Glasgow, Paisley, and Greenock Railways Amalgamation.

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

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

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

*James Turner,*  
Writer, Greenock,

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

Edinburgh, 6th November, 1846.



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

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

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

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

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

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

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

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

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

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

And it is also proposed in and by the said Bill to authorize the London and South Western Railway Company, out of their corporate or other funds, to take shares in and subscribe for or towards the making, maintaining, working, and using the said intended works, or any part thereof; and to raise money by shares, mortgage, or otherwise for all or any of the purposes aforesaid; and for carrying into effect all or any of the above objects, it is intended to apply for powers to alter, amend, extend, and enlarge the powers and provisions of the several Acts following, relating to the said London and South Western Railway, that is to say:—

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

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

"The Portsmouth Branch Railway Act, 1839."

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

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

"The Salisbury Branch Railway Act, 1844."

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

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

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

"The Southampton and Dorchester Railway Act, 1845."

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

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

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

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

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

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

*Woollcombe, Square, Stephens, and Preece,  
G. and J. Pridham,*

Solicitors to the Bill.

Dated this fifth day of November, 1846.

Sunderland Markets, Bridge, Ferries, and General Improvement.

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

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

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

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

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

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

And it is intended by the said Act to obtain powers for the said commissioners to levy, demand, and take tolls, rates, and duties in respect of the said existing market and markets, fair and fairs, and market-houses, stalls, booths, slaughter-houses, shambles, buildings, and conveniences, and in respect of the said intended market or markets, fair or fairs, and market-houses stalls, booths, slaughter-houses, shambles, buildings, and conveniences, and also to alter the existing tolls, rates, and duties now payable in respect of the said existing market or markets, fair or fairs, and market-houses, stalls, booths, slaughter-houses, shambles, buildings, and conveniences, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is also intended by the said Act to enable the said Commissioners to purchase by compulsion or otherwise, lands, houses, and buildings, for all or any of the purposes aforesaid, and to alter, vary, or extinguish all or any rights or privileges in any manner connected with or incident to such lands, houses, and buildings respectively, or which can in

any manner impede or interfere with the execution of the aforesaid purposes.

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

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

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

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

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

Dated the sixth day of November, 1846.

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

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

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

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

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

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

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

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

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

Dated the fifth day of November, 1846.

*Clay, Swift, and Wagstaff,*  
Solicitors, Liverpool.

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

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

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

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

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

Dated this second day of November, 1846.

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

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

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

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

And it is also intended by the said Act, to

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

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

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

Dated this seventh day of November, 1846.

*Worthington, Earle, and Berry*, Manchester.  
*Brook and Freeman*, Huddersfield.  
*Atkinson, Dibb, and Bolland*, Leeds.  
*E. L. Hesp*, Huddersfield.  
*Slater and Heelis*, Manchester.

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

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

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

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

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

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

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

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

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

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

And notice is hereby further given, That duplicate plans and sections describing the line and levels of the said intended railways and branch railways, and the works connected therewith, and the lands to be taken for the purposes thereof, together with Books of Reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, and also a published map with the line of railway delineated thereon, so as to show its general construction, will on or before the thirtieth day of this instant November be deposited for public inspection at the respective offices of the clerks of the peace for the county of Kent at Maidstone, and for the county of the city of Canterbury at Canterbury; and that on or before the said thirtieth day of November a copy of so much of the said plans and sections as relates to each of the parishes aforesaid, in or through which the said railways, branches, and works, will pass or be situate, together with a Book of Reference thereto, will be deposited with the parish clerk of each such parish at their respective residences.

Dated this second day of November, 1846.

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

London, Brighton, and South Coast Railway.

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

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

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

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

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

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

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



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

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and branch railways, and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners, lesses, or reputed lesses, and occupiers of such lands, and also a published map with the line of railway delineated thereon, so as to show its general construction, will on or before the thirtieth day of this instant November be deposited for public inspection at the office of the clerk of the peace for the county of Kent at Maidstone; and that on or before the said thirtieth day of November a copy of so much of the said plans and sections as relates to each of the parishes aforesaid, in, or through, which the said railway, branches, and works, will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at their respective residences.

Dated this second day of November, 1846.

*Burchell, Kilgour, and Parson.*

*Sutton, Ewens, Ommannay, and Prudens.*

*George and Henry Faithfull.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glasgow, 7th November, 1846.

*C. D. Donald and Sons,*  
Glasgow.  
*Deans, Dunlop, and Hope,*  
Westminster.  
Solicitors for the Bill.

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

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

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

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

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

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

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

And it is intended by such Act to take power to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended branch railways, or any of them.

And it is also intended by such Act to take powers for the purchase of lands, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties, in respect of the use of the said branch railways, and to grant certain exemptions from such tolls, rates, and duties.

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

And notice is hereby further given, that maps or plans and sections of the said intended branch railways and works, and of the lands proposed to be taken for the purposes thereof respectively, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, together with a published map, with the line of railway delineated thereon, will be deposited, on or before the thirtieth day of

November in the present year, with the clerk of the peace for the parts of Lindsey, in the county of Lincoln, at his office in Spilsby; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended branch railways and works are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of each such parishes respectively, at their respective residences.

Dated this second day of November, 1846.

*Smith and Hinde,  
Bramley and Gainsford,  
Joint Solicitors.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glasgow, 10th November, 1846.

*Bannatyne and Kirkwood,*  
Glasgow,

*W. O. and W. Hunt,*  
10, Whitehall, Westminster,  
Solicitors for the Bill.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill to alter and amend, and also to repeal some of the powers and provisions of an Act passed in the fifty-fifth year of

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

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

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

Dated at Sheffield this second day of November, 1846.

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

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

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

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

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

Dated this ninth day of November, 1846.

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

#### Ipswich Gas Light Act Amendment.

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

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

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

Dated this seventh day of November, 1846.

*S. A. Notcutt, Junior,*

Solicitor, Ipswich.

#### Caledonian Railway.

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

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

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

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

*J. and A. Tennent,*  
Writers, Glasgow.

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

#### Great Northern Railway.

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

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

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

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

And in the said Bill powers will be applied for to deviate from the Line or Lines laid down on the Plans hereinafter mentioned to the extent thereon defined, and to alter, divert, or stop up, whether temporarily or permanently, all such Turnpike Roads, Aqueducts, Canals, Navigations, and Railways, within the places aforesaid, as it may be necessary so to alter, divert, or stop up for the purposes of such Railways and Works. And it is intended to apply for power to levy tolls, rates, and duties for the use of the said Railways, and to grant certain exemptions from such tolls, rates, and duties, and also for the powers usually conferred for the compulsory purchase of the lands and houses to be described upon the Plans hereinafter mentioned, and also for power to vary and extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And it is intended by such Bill, for the purpose of enabling the Great Northern Railway Company to execute the powers thereof, to alter, amend, and enlarge some of the powers and provisions of "The Great Northern Railway Act, 1846," and "The Stamford and Spalding Railway Act, 1846," and to enable the said Great Northern Railway Company to raise an additional capital, either by the creation of new shares or otherwise, for the purpose of the said new works, and for the general purposes of the Company.

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

And that on or before the same thirtieth day of November a copy of so much of the said plans and sections as relates to each of the parishes aforesaid, in or through which the said railways will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish.

Dated this sixth day of November, 1846.

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



## Manchester and Southampton Railway.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

And for carrying into effect all or any of the above objects, it is intended to apply for powers to alter, amend, extend, and enlarge the powers and provisions of the several Acts following, that is to say, "The London and South Western Railway Act, 1834," "The London and South Western Railway Deviation's Act, 1837," "The Portsmouth Branch Railway Act, 1839," "The London and South Western Railway Company's Amendment Act, 1841," "The London and South Western Railway Company's Wandsworth Water Act, 1841," "The Salisbury Branch Railway Act, 1844," "The London and South Western Railway Company's Amendment Act, 1844," "The London and South Western Railway Metropolitan Extensions Act, 1845," "The London and South Western Railway Company's Amendment Act, 1845," "The Southampton and Dorchester Railway Act, 1845," "The London and South Western Railway Company's Amendment Act, 1846," "The London and South Western Railway, Chertsey and Egham Branch Act, 1846," "The London and South Western Railway, Hampton Court Branch Act, 1846," "The London and South Western, Farnham and Alton Branch Act, 1846," "The London and South Western Railway Company's London Bridge Extension Act, 1846," "The London and South Western Railway Company's Basingstoke and Salisbury Extension Act, 1846," and also to alter, amend, and enlarge the powers and provisions of the several Acts relating to the Midlands Railway (local and personal) following, that is to say, an Act passed in the ninth year of the reign of King George the Fourth, chapter 93; an Act passed in the fourth year of

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

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

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

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

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

Dated this seventh day of November, 1846.

*James Wheeler*, Manchester.  
*Deacon and Long*, Southampton.

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

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

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

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

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

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

Dated this tenth day of November, 1846.

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

#### Swansea Valley Line and Branches.

(Proposed Railway from Abercrave Farm, to Swansea, with Branches, to the Old Rolling Mill, to Ystalyfera Works, to the Cwmtwrch Railway, and to the Ynisedwyn Iron Works, with power to the Company to be incorporated for the purpose of Constructing such Works, to purchase and alter the Swansea Vale Railway, and to sell or let to the South Wales and Great Western Railway Companies; and amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorise the construction of the Railway and Branch Railways hereinafter particularly described, with all proper wharfs, basins, works, approaches, and conveniences connected therewith respectively, (that is to say) a railway, commencing at or near to Abercrave Farm House, in the parish of Ystradgunlais, in the county of Brecon, and terminating at or near to the commencement of the new or navigable cut in Fabians Bay, in the harbour of Swansea, in the hamlet of St. Thomas, in the parish of Swansea, in the said county of Glamorgan:

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

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

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

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

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

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

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

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

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

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

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

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

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

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels, of the said private railway, intended railway, branch railways, alterations, and works, hereinbefore referred to, together with books of

reference to such plans, containing the names of the reputed owners, lessees, and occupiers of the lands proposed to be taken for the purposes aforesaid, will be deposited, on or before the thirtieth day of November, 1846, with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; and with the Clerk of the Peace for the county of Brecon, at his office in Brecon; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said private railway, intended railway, branch railways, alterations, and works, are proposed to be made, will be deposited, on or before the said thirtieth day of November, 1846, with the parish clerk of each such parish, at his residence.

November, 1846.

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

**Leeds, Dewsbury, and Manchester Railway.**

(Ossett Branch and Dewsbury and Morley Stations.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to alter, amend, and enlarge, or to repeal some of the powers and provisions of "The Leeds, Dewsbury, and Manchester Railway Act, 1845," and "The Leeds, Dewsbury, and Manchester (Deviations and Branches) Act, 1846," and to authorise the Leeds, Dewsbury, and Manchester Railway Company to make and maintain the railway following, with all proper works, approaches, and conveniences connected therewith, (that is to say) a railway commencing at and by a junction with the said Leeds, Dewsbury, and Manchester Railway, as authorised to be constructed by the said first-mentioned Act, at or near a place called Crackenedge, in the township and parish of Dewsbury, in the West Riding of the county of York, and terminating at or near Ossett Green, in the township of Ossett, in the said parish of Dewsbury, which said intended railway and works will pass from, in, through, or into or be situate within the several parishes, townships, and extra parochial or other places following, or some of them, (that is to say) Dewsbury Parish, Dewsbury Township, Soothill Nether, Soothill Upper, Earlsheaton, Chickenley, and Ossett, otherwise Ossett-cum-Gawthorp, or some of them, all being within the said West Riding of the county of York. And it is also intended by the said Act to authorise the said Leeds, Dewsbury, and Manchester Railway Company to provide additional station accommodation in the town of Dewsbury aforesaid, and to make additional or improved approaches to the intended station of the said Company at Dewsbury aforesaid, from the main street of the said town, between the south-east corner of the Crown and Cushion Inn and a point in the Dewsbury and Gomersal turnpike-road, five hundred yards distant in a northerly direction from the said corner, with all proper works and conveniences connected therewith, which said intended station, approaches, and works will be entirely situate within the township and parish of Dewsbury aforesaid.

And it is also intended by the said Act to authorise the said Leeds, Dewsbury, and Manchester Railway Company to provide additional station accommodation at or near Morley, in the parish of Batley, in the said West Riding, and to make additional or improved approaches to the intended station of the said Company, at Morley aforesaid, between the bottom of Troy Hill and a place called Crank Mill, both in Morley aforesaid, with all proper works and conveniences connected therewith, which said intended station, approaches, and works will be entirely situate within the township of Morley and parish of Batley aforesaid.

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

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

And it is also intended by the said Act to enable the said Leeds, Dewsbury, and Manchester Railway Company to raise a further sum of money for the purposes aforesaid or any of them.

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

Dated this ninth day of November, 1846.

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

## Lanchester Inclosure Acts Amendment.

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

And also, that it is intended that such Bill or Bills shall contain provisions for better enabling her Majesty's Justices of the Peace for the said county palatine of Durham, to carry into effect certain of the objects of the said Acts, as to making satisfaction to persons sustaining damage by the working of mines and quarries, and otherwise with reference to mines and quarries. And also, that it is intended to obtain by such Bill or Bills, powers to levy tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties, and other rights and privileges.

Dated this ninth day of November, 1846.

*Cooper Abbs, Attorney-at-Law.*

Newcastle-upon-Tyne.

## Tunbridge Wells, East Grinstead, and Brighton Junction Railway.

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

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

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

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

Dated this tenth day of November, 1846.

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

Joint Solicitors to the Company.

*Jones and Walmisley,  
Parliamentary Agents.*

## Southwark Improvement.

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

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

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

Dated this tenth day of November, 1846.

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



Guildford Extension and Portsmouth and Fareham,

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

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

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of the several Acts following, that is to say, "The London and South-Western Railway Act, 1834," "The London and South-Western Railway Deviation Act, 1837," "The Portsmouth Branch Railway Act, 1839," "The London and South-Western Railway Company's Amendment Act, 1841," "The London and South-Western Railway Company's Wandsworth Water Act, 1841," "The Salisbury Branch Railway Act, 1844," "The London and South-Western Railway Company's Amendment Act, 1844," "The London and South-Western Railway Metropolitan Extensions Act, 1845," "The London and South-Western Railway Company's Amendment Act, 1845," "The Southampton and Dorchester Railway Act, 1845," "The London and South-Western Railway Company's Amendment Act, 1846," "The London and South-Western Railway, Chertsey and Egham Branch Act, 1846," "The London and South-Western, Farnham and Alton Branch Act, 1846," "The London and South-Western Railway, Hampton Court Branch Act, 1846," "The London and South-Western Railway Company's London Bridge Extension Act, 1846," "The London and South-Western Railway Company's Basingstoke and Salisbury Extension Act, 1846," "The Guildford Extension and Portsmouth and Fareham Railway Act, 1845,"—in which said Bill it is intended to apply for powers to enable the Guildford Extension and Portsmouth and Fareham Railway Company, or the London and South-Western Railway Company, to make and maintain a railway, with all proper and convenient stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith, from the Guildford Extension and Portsmouth and Fareham Railway at Godalming to Chichester, and to join the Guildford Extension and Portsmouth and Fareham Railway at Cosham, in the county of Southampton, and also several branch railways, with all proper and convenient stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith, to Bognor, to Chichester Harbour, to Emsworth, and to join the London, Brighton, and South Coast Railway near Chichester, and also the other extensions, deviations, and works hereinafter described: the first or main line of which said proposed new railways will commence in or near a field, numbered 135, in the parish of Godalming, in the county of Surrey, on the deposited plan of the said Guildford Extension

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

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

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

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

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

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

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

places aforesaid, or some of them, as it may be necessary to cross, alter, or stop up, for the purposes of the said works.

And notice is hereby further given, that duplicate plans and sections of the said railways and works, together with books of reference thereto, and also a published map, with the several lines of railway delineated thereon, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, in the same county, and with the Clerk of the Peace for the county of Sussex, at his office at Lewes, in the same county, and with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in the same county, on or before the thirtieth day of November, 1846; and on or before the said thirtieth day of November, 1846, a copy of so much of the said plans and sections as relates to each parish in or through which the said railways and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

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

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

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

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

Dated this seventh day of November, 1846.

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

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

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

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

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

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

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

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

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

And it is also intended by the said proposed Act to authorize the said London, Brighton, and South Coast Railway Company, and the said London and South-Western Railway Company, severally to raise capital for the purposes aforesaid, and to subscribe towards the making and maintenance of the said respective parts of the said railways, works, and undertakings, wherein respectively the said last-mentioned companies may or shall be respectively interested, and jointly or otherwise to take tolls, rates, and duties upon or in respect of the same respective parts thereof.

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

And notice is hereby further given, that for the purposes of the said intended Act, some of the powers and provisions of the Acts of Parliament hereinafter mentioned will be altered, amended, enlarged, or repealed, that is to say, the Acts passed in the sessions held respectively in the 5th and in the 6th and 7th years of the reign of his late Majesty King William the Fourth; in the 1st, the 2nd, the 3rd and 4th, the 6th and 7th, the 7th and 8th, and the 8th and 9th, the 9th, and 9th and 10th years of the reign of her present Majesty, relating to the London and Croydon Railway Company; the Acts passed in the session held in the 7th and 8th years of the reign of her present Majesty, relating to the Croydon and Epsom Railway Company; the Acts passed in the session held in the 7th year of the reign of his late Majesty King William the Fourth, and the 1st year of the reign of her present Majesty; and the Acts passed in the sessions held respectively in the 6th and 7th, and in the 8th and 9th, in the 9th, and 9th and 10th years of the reign of her present Majesty, relating to the London and Brighton Railway Company; the several Acts passed in the sessions held in the 7th and 8th, in the 8th and 9th, and in the 9th, and 9th and 10th years of the reign of her present Majesty, relating to the Brighton, Lewes, and Hastings Railway Company; the Acts passed in the sessions held in the 7th and 8th, and in the 8th and 9th, and in the 9th, and 9th and 10th years of the reign of her present Majesty, relating to the Brighton and Chichester Railway

Company; the before-mentioned Act passed in the session held in the 8th and 9th years of the reign of her present Majesty, authorizing the construction of the said Portsmouth Extension of the said Brighton and Chichester Railway between Havant and Portsmouth; the before-mentioned Act passed in the last session of Parliament for consolidating the London and Brighton and London and Croydon Railway Companies; and the several Acts following relating to the London and South-Western Railway Company, that is to say, "The London and South-Western Railway Act, 1834;" "The London and South-Western Railway Deviations Act, 1837;" "The Portsmouth Branch Railway Act, 1839;" "The London and South-Western Railway Company's Amendment Act, 1841;" "The London and South-Western Railway Company's Wandsworth Water Act, 1841;" "The Salisbury Branch Railway Act, 1844;" "The London and South-Western Railway Company's Amendment Act, 1844;" "The London and South-Western Railway Metropolitan Extensions Act, 1845;" "The London and South-Western Railway Company's Amendment Act, 1845;" "The Southampton and Dorchester Railway Company's Act, 1845;" "The London and South-Western Railway Company's Amendment Act, 1846;" "The London and South-Western Railway, Chertsey and Egham Branch Act, 1846;" "The London and South-Western Railway, Farnham and Alton Branch Act, 1846;" "The London and South-Western Railway, Hampton Court Branch Act, 1846;" "The London and South-Western Railway Company's London Bridge Extension Act, 1846;" "The London and South-Western Railway Company's Basingstoke and Salisbury Extension Act, 1846;" and "the Direct London and Portsmouth Railway Act, 1845."

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

Dated this seventh day of November, 1846.

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

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

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

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

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

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

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

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

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

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

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

Dated this tenth day of November, 1846.

*Fearon and Gosling,*

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

#### Metropolitan Sewage Manure Act Amendment. Alteration in Line of Works.

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

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

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

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

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

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

Dated the 10th day of November, 1846.

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

**Derbyshire, Staffordshire, and Worcestershire  
Junction Railway,**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Dated this 6th day of November, 1846.

*William Arnold Bambrigg,*  
Uttoxeter, and Park-street, Westminster.



## London and North Western Railway.

(Proposed Branches and Extensions from Kenilworth to Berkswell, and Leamington to Warwick, and widening the line from Leamington to Coventry.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the London and North Western Railway Company to construct and maintain the following extensions or branch railways and works, that is to say, a railway with proper works and conveniences connected therewith, and approaches thereto, commencing by a junction with the existing Coventry and Leamington line of the London and North Western Railway, in the parish of Kenilworth, in the county of Warwick, near to the Kenilworth station, and terminating by a junction with the main line of the said London and North Western Railway in the parish of Berkswell, in the said county of Warwick, near to the point where the said main line crosses a certain public highway called Docker's-lane, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places, of Kenilworth, Stoneleigh otherwise Stoneley, Barton Green otherwise Burton Green, and Berkswell, or some of them, in the county of Warwick.

Also another railway, with proper works and conveniences connected therewith, and approaches thereto, commencing in the parish of Leamington Priors, in the county of Warwick, near a place called Eastnor Terrace there, where it is intended to form a junction with the intended line of the Leamington and Rugby Railway, and terminating in the parish of Saint Mary, in the borough of Warwick, in the same county, and passing from, in, through, or into the several parishes, townships, extra-parochial and other places of Leamington Priors, Saint Mary Leamington Priors, Milverton, Warwick, St. Nicholas Warwick, Myton, Emscote otherwise Edmondscote, Bridge-end ward Warwick, Smith-street ward Warwick, Saint Nicholas Meadow, Saint Mary Warwick, High-street ward Warwick, Jury-street ward Warwick, Castle-street ward Warwick, Saltisford ward Warwick, Market-place ward Warwick, and West-street ward Warwick, or some of them, in the county of Warwick.

And in the said Act, it is intended to take power to enable the London and North Western Railway Company to alter, widen, and enlarge the existing line of railway between Leamington and Coventry, from the termination thereof in the parish of Milverton, in the county of Warwick, to the junction with the main line near the city of Coventry, and the works thereof, or to construct and maintain an additional line of railway adjoining thereto, with all proper works and conveniences connected therewith, such proposed alterations, widening, and enlargement, or additional railway and works, being situate in or passing from, in, through, or into the several parishes, townships, and extra-parochial or other places, of Milverton, Saint Nicholas Warwick, Leek Wootton, Hill Wootton, Kenilworth,

Stoneleigh otherwise Stoneley, Stivichall, Coventry, Saint Michael Coventry, and Saint John the Baptist Coventry, or some of them, in the county of Warwick.

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

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

And it is proposed, in and by the said intended Act, to alter, amend, and enlarge some of the powers and provisions contained in an Act passed in the session held in the ninth and tenth years of the reign of Her present Majesty, entitled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and also the several Acts relating to the said London and Birmingham, Grand Junction, and Manchester and Birmingham Railways, or the London and North Western Railway, or some of them, that is to say, local and personal Acts, eighth and ninth Victoria, chapter 156, and local and personal Acts, ninth and tenth Victoria, chapters 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369 and 396.

And notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans, and sections, describing the line, direction, and levels of the said intended railways, and the situation of the lands proposed to be taken

for the purposes of the same, and the said intended works, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited, for public inspection, with the Clerk of the Peace for the county of Warwick, at his office in Stratford-on-Avon; and that, on or before the said thirtieth day of November instant, copies of so much of the said plans, sections, and book of reference, as relate to the several parishes, in or through which the said intended railways and works are proposed to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.—Dated this sixth day of November 1846.

*Parker, Hayes, Barnwell, and Twisden,*  
1, Lincoln's-inn-fields, London, } Solicitors.  
*Samuel Carter,* Birmingham,

#### Northampton and Banbury Railway.

From the London and North Western Railway, near the Blisworth Station, to Banbury, with power for the London and North Western Railway Company to subscribe towards the same, or to purchase, lease, or make other arrangements in respect of the same, and Junction with the Oxford and Rugby Line of the Great Western Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an act to authorize the construction and maintenance of a railway, with proper works and conveniences connected therewith and approaches thereto, commencing by a junction with the Northampton and Peterborough branch of the London and North Western Railway, at or near the Gayton Wharf, on the Northampton Arm of the Grand Junction Canal, in the parish of Blisworth, in the county of Northampton, and terminating near the town of Banbury, in the parish of Warkworth, in the county of Northampton, at or near the southern side of the highway leading from Warkworth to Banbury, and near to the point where the same highway joins the turnpike road from Brackley to Banbury, near to the said town of Banbury; near to which proposed termination, and in the said parish of Warkworth, it is also proposed to form a junction with the Oxford and Rugby line of the Great Western Railway; which said intended railway and works will be made in or pass from, through, or into the several parishes, townships, extra-parochial and other places of Blisworth, Gayton, Banbury Lane, Tiffeld, Easton Neston, Hulcot, Showsley, Towcester, Caldcote otherwise Caldecote, Handley, Wood Burcote, Greens Norton, Bengall, Duncote, Field Burcote, Littleworth, Potcote, Abthorpe, Fosote, Charlock otherwise Challock, Braden, Slapton, Wappenham, Astwell, Falcutt otherwise Faulcut, Weedon, Weedon Lois otherwise Loys Weedon otherwise Weedon Pinkenny, Milthorpe, Weston, Helmdon otherwise Helmedon, Sulgrave, Stutchbury otherwise Stutesbury, Gretworth otherwise Greatworth, Marston, Marston Saint Lawrence, Westhorp otherwise Westrop, Thenford, Hinton,

Hinton in the Hedges, Stean otherwise Stene otherwise Steane, Farthinghoe otherwise Farthinghoe, Thorpe, Thorpe Mandeville, Middleton, Middleton Cheney, Newbottle, Astrop, Charlton, Purston, Great Purston, Little Purston, Burston, King's Sutton, Walton, Brackley, Saint James Brackley, Saint Peter Brackley, Halse, Warkworth, Grimsbury, Nethercott otherwise Nethercote, Overthorpe, Huscote, Banbury, and Saint Mary Banbury, or some of them, in the county of Northampton. And it is intended to take powers in such Act to construct stations, communications, works, and other conveniences, in the several parishes, townships, and extra-parochial and other places before-mentioned, or some of them, for the working and using the said railway, and also to authorise junctions with any railway or railways, or intended railway or railways, at the commencement or termination or in the line or course of the said railway, as before described, in the several parishes, townships, and extra-parochial and other places aforesaid, or some of them.

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

And it is proposed, in and by the said intended Act, to empower the said company to be thereby incorporated, to let on lease, sell, or transfer, to the London and North Western Railway Company, the said intended railway, or any part or parts thereof, and to delegate to such company the execution of all or any of the powers of the said intended Act, or to make such other arrangements with the said company, for the working or using of the said intended railway, as may be thought expedient, and to enable the said London and North Western Railway Company to purchase, rent, or construct, or join in subscribing towards the construction of the said intended railway, or any part or parts thereof, and to raise any sum or sums of money for such last-mentioned purposes, or to enter into such other arrangements with the said intended company as aforesaid.

And by the said intended Act it is proposed to take power to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts hereinafter mentioned, or some of them, that is to say, an Act, passed in the session holden in the ninth and tenth years of the reign of Her present Majesty, entitled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and also the several Acts relating to the said London and Birmingham, Grand Junction, and Manchester and Birmingham Railways, or the London and North Western Railway, or some of them, that is to say, Local and Personal Acts, 8th and 9th Victoria, chapter 156, and Local and Personal Acts, 9th and 10th Victoria, chapters 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

And notice is hereby further given, that, on or before the thirtieth day of November instant, maps, plans, and sections, describing the direction, line, and levels of the said intended railway, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited for public inspection with the Clerk of the Peace for the county of Northampton, at his office in Northampton; and that, on or before the said thirtieth day of November instant, copies of so much of the said plans, sections, and book of reference, as relate to the several parishes in or through which the said intended railway and works are proposed to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.—Dated this sixth day of November 1846.

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

#### Royston and Hitchin Railway Act Amendment.

(Extension from Royston to Cambridge, and power to Sell or Lease the same to the Great Northern Railway Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill to alter, amend, and enlarge, the powers and provisions of "The Royston and Hitchin Railway Act, 1846," in which said Bill it is intended to apply for powers to make an extension line of railway, together with all necessary stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith, to commence by a junction with the authorized line of the said Royston and Hitchin Railway, in a certain pasture field adjoining to and lying on the east side of the turnpike road, leading from Royston to Huntingdon, commonly known as the Old North Road, and which said field is in the parish of Bassing-

bourn in the county of Cambridge, and is in the occupation of Joseph Phillips, and is bounded on the east by the said turnpike road, on the north and west by other lands in the occupation of the said Joseph Phillips, and on the south by lands belonging to Thomas Symms Maling, Thomas Titchmarsh, and the Trustees of Barfield's Almshouses, respectively, and which said field is numbered in the plans of the Cambridge and Oxford Railway, deposited in the month of November 1845, with the Clerk of the Peace for the said county of Cambridge, No. 7, in the parish of Bassingbourn aforesaid, and to terminate in a certain piece or plot of pasture ground situate and being in the parish of Saint Andrew the Less otherwise Barnwell, in the town and county of Cambridge, and which said piece or plot of ground is in the occupation of Mr. Michael Foster, and lies between and adjoins the south side of the New Botanic Garden Ground, in the said town and county of Cambridge, and the north side of the road or avenue leading to and from Brookland House, in the said parish of Saint Andrew the Less otherwise Barnwell; also to form a junction with the main line of the Eastern Counties Railway, in the said parish of Saint Andrew the Less otherwise Barnwell, by means of a spur or branch issuing from the main line of the said hereinbefore described extension line of railway, in a certain arable field in the parish of Trumpington, in the said county of Cambridge, in the occupation of Robert Emson, and which said field abuts upon and is bounded at the east end thereof by the said Eastern Counties Railway, and is situate to the south of the Hills Road Bridge, in the said parish of Saint Andrew the Less otherwise Barnwell aforesaid, at a distance therefrom of six hundred yards or thereabouts, and which said spur or branch will join the main line of the said Eastern Counties Railway at the part where the same adjoins a certain arable field in the occupation of Mr. Michael Foster, which said field is situate to the south of the said Hills Road Bridge, at a distance therefrom of two hundred and thirty-five yards or thereabouts, which said extension railway, spur or branch, and works will pass or be made from, in, through, or into the several parishes, townships, townlands, and extra-parochial and other places following, or some of them; that is to say, Royston, Bassingbourn, Kneesworth, Melbourn, Meldreth, Shepreth, Foxton, Newton, Barrington, Hauxton otherwise Hawkston, and certain extra-parochial lands adjoining, Harston otherwise Harlston, Great Shelford, Little Shelford, Haslingfield, Grantchester otherwise Granchester, Trumpington, and Hinton otherwise Cherry Hinton, in the county of Cambridge, Saint Andrew the Less otherwise Barnwell, and Saint Mary the Less, in the town and county of Cambridge.

And it is also intended to apply for power to make lateral deviations from the line of the said extension railway, spur or branch, and works, to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter or stop up, whether temporarily or permanently all such turnpike-roads, parish-roads,

streets and other highways, streams, canals, sewers, pipes, navigations, bridges, railways and tramroads within the said parishes, townships, townlands, extra-parochial and other places aforesaid, or some of them, as it may be necessary to divert, alter or stop us for the purposes of the said extension, spur or branch and works.

And notice is hereby further given, that a plan of the said extension, spur or branch, and works, and also a duplicate of such plan, and a section and duplicate thereof, together with books of reference thereto, and also a published map with the line of the said extension, spur, or branch delineated thereon, will be deposited for public inspection with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge in the said county, on or before the thirtieth day of November 1846; and on or before the said thirtieth day of November 1846, a copy of so much of the plan and section as relates to each parish in or through which the said works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

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

And notice is hereby further given, that it is also proposed to empower the said Royston and Hitchin Railway Company to sell or let on lease and transfer the said intended extension railway, spur or branch, and works, or any part of the same, and the tolls thereof, and all and every the rights, powers, privileges, authorities, lands, buildings, property, estate, and effects belonging to such company, to the Great Northern Railway Company, and to delegate to the said last-mentioned company the execution of all or any of the powers of the said intended Bill, and to authorize the said Great Northern Railway Company out of their corporate or other funds to take shares in and subscribe for or towards the making, maintaining, working, and using the said intended extension, spur, branch, and works, or any part thereof, and to purchase, take on lease, rent, work, or construct the said intended extension, spur or branch, and works, or any part of the same, and to take tolls and duties upon or in respect thereof, and to raise money by shares, mortgage or otherwise, for the purposes aforesaid, and for carrying into effect all or any of the above objects, it is intended to apply for powers to alter, amend, extend, and enlarge the provisions of "The Great Northern Railway Act 1846," and "The Stamford and Spalding Railway Act 1846."—Dated this ninth day of November 1846.

*Bircham, Dalrymple, and Drake, Bedford-row, London, Solicitors.*

London and Blackwall Railway Improvement, and Branches to the Saint Katherine's and London Docks.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to alter, amend, and enlarge, some of the powers and provisions of the several Acts hereinafter mentioned, videlicet; An Act passed in the seventh year of the year of the reign of his late Majesty King William the Fourth, intituled "An Act for making a railway from the Minorities to Blackwall, with branches to be called the Commercial Railway;" An Act passed in the first year of the reign of Her present Majesty Queen Victoria, intituled "An Act to amend the Act relating to the Commercial Railway Company;" an Act passed in the third year of the reign of Her present Majesty, Queen Victoria, intituled "An Act for extending the line of the railway between London and Blackwall, called the Commercial Railway, and for amending the Acts relating thereto;" an Act passed in the fourth year of the reign of Her present Majesty Queen Victoria, intituled "An Act for granting further powers to the London and Blackwall Railway Company;" an Act passed in the fifth year of the reign of Her present Majesty Queen Victoria, intituled "An Act to alter, amend, and enlarge, the powers and provisions of the Acts relating to the London and Blackwall Railway;" and an Act passed in the last session of Parliament, for widening the London and Blackwall Railway and in such Bill it is intended to apply for power to enable the London and Blackwall Railway Company, to alter the guage of their railway, as at present constructed, notwithstanding the provisions of an Act passed in the last session of Parliament, intituled "An Act for regulating the guage of railways," and also to take certain property near to certain streets called Crutched Friars, Railway Place, Church-row, and London-street, or some of them, in the parishes of Saint Olave Hart-street, Saint Katherine Coleman, Allhallows Staining, and Allhallows Barking, or some of them, in the city of London; and also for powers to make and maintain the following branch railways, that is to say, a branch railway from and out of the London and Blackwall Railway, at, or near to Whitelion-street, otherwise Leman-street, in the parish of Saint Mary Matfelon otherwise Whitechapel, in the county of Middlesex, passing them through, or into the parishes, and places of Saint Botolph without Aldgate, the Tower Liberties and precincts, Saint Katherine, near the Tower, and Saint John of Wapping, or some of them, in the county of Middlesex, and terminating in, or near the London Docks, in the said parish of Saint John of Wapping, also a branch railway from and out of such last-mentioned branch railway, at, or near to the street called Upper East Smithfield, in the said parishes of Saint John of Wapping, and Saint Botolph without Aldgate, or one of them, and terminating in, or near, the Saint Katherine's Docks, in the last-mentioned parish; and it is also intended, to alter the levels of part of the London

and Blackwall Extension Railway at, or near its junction with the Eastern Counties Railway, in the parish of Saint Mary Stratford le Bow in the county of Middlesex.

And notice is hereby also given, that it is intended to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the plans hereinafter mentioned, and to take rates, and tolls, for the use of the said branch railways.

And notice is hereby further given, that maps and duplicate plans and sections of the before-mentioned works, and also books of reference, to such plans, will, on or before the thirtieth day of November instant, be deposited, for public inspection, at the office of the Clerk of the Peace, for the county of Middlesex, at Clerkenwell, and at the office of the Clerk of the Peace, for the city of London, at his office in the Old Bailey; and that on or before the said thirtieth day of November, a copy of so much of the said plans, sections, and books of reference as relates to the several parishes hereinbefore mentioned, in which such property is situate, or such branch railways, or alteration of levels will be made, will be deposited with the parish clerk, of each such parish, at his residence.

Dated this ninth day of November 1846.

*Stokes, Hollingsworth, Tyerman, and Johnston,*  
24, Gresham-street,  
*Pearce, Phillips, and Winckworth,*  
10, Swithin's-lane.

#### Windsor Castle and Town Approaches Improvement, and Removal of Datchet Bridge.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to authorize and empower the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, on behalf of Her Majesty, to make the several alterations and improvements in the approaches to the castle and town of Windsor, following, that is to say, to construct a bridge across the river Thames, from a point in the parish of Datchet, in the county of Buckingham, near the eastern end of a certain island or aye in the river Thames, known by the name of Blackpotts, to the south side of the said river, in the parish of New Windsor, in the county of Berks, and to make a new road from such intended bridge upon, through, and over certain parts of Her Majesty's Home or Little Park, and other lands of Her Majesty, to or near to Datchet Lane, and to widen and improve Datchet Lane aforesaid, from, or from near the site of the said intended bridge to, or near to, the residence of the Naval Knights, and from thence to make a new road through lands and property belonging to the Dean and Canons of Windsor, and others, into Thames Street, Windsor, at or near the foot of the Hundred Steps.

Also to pull down and remove the houses and buildings on the south and east sides of Thames Street, and the east side of High Street, Windsor, from, or from near the foot of the Hundred Steps, to the foot of the Castle Hill, nearly opposite to

the gateway of the White Hart Inn, and to widen and improve Thames Street and High Street, or the same sides thereof, between the Hundred Steps and the Castle Hill aforesaid.

Also to stop up the public road leading from the town of New Windsor, by Frogmore, to or towards Old Windsor, between the point where the said road falls into or crosses the north end of the Long Walk, and a point in the parish of New Windsor, near where such road crosses the boundary of the parishes of New Windsor and Old Windsor, near a house called the Nelson Inn, in the parish of Old Windsor.

Also to stop up all roads, ways, paths, and passages now leading into, upon, through or over Her Majesty's Home or Little Park, or leading across the Long Walk, between a point in the Long Walk, fifty yards or thereabouts northwards of the Double Gates and the castle of Windsor; and in lieu thereof respectively, to make a new road leading out of the present Sheet Street Road, near a place called the Magpie Style, upon, through, or over certain lands of Her Majesty, on the west side of the Long Walk, passing from from thence across or under the Long Walk, and running from thence, in a south-easterly direction, upon, through, and over certain lands of Her Majesty, called the Shaw Farm and Clay Hall Farms respectively, till such new road falls into a road or way called Clay Hall Lane, near the junction of Clay Hall Lane with the road leading from New Windsor to Old Windsor aforesaid, and to widen and improve that portion of Clay Hall Lane from its junction with the intended new road aforesaid to the road from New to Old Windsor aforesaid.

Also to make a new road or way leading out of the said road from New to Old Windsor, from a point in the parish of New Windsor, nearly opposite to the Nelson Inn aforesaid, across a field, the property of Her Majesty, to the river Thames, in New Windsor aforesaid, near the junction of the parishes of Old Windsor and New Windsor aforesaid, and to construct a bridge from thence across the river Thames to the opposite bank in the parish of Datchet, in the said county of Buckingham, and to make a new road from such last-mentioned bridge, through or over property belonging to the Earl of Harewood and others, to or near to a farm-house, called Southley Farm-house, in the parish of Datchet aforesaid; and to divert, widen, and improve the present road between Southley Farm-house aforesaid and the village of Datchet, and to make a new road from the village of Datchet aforesaid, along or near to the north bank of the river Thames, to the hereinbefore-mentioned intended bridge, near Blackpotts aforesaid; also to pull down and remove Datchet-bridge, and to stop up all roads, ways, paths, and passages in the parish of New Windsor, which now lead to or from such bridge.

To divert, alter, and stop up that part of the present road and towing-path, on the south bank of the river Thames, which is in the parish of New Windsor, and lying between the two hereinbefore-mentioned intended bridges, and to remove the same from the south to the north bank of the

said river, between the same points, in the parish of Datchet, in the county of Buckingham aforesaid; and to purchase and acquire on behalf of Her Majesty, certain lands and houses, situate abutting on, or near to the said road leading from New Windsor to Old Windsor, by Frogmore aforesaid, so proposed to be stopped up; and also situate abutting on, or near to the said intended new roads; and which said roads, bridges, towing-paths, and other works, matters, and things are, or will be, situate in and pass, or will pass from, in, through, or into the several parishes of New Windsor and Old Windsor, in the county of Berks, and the parish of Datchet, in the county of Buckingham, or some of them.

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

And notice is hereby further given, that duplicate plans of the said bridges and works, with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury, in such county; and with the Clerk of the Peace for the county of Berks, at his office at Abingdon, in such county, on or before the thirtieth day of November 1846; and on or before the said thirtieth day of November 1846, copies of the said plans, together with books of reference thereto, will be deposited with the parish clerks of New Windsor, Old Windsor, and Datchet respectively, at their respective places of abode.

And notice is hereby further given, that it is intended, by the said Bill to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken, and to confer, vary, or extinguish other rights and privileges.—Dated this tenth day of November 1846.

By Order of the Commissioners of Her Majesty's Woods, Forests, Land Revenue, Works, and Buildings.

*Pemberton, Crawley, and Gardiner, 20,  
Whitehall-place, Westminster.*

#### Plymouth and Tavistock Turnpike Road.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to continue the term, and to repeal, alter, or vary, amend, or enlarge all or any the powers and provisions of two several Acts, the one passed in the forty-fourth year of the reign of His Majesty King George the Third, intituled "An Act for the better amending and repairing of the roads leading from the Lower Market-house, in Tavistock, to Old Town Gate, in the borough of Plymouth, and from Manadon Gate to the Old Pound, near Ply-

mouth Dock, in the county of Devon;" and the other passed in the fifty-third year of the reign of His said Majesty King George the Third, intituled "An Act for altering and enlarging the term and powers of an Act of the forty-fourth year of His present Majesty for repairing the roads leading from Tavistock to Old Town Gate, in the borough of Plymouth, and from Manadon Gate to the Old Pound, near Plymouth Dock, in the county of Devon;" and which said Acts have been from year to year continued by virtue of several Statutes now in force for continuing Local Turnpike Acts in England.

And notice is hereby given, that it is intended to take powers by the said Bill to take, alter, extend, and enlarge a certain parish road or highway leading from the said turnpike road at Knackersknowle to Tamerton Folliott, in the said county of Devon, and to make the same turnpike-road, and which said parish road or highway commences by a junction with the said turnpike road at Knackersknowle aforesaid, and passes through or into the several parishes of Eggbuckland, Saint Budeaux otherwise Budock, and Tamerton Folliott, all in the said county of Devon, and terminates at the corner and commencement of the present parish road or highway leading from Tamerton Folliott aforesaid to the village of Saint Budeaux aforesaid, and to erect toll-gates thereon, and to receive tolls thereat, and to vest such first-mentioned parish road or highway within the termini aforesaid in the Commissioners appointed under the said recited Acts, or one of them.

And notice is hereby also given, that duplicate plans and sections of the said intended branch roads, works, and undertakings, with a book or books of reference thereto, and also a published map with the branch line of road delineated thereon, will be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at the Castle of Exeter, in the said county of Devon, on or before the thirtieth day of November 1846; and that, on or before the said thirtieth day of November 1846, a copy of so much of the said plans and sections as relates to each parish in or through which the said branch road and works are intended to be made, together with a book of reference thereto, will be deposited, for public inspection, with the parish clerk of each such parish, at his place of abode.

And notice is hereby further given, that it is intended by the said Bill, to apply for powers for the compulsory purchase of lands and houses for all and every the purposes aforesaid, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken; and also to levy tolls, rates, or duties upon or in respect of the said road and works, and branches thereof, and to alter and vary the existing tolls, rates, or duties authorized to be taken by the hereinbefore-mentioned Acts, or either of them, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges; and it is also intended by the said Bill to enable the Commissioners acting

under the said hereinbefore-mentioned Acts, to raise a further sum of money upon the credit of the tolls, rates, and duties to be authorized by the said intended Bill, or already existing and taken under the said Acts, or either of them, for all or any of the purposes aforesaid.—Dated Plymouth, 7th November 1846.

*Copleston Lopes Radcliffe*, Solicitor for the said Bill.

Railway from the Eastern Counties Railway, at Hutton, to Southend, both in the county of Essex, called the London and Southend Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for the purpose of making and maintaining a railway, with all proper works, stations, approaches, and other conveniences connected therewith, commencing by a junction with the Eastern Counties Railway, at or near a certain Grove called Brockley Grove, in the parish of Hutton, in the county of Essex, near the turnpike road leading from Brentwood to Billericay, in the same county, and passing thence from, in, through, or into the several parishes, townships, townlands, extra-parochial or other places following, that is to say, Hutton, Shenfield, Mountnessing otherwise Mountneysing, Billericay, Great Burstead otherwise Great Burghstead, Ramsden Crays, Ramsden Bellhouse, Downham, South Hanningfield otherwise South Hanningville, Wickford, Runwell, Rawreth, Rayleigh otherwise Rayley, Eastwood, Rochford, Sutton, Milton otherwise Middleton, Prittlewell, and Southend, or some of them, all in the said county of Essex, and terminating at or near Southend aforesaid, in the parish of Prittlewell, and hamlet of Milton otherwise Middleton, or one of them, in the county of Essex, at a close of pasture land, the property of Amy Lætitia Purvis and Lætitia Barrington Purvis, or one of them, and in the occupation of Edward Kilworth, adjoining to and on the eastern side of the road at the entrance of Upper or New Southend from Hadleigh, in the said county of Essex.

And notice is hereby further given, that in the said Bill powers will be applied for to make lateral deviations in the line laid down on the plans hereinafter mentioned, to the extent thereon defined; and also to stop up, alter, or divert all such turnpike and other roads, highways, and other ways, rivers, streams, and watercourses within the parishes, townships, town lands, and extra-parochial or other places aforesaid, or any of them, as may be necessary for the purposes of such railway and works connected therewith; and also to levy tolls, rates, and duties in respect of the use of the said railway, and to grant exemptions from payment of such tolls, rates, or duties; and also for the compulsory purchase of lands, houses, and other property required for the purposes aforesaid; and to vary or extinguish all existing rights or privileges connected with such lands, houses, or other property

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

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and the works connected therewith, and the lands and property to be authorized to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property respectively, and also a published map, to a scale of not less than half an inch to a mile, with the line of railway delineated thereon, so as to show its general course and direction, will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in the said county of Essex; and that, on or before the same day, a copy of so much of the said plans and sections as relates to each of the said parishes in or through which the proposed railway, or the works connected therewith, are intended to be made or maintained, with a book of reference thereto, will be deposited for public inspection with the parish clerk of each such parish, at his residence.

Dated this ninth day of November 1846.

*C. F. Chambers*, 25, Gresham-street, London.

#### Tranmere Docks.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills, and to obtain an Act or Acts, to enable certain parties therein to be named, or certain trustees or commissioners to be thereby appointed, or a company to be thereby incorporated, to make, build, and construct one or more wet dock or wet docks, and one or more tidal basin or tidal basins, with all necessary and proper basins, canals, piers, wharfs, shipping, and landing-places, bridges, sluices, and works convenient and adjoining thereto, or connected therewith, in or near a certain place called Tranmere Pool, in the county of Chester; and to form a sea wall adjoining the river Mersey, between the piers of certain ferries, called Tranmere and Birkenhead Ferries, on the east side of the said docks, basins, and other works; which said docks, basins, and other works will be situated within or adjoining to the parishes, townships, and extra-parochial places of Tranmere, Birkenhead, Bebington otherwise Bebbington, and Bidston, all in the said county of Chester; and to construct a cut, drain, or culvert, with proper sluices and works in connection therewith, for the purpose of carrying off the drainage waters, which now usually flow through the said pool, from the lands to the west and north-west of the same, and within the said last-mentioned parishes, townships, or extra-parochial places, or some of them.

And notice is hereby also given, that it is intended to obtain powers by the said Act or Acts for the compulsory purchase of lands, houses, tene-

ments, and hereditaments, and to vary or extinguish all existing rights and privileges connected with such lands, or with the lands immediately abutting on the said pool, dock or docks, or with the waters or the said pool, or which would in any manner interfere with or impede the carrying the said Act or Acts into execution. And it is also intended to apply for power for the parties to be named in, or trustees or commissioners to be appointed, or the company to be incorporated by the said intended Act or Acts, to levy tolls, rates, and duties for and in respect of the use of the said docks, basins, and other works and conveniences.

And notice is hereby further given, that, on or before the thirtieth day of November instant, a plan and section of the said intended docks, basins, and other works, with a duplicate of the same, and a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands upon which the said intended docks, basins, and other works are intended to be made, will be deposited at the office of the Clerk of the Peace of the said county of Chester, at Chester; and, on or before the same thirtieth day of November instant, a copy of so much of the said plan and section as relates to each of the parishes in which such docks, basins, and other works will be situate, together with a book of reference thereto, will be deposited with the parish clerks of each such parish, at his respective place of abode.

Dated this ninth day of November 1846.

*John Faulkner*, Solicitor, Chester.

York and North Midland Railway.

(Harrogate Branch Extension and Terminus.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act, to alter, amend, enlarge, and repeal, some of the powers and provisions of the several Acts relating to the York and North Midland Railway Company, passed respectively in the sixth year of the reign of His late Majesty, King William the Fourth, and in the first, fourth, seventh, eighth, ninth, and tenth years of the reign of Her present Majesty, and to enable the said York and North Midland Railway Company to extend or alter the line of their Harrogate Branch Railway, by making a railway, with all necessary works and conveniences connected therewith and approaches thereto, commencing by a junction with the said branch railway, at or near the north western end of the Crimple Viaduct for the same branch railway, now in course of construction, in the township and parish of Pannal, in the west riding of the county of York, thence passing from, in, through, or into the townships, parishes, and extra-parochial, or other places of Pannal, High Harrogate, Low Harrogate, Bilton, Bilton with Harrogate, Scriven, Scriven with Tentergate and Knaresborough, in the said west riding of the county of York, or some of them, and terminating in a close or parcel of ground,

belonging to the Right Honourable the Earl of Rosslyn, to be marked A on the plans, to be deposited as hereinafter mentioned, and which close is situate in the angle formed by the junction of the Otley turnpike-road with the Leeds and Knaresborough turnpike-road, in the township of Bilton otherwise Bilton with Harrogate, in the parish of Knaresborough, in the said west riding of the county of York, near the house known as the Brunswick Hotel; and also to make a station, with all proper conveniences and approaches at or near the terminus of the said proposed railway, in the township of Bilton, otherwise Bilton-with-Harrogate, and parish of Knaresborough aforesaid. And it is proposed to apply for powers in the said Act, so to be applied for, to divert, alter, and stop up, whether temporarily or permanently, all such turnpike-roads, parish roads, and other highways, streams, canals, navigations, and railways, within the said parishes, townships, extra-parochial, or other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up, for the purposes of such proposed railway, station, and other works; and also to take powers for the purchase, by compulsion or otherwise, of lands and houses for all or any of the purposes of the said intended railway, station, and works, or any of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the same railway, station, and works, and to grant other rights and privileges; and also to levy tolls, rates, or duties, for or in respect of the use of the said intended railway, station, and works, and to confer such exemptions from the payment of such tolls, rates, or duties, as may be thought expedient.

And it is also proposed, by the said intended Act, to authorize the said York and North Midland Railway Company to raise a further sum of money for the purposes of the said intended railway, station, and works, and for the general purposes of the said undertaking.

And notice is hereby further given, that duplicate plans and sections of the said intended railway, station, and other works, together with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the said west riding of the county of York, at his office at Wakefield, in the same riding, on or before the thirtieth day of November in this present year; and that on or before the said thirtieth day of November, a copy of so much of the said plans and sections as relates to each parish, in or through which the said intended railway, station, and works, are proposed to be made, with a book of reference thereto, will be deposited with the parish clerks of such parishes respectively, at their respective places of abode.—Dated this second day of November 1846.

*Richardson and Gutch,* } Solicitors,  
*Henry Newton,* } York.



## North British Railway. (No. 1.)

(Increase of Capital and Enlargement and Amendment of Acts; Junction with Leith Branch of the Edinburgh and Dalkeith Railway; Extension of Haddington and Kelso Branches; Deviations of Hawick and Kelso Branches; alteration of the Leith Branch of the Edinburgh and Dalkeith Railway, and amendment of the Acts relating thereto; and purchase of Additional Property and formation of Branches adjacent to the Terminus in Edinburgh.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, and enlarge some of the powers and provisions of the several Acts after mentioned, viz., an Act passed in the 7th and 8th years of the reign of Her present Majesty, intituled "An Act for making a Railway from the City of Edinburgh to the Town of Berwick-upon-Tweed, with a branch to the Town of Haddington;" another Act, passed in the 8th year of the reign of Her present Majesty, intituled "An Act to empower the North British Railway Company to purchase the Edinburgh and Dalkeith Railway, and to alter part of the line of the said railway, and of the North British Railway, and to construct certain branch railways in connection therewith;" another Act passed in the 8th and 9th years of the reign of Her present Majesty, intituled "An Act for making a railway from the Edinburgh and Dalkeith Railway to the town of Hawick, in the county of Roxburgh;" another Act, passed in the 10th year of the reign of Her present Majesty, intituled "An Act to empower the North British Railway Company to construct certain branch railways in connection with the Hawick Branch of the North British Railway;" another Act passed in the 10th year of the reign of Her present Majesty, intituled "An Act to authorize the construction of certain branch railways and other works in connection with the North British Railway, and to authorize the construction and maintenance by the North British Railway Company of the following railways or branch railways; viz., first, a railway or branch railway, diverging from and out of the line of the North British Railway, at a point near to the crossing by the North British Railway of the turnpike-road leading from Edinburgh to Portobello, at or near to Wheatfield, in the parish of South Leith, and county of Edinburgh, passing in, into, or through the said parish of South Leith, and terminating by a junction with the Leith Branch of the Edinburgh and Dalkeith Railway, at a point near Seafeld Tollhouse, in the said parish and county; and also a junction or connecting railway diverging from the last-mentioned branch railway, at a point in a field belonging to William Henry Miller, Esq., to the north-west of Wheatfield, in the said parish of South Leith, and said county of Edinburgh, passing in, into, or through the said parish of South Leith, and terminating by a junction with the line of the North British Railway, at or near the place where the said railway crosses the public

road leading from Jock's Lodge to Leith, by Restalrig, in the said parish and county; second, a railway or branch railway, in extension of the Haddington Branch of the said North British Railway, from a point on the said branch near to Saint Lawrence House, in the parish of Haddington, and county of Haddington, passing in, into, or through the said parish, and terminating at or near to Poldrate-street, in the town of Haddington; and in the said parish and county; third, a railway or branch railway, in extension of the Kelso Branch of the said North British Railway, commencing at a point in the parish of Kelso, and county of Roxburgh, near to where the said branch crosses the boundaries of the parishes of Sprouston and Kelso, and passing in, into, or through the said parish of Kelso, and terminating at the town of Kelso, at the south side of the road leading from Kelso by Ednam to Dunse, near the east end of the street called the Horse Market, in the said parish of Kelso, and county of Roxburgh.

And it is also intended by the said Act, to authorize an alteration of the present line of the said Hawick Branch Railway from a certain field thereon in the parish of Stow, and county of Edinburgh, numbered 152 on the plans referred to in the Act thirdly hereinbefore recited, to another field thereon near Catha, in the said parish of Stow, and county of Edinburgh, numbered 172 on the said plans lastly referred to, and to authorize the formation of a new line of railway in substitution thereof, within the points above described, and within the said parish of Stow, and county of Edinburgh: Also an alteration of the present line of the said Hawick Branch Railway from a plantation thereon, near to Stand Hill, in the said parish of Ancrum, and county of Roxburgh, numbered 51 on the plans lastly referred to, to a field thereon, also near to Stand Hill, in the said parish of Ancrum, and county of Roxburgh, numbered 62 on the plans lastly referred to, and to authorize the formation of a new line of railway in substitution thereof, within the points above described, passing in, into, or through the parishes of Ancrum and Lilliesleaf, in said county of Roxburgh: Also an alteration in the present line of the said Kelso branch of the North British Railway, from a field on the said Kelso Branch, near Whitehill, in the parish of Saint Boswell's, and county of Roxburgh, numbered 13 on the plans of the said Kelso branch in the Act fourthly hereinbefore recited, to its proposed junction with the said Hawick Branch Railway, in a field also near to Whitehill, in the said parish and county, numbered 1 on the said last-mentioned plans; and to authorize the construction of a new line of railway in substitution thereof, from the first-mentioned point, near Whitehill, in the said parish of Saint Boswell's, to another point of junction with said Hawick Branch Railway; also near Whitehill, in the parish of Melrose, and said county of Roxburgh, at a field numbered 340 on the plans referred to in the Act thirdly hereinbefore recited, and passing in, through, or into the said parishes of Melrose and Saint Boswell's, and county of Roxburgh.

And it is further proposed by the said Act, to

take power to the North British Railway Company to acquire by agreement or compulsion additional property in the parishes of Trinity College, High Church, and Saint Andrew, in the city of Edinburgh, and Canongate and South Leith, or some of them, in the county of Edinburgh, or county of the city of Edinburgh, adjoining the terminus of the North British Railway, and to make, construct, and maintain a railway or branch railway, diverging from and out of the line of the North British Railway, at or near where the said railway crosses Gilmore-street, in the said parish of Canongate, and county of Edinburgh, passing in, into, or through the said parish of Canongate, and the parish of Trinity College, in the county of the city or county of Edinburgh, and terminating at or near to the lane or close called Chalmers'-Close, in the said parish of Trinity College; and another railway or branch railway, also diverging from the line of the said North British Railway, at or near where the said railway crosses Gilmore-street aforesaid, in the said parish of Canongate, and passing in, into, or through the said parishes of Canongate and Trinity College, and terminating at or near Trinity College Church, in the said parish of Trinity College, in the county of the city or county of Edinburgh, and to alter, improve, and enlarge so much of the line of the Leith branch of the Edinburgh and Dalkeith Railway as lies between a certain point thereon, near to Seafield toll-house, in the parish of South Leith, and county of Edinburgh, and is situate within the said parish of South Leith, in the county of Edinburgh, and the present termination thereof, at the pier and harbour of Leith, in the said parish of South Leith, and to adapt the same to the passage of locomotive engines thereon; and to alter or repeal some of the provisions of the Acts relating thereto, passed respectively in the 7th and 10th years of the reign of His Majesty William the Fourth, especially in so far as the same restrict the use of such locomotive engines on the said Edinburgh and Dalkeith Railway, or the said Leith branch thereof, or confer or relate to any rights of way-leave, or other rights or privileges affecting the same; and also to acquire, by agreement or compulsion, additional property adjoining the line of the said Leith branch of the said Edinburgh and Dalkeith Railway, within the said parish of South Leith and county of Edinburgh: And it is further intended by the said Act, to obtain powers to stop up, alter, vary, or divert, whether temporarily or permanently, all such roads, highways, streets, tramroads, railways, rivers, streams, ponds, canals, watercourses, piers, landing-places, and other works situated within the parishes, townships, and places aforesaid, as it may be necessary to stop up, alter, or divert, for the purposes, or during the construction of the said proposed works: and it is also intended to take power in the said Act for the compulsory purchase of lands, houses, and other heritages, and for the levying of tolls, rates, and duties, and for the increase of the capital of the said North British Railway Company, for the purposes aforesaid, and for laying the Haddington and Hawick branches

of the said railway, with a double line of rails, and for other the purposes of the said undertaking: and it is further intended by the said Act, to vary or extinguish all rights or privileges which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges. And notice is hereby also given, that maps, plans, and sections, describing the direction, lines, and levels of the intended railways, or branch railways, and works, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands proposed to be taken for the purposes aforesaid, will be deposited, for public inspection, on or before the thirtieth of November 1846, in the offices of the principal sheriff-clerks in the city of Edinburgh, for the county of Edinburgh, and for the county of the city of Edinburgh; in the office of the principal sheriff-clerk in Haddington, for the county of Haddington; in the office of the principal sheriff-clerk in Jedburgh, for the county of Roxburgh; and that there will also be deposited, on or before the thirtieth day of November 1846, with the schoolmaster, if any, and if there be no schoolmaster, with the session-clerk of each of the parishes in Scotland through which the said branch railways and alterations are intended to be made respectively, at their respective residences, also with the town clerks of the Royal Burghs of Edinburgh and Canongate respectively, at their respective offices, a copy of so much of the said plans and sections as relates to each of the said several parishes and Burghs, together with the books of reference thereto respectively.—Edinburgh, November, 1846.  
*David Smith and J. G. Wood.*

#### Midland Railway.

(Extension from near Leicester, *via* Bedford, to Hitchin, and to Northampton and Huntingdon, and Enlargement of the Leicester Station.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to authorize the construction and maintenance by the Midland Railway Company of the several railways hereinafter described, or some of them, with all proper works approaches, and conveniences connected therewith respectively; that is to say, a railway commencing by a junction with the line of the Midland Railway, near Leicester, at or near a certain road leading from Wigston to Aylestone, and in the parish of Wigston Magna otherwise Great Wigston, in the county of Leicester, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Wigston Magna otherwise Great Wigston, Newton Harcourt, Wistow, Glen Magna otherwise Great Glen, Burton Overy, Kibworth Beauchamp, Kibworth Harcourt, Church Langton, Tur Langton, East Langton, West Langton, Thorpe Langton, Bowden Magna otherwise Great Bowden, Foxton, Market Harborough, and Saint Mary in Arden, or some of them, in the county of Leicester; Saint Mary in Arden, Little Bow-

den, Dingley, Brampton otherwise Brampton Ash otherwise Brampton by Dingley, Braybrook, Desborough, Rushton, Rushton All Saints, Rushton Saint Peter, Barford, Glendon, Geddington, Rowell otherwise Rothwell, Weekley, Newton, Kettering, Barton Seagrave, Broughton, Pytchley, Burton Latimer, Isham, Finedon otherwise Thingdon, Little Harrowden, Great Harrowden, Wellingborough, Irthlingborough otherwise Irleborough, Chester, Knuston, and Irchester, or some of them, in the county of Northampton; Farndish, Wymington otherwise Wymington, Poddington otherwise Puddington, Souldrop, Sharnbrook, Bletsoe, Radwell, Felmersham, Milton-Ernest, Pavenham, Oakley, Clapham, Bromham, Biddenham, Saint Paul Bedford, Saint Mary Bedford, Saint John Bedford, Elstow, Cardington, Eastcotts, Harrowden, Wilshamstead, Hawnes, Old Warden, Southill, Campton, Shefford, Chicksands, Shefford Hardwick, Clifton, Henlow, Arlsey, Cadwell, Holwell otherwise Holywell, or some of them, in the county of Bedford; and Ickleford, Walsworth, and Hitchin, or some of them, in the county of Hertford, and terminating by a junction with the line of the Great Northern Railway, as at present authorized to be made, and by a junction with a certain proposed extension of the line of the Eastern Counties Railway from Hertford to Hitchin, at or near a certain road leading from Hitchin to Baldock, and in the parish of Hitchin, and county of Hertford, aforesaid. Also a railway diverging from and out of the said first-mentioned intended railway near a certain road leading from Great Bowden to Braybrook, and in the parish of Little Bowden, aforesaid, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Little Bowden, Little Oxenden, Great Oxenden, otherwise Oxenden Magna, Clipston, Arthingworth, Harrington, Kelmars, Draughton, Maidwell, Lamport, Hanging Houghton, Cottesbrook, Brixworth, Great Creaton, Little Creaton, Spratton, Pitsford, Church Brampton, Chapel Brampton, Boughton, Kingsthorpe, Saint James's End, Dallington, Duston, Cotton End, Far Cotton, Hardingstone, Upton, All Saints, Northampton, Saint Giles', Northampton, Saint Peter, Northampton, Saint Sepulchre, Northampton, Borough of Northampton, Priory of St. Andrew, St. Andrew's Mill, and certain extra-parochial lands and places adjoining to the parishes of All Saints, Northampton, Saint Giles, Northampton, Saint Peter, Northampton, and Saint Sepulchre, Northampton, aforesaid, or some of them, in the county of Northampton, and terminating by a junction with the line of the Northampton and Peterborough branch of the London and North Western Railway, at or near the Northampton station thereof, and in the parish of Hardingstone and county of Northampton, aforesaid; and also by a junction with the line of the Northampton and Peterborough branch, aforesaid, near Hunsbury Hill Farm, in the parish of Hardingstone and county of Northampton, aforesaid.

Also a branch railway, diverging from and out of the said first-mentioned intended railway, near

a certain road leading from Wellingborough to Little Mill, and in the said parish of Wellingborough, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Wellingborough, Chester, and Irchester, aforesaid, or one of them, and terminating by a junction with the line of the said Northampton and Peterborough thereof, at or near the Wellingborough station thereof, and in the said parish of Irchester; together with a branch to connect the said last-mentioned intended branch railway with the said first-mentioned intended railway, and situate wholly within the parish of Wellingborough, aforesaid.

And also a railway diverging from and out of the said first-mentioned intended line of railway, near to a road leading from Burton Latimer to Isham, and in the said parish of Isham, in the said county of Northampton, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Isham, Burton Latimer, Finedon, otherwise Thingdon, Great Addington, Little Addington, Irthlingborough, otherwise Irleborough, Woodford, Stanwick, Ringstead, Raunds, Denford, and Great Catworth, or some of them, in the said county of Northampton; Keyston, Bythorn, Molesworth, Brington, Great Catworth, Little Catworth, Long Stow otherwise Stow, Leighton otherwise Leighton Bromswold, Spaldwick otherwise Spaldwick with Upthorpe, Easton, Barham Woolley, Ellington, Weybridge, Alconbury, Brampton, Little Stukeley, Great Stukeley, Hinchinbrook, Saint John the Baptist Huntingdon, All Saints Huntingdon, Saint Benedict Huntingdon, Saint Mary Huntingdon, and Godmanchester, or some of them, in the county of Huntingdon, and terminating at or near the town of Huntingdon, in the parish of Godmanchester and county of Huntingdon aforesaid, by a junction with the line of the Ely and Huntingdon Railway as at present authorized to be made near to the turnpike road leading from Huntingdon to Godmanchester.

Also a Branch Railway diverging from and out of the line of the said last-mentioned intended railway, near a certain road leading from Ringstead to Stanwick, and in the said parish of Raunds, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Raunds, Stanwick, Irthlingborough otherwise Irleborough, and Little Addington, or some of them, in the county of Northampton, and terminating by a junction with the line of the said Northampton and Peterborough Branch near Stanwick Mill in the said parish of Irthlingborough otherwise Irleborough.

And it is further intended by such Act to enable the said Midland Railway Company to make a road or approach to an intended station on the said first-mentioned intended railway, commencing near the Town-hall in the town of Market Harborough aforesaid, passing through the several parishes, townships and extra-parochial or other places of Bowden Magna otherwise Great Bowden, Market Harborough, and Saint Mary in Arden, or some or one of them, and terminating near the

church yard or burying ground of St. Mary in Arden, in the parish of Bowden Magna, otherwise Great Bowden aforesaid.

And it is further intended by such Act to enable the said Midland Railway Company to alter, extend, and enlarge the present station of the Midland Railway at Leicester, and to construct and maintain such additional works as may be necessary for the purpose within the parish of Saint Margaret Leicester, in the county of Leicester.

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

And it is also intended by such Act to enable the Midland Railway Company to raise a further sum of money for the purposes aforesaid, and to purchase lands by compulsion or agreement for the purposes thereof, and to levy tolls, rates, and duties, in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended by such Act to vary or extinguish all existing rights or privileges in any manner connected with the lands so proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance or use of the said railways and works, or any of them, and to confer other rights and privileges; and it is intended to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of the Act, incorporating the Midland Railway Company, passed in the 7th and 8th years of the reign of Her present Majesty, and intituled, "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways," and also the several Acts relating to the Midland Railway Company, that is to say, local and personal Acts, 8th and 9th Victoria, Chapters 49, 56, 90, and local and personal Acts, 9th and 10th Victoria, Chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326 and 341.

And notice is hereby lastly given, that maps, plans, and sections describing the direction, lines, and levels, of the said intended railways and works and enlargement of station, and of the lands proposed to be taken for the purposes thereof respectively, together with books of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year with the Clerk of the Peace for the county of Leicester, at his office in Leicester; with the Clerk of the Peace for the county of Northampton, at his office in Northampton; with the Clerk of the Peace for the county of Huntingdon, at his office in Saint Ives; with the Clerk of the Peace for the county of Bedford, at his office in Bedford; and with the Clerk of the

Peace for the county of Hertford, at his office in Saint Albans; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railways and works and enlargement of station respectively are intended to be made, will be deposited on or before the said thirtieth day of November, with the parish clerks of such parishes respectively, at their respective respective residences.—Dated this second day of November 1846.

*Parker, Hayes, Barnwell and Twisden,*  
1, Lincoln's-inn-fields, London; *Ber-*  
*ridge and Macaulay,* Leicester; *Samuel*  
*Carter,* Birmingham, Solicitors.

Dean and Chapter of Westminster's Estate.

(Sale and purchase of Property, in the parishes of Paddington and Saint George's, Hanover-square.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Act or Acts, to enable the Dean and Chapter of the Collegiate Church of Saint Peter, Westminster, to sell, dispose of, and convey, or to exchange, or to demise or lease, upon lives or for terms of years, three several pieces of land or ground, situate in the parish of Paddington, in the county of Middlesex, together with all houses, tenements, and buildings erected thereon, and all rights, privileges, members, and appurtenances belonging thereto, the first of such pieces of land containing about four acres, one rood, and fifteen perches, and being bounded on the east by a lane known as Elm's-lane, on the west by a lane known as Craven-hill, on the south by the high road leading from Oxford-street to Acton, and on the north by certain lands belonging to the parish of Paddington, known by the name of the Bread and Cheese Lands; the second of such pieces of land, containing about five acres, one rood, and five perches, and being bounded on the east by Elms-lane aforesaid, on the west by land forming part of the Paddington estate, belonging to the Bishop of London, and land, belonging to Earl Craven, on the south by the said lands called the Bread and Cheese Lands; and on the north by lands of the said Earl of Craven; and the third of such pieces of land, being known by the name of Knight's Field, in the parish of Paddington, and containing about eight acres, three roods, and twenty-three perches, and being bounded on the east and north by a lane, there called the Green Lane; also to enable the said Dean and Chapter to sell, dispose of, and convey or exchange, or demise, or lease, upon lives or for years, a certain mansion house, called or known by the name of Dorchester House, and the yards, gardens, offices, and other the premises and appurtenances thereunto belonging, situate in Park-lane, in the parish of Saint George, Hanover-square, in the county of Middlesex, also to enable the said Dean and Chapter, to enter into, and carry into effect, all arrangements and agreements, and to execute all convey-

ances, exchanges, deeds, and other instruments which may be necessary or expedient for carrying into effect all or any of the objects aforesaid; also enable the said Dean and Chapter to purchase, stand seized of, and take, or receive in exchange, the said hereinbefore-mentioned lands, called the Bread and Cheese Lands, belonging to the said parish of Paddington, which said lands lie between the first and second pieces of land hereinbefore described, and are bounded on east by Elms-lane aforesaid; on the west by Craven-hill aforesaid; on the north, partly by the piece of land secondly hereinbefore described, and on other part by land belonging to the Paddington estate, belonging to the Bishop of London, and on the south by the piece of land firstly hereinbefore described; and to enable all persons in whom the said last-mentioned lands may be vested in trust for the said parish of Paddington, or otherwise to sell, convey, or exchange, or demise and lease the same, and all rights and interests therein; and in the event of the said property being purchased or taken by the said Dean and Chapter to enable the said Dean and Chapter to resell and dispose of and convey such property, and to demise and lease the same, upon lives or for years.—Dated this tenth day of November 1846.

**Parkgate and Chester and Birkenhead Junction Railway.**

(For making a Railway from Parkgate, in the county of Chester, to join the Chester and Birkenhead Railway, in the parish of Bebbington, in the said county of Chester.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a railway, with all convenient and proper stations, wharfs, erections, works, bridges, communications, approaches, and conveniences connected therewith, to commence in a field, to be numbered 100 on the plan of such intended railway hereinafter mentioned, and situate in the township of Great Neston, in the parish of Great Neston, in the county of Chester, and to terminate by a junction with the Chester and Birkenhead Railway, in a field to be marked number 1 on the said plan, and situate in the township of Lower Bebbington, in the parish of Bebbington, in the said county of Chester; which said railway and works connected therewith will be constructed within or pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them; that is to say, Bebbington otherwise Bebbington, Higher Bebbington, Lower Bebbington, Poolton-cum-Spittle, Thornton otherwise Thornton Hough otherwise Thornton Mayow, Raby, Leighton, Great Neston, Little Neston, and Ness, all in the county of Chester.

And it is also intended, by the said intended Act, to stop up, alter, or divert, temporarily or permanently, within the several parishes, townships, and extra-parochial places aforesaid, or some of them, all such turnpike roads, highways, canals, rivers, and railways, as it may be necessary to stop

up, alter, or divert for the purpose of constructing, maintaining, or using the said intended railway and works respectively.

And it is further intended, by the said Act, to incorporate a company to carry into execution the said undertaking, and all the powers to be granted in relation thereto, and to take powers to purchase, by compulsion or otherwise, lands and houses for the purposes aforesaid, and to vary or extinguish all existing rights and privileges connected with such lands or houses, or which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and also to levy tolls, rates, or duties for or in respect of the said intended railway and works respectively, and to grant certain exemptions from the payment of such tolls, rates, or duties.

And it is further intended, by the said Act, to enable the said company thereby to be incorporated to sell, or let, or transfer the said intended railway and works, or any part thereof, and all or any of the powers of the said company in connection therewith, whether with reference to the levying of tolls, rates, and duties, or otherwise, to the Chester and Birkenhead Railway Company, and to authorize the said last-mentioned railway company to purchase, take, and use the same, and to exercise such powers, or any of them.

And notice is hereby further given, that duplicate plans and sections, describing the lines, levels, and situations of the said intended railway and works and conveniences, and the lands in or through which they are to be made and maintained, together with books of reference to such plans respectively, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited, for public inspection, on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Chester, at his office at Chester, in the said county; and that, on or before the thirtieth day of November instant, a copy of so much of the said plans and sections, as relates to each of the parishes aforesaid in or through which the railway will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.—Dated this tenth day of November 1846.

*Williams and M'Leod*, Temple, Solicitors for the Bill.

Great Indian Peninsula Railway Company, for making a Railway from Bombay to Alleh, with extensions to Mhuse and the Pera River, and branches or extensions to Sholapoor, Hyderabad, Kandcish, Indore, and Hoshungabad, and elsewhere.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to incorporate a company by the name of the Great

Indian Peninsula Railway Company, established for the purpose of making, constructing, working, and maintaining one or more railway or railways from Bombay to Allep, with extensions to Mhuse and the Pera River, and branches or extensions to Sholapoor, Hyderabad, Kandeish, Indore, and Hoshungabad, and elsewhere; and to enable the said company to obtain and acquire all powers, rights, and privileges from the Honourable East India Company, or the supreme or any local government of India, necessary or convenient for the objects of the said undertaking; and also to enable the Honourable East India Company, or the supreme or any local government of India, to have and exercise all powers necessary or convenient for the purpose of authorizing, constructing, maintaining, protecting, and regulating railways and railway works in India, and for acquiring and holding lands, or any right, estate, interest, or profit in or out of lands for any term of years, or in perpetuity for such purpose, and for the exercise of such powers, by the said supreme or any local government, in favour of, and to grant and concede lands, and depute the said powers to the said Great Indian Peninsula Railway Company, or any officer or officers thereof, and to enable the said Great Indian Peninsula Railway Company to make and enter into contracts with the Honourable East India Company, and the supreme or any local government of India, or any other body corporate or person in Great Britain or India, and for such body corporate or person to enter into any such contract or contracts with the said Great Indian Peninsula Railway Company, or any officer or officers thereof, and for the said Great Indian Peninsula Railway Company to do all acts necessary and convenient for the objects aforesaid; and also to enable the said Great Indian Peninsula Railway Company to sue and be sued, either in Great Britain or India, in the name of one or more directors, or some officer of the said company, and to confer such other powers, rights, and privileges on the said company as may be deemed necessary or convenient for the purposes of the said undertaking, including powers to acquire, take, and hold lands, or any right, estate, interest, or profit in or out of lands for any term of years, or in perpetuity in the East Indies and in Great Britain; and also powers and facilities for making, enforcing, and recovering calls, creating and transferring scrip, and other shares, mortgages, debentures, and other like instruments and securities for increasing the capital of the company; and for raising and borrowing money, by mortgage or otherwise; and also for levying tolls, rates, and duties in respect of the use of the said railway or railways, and the extensions or branches thereof, together with such further and other powers as may be deemed advisable for regulating and protecting the rights of the respective shareholders, and the payment or remittance of dividends, or interest in respect of any share or shares, or other interest in the said railway or railways, extensions, and branches to or in Great Britain or India respectively, or elsewhere.—Dated this twelfth day of November 1846.

*White and Borett, 35, Lincoln's-inn-fields.*

Falmouth and Helston Railway, from the Cornwall Railway, at Penryn, to Helston.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act, for making and maintaining a railway or railways, with all proper stations, bridges, piers, wharfs, communications, and works connected therewith, to commence at or near the town and borough of Penryn, in the county of Cornwall, by a junction with the Cornwall Railway, and to terminate at or near to the town of Helston, in the said county, at or near the point where the turnpike-road from Helston to Falmouth crosses the public highway which divides the parish of Wendron from the borough of Helston, which said railway will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them; that is to say, Buddock, borough of Penryn, Gluvias otherwise Saint Gluvius, Mabe, Constantine, Stithians, Mawgan, Wendron, and the borough and town of Helston, in the county of Cornwall.

And it is intended to apply for powers in the said intended Act, to make lateral deviations from the line of the proposed works, to the extent, or within the limits defined upon the plans hereinafter mentioned or referred to, and also to cross, divert, alter, or stop up all such turnpike roads, parish roads, and other highways, streams, canals, creeks, arms or branches of the sea, navigations, aqueducts, sewers and pipes, railways and tramroads, within the said parishes, townships, and extra-parochial, and other places aforesaid, or any or either of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works.

And notice is hereby given, that it is intended by the said Act, to incorporate a company for the purpose of carrying into effect the proposed railway and works, and to obtain powers for the compulsory purchase of lands and houses, and other hereditaments, and to vary or extinguish all rights or privileges in any manner connected with the lands, houses, rivers, streams, or hereditaments proposed to be taken or interfered with for the purposes aforesaid; and also powers to levy tolls, rates, or duties upon, or in respect of the said intended railway and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the said railway and works, describing the line and levels thereof, together with a book of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the county of Cornwall, at his office, at Saint Austle, on or before the thirtieth day of November instant, and, on or before the said thirtieth day of November instant, a copy of so much of the said plans and sections as relates to each of the aforesaid parishes respectively, in or through which the said railway and works are intended to be made or varied, together with a book

of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.—Dated this thirteenth day of November 1846.

*Thomas Harvey, 2, Winchester-buildings, London; Samuel Bamfield, Falmouth, Solicitors to the Bill.*

#### Thames Conservancy.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to constitute a Board of Conservancy for the river Thames, between Yenleete, in the county of Kent, and Staines, in the county of Middlesex, and for the river Medway, as far as the jurisdiction of the Corporation of London extends therein, and to vest in such Board all the rights, powers, and privileges which the corporation of the city of London, or the Lord Mayor of the said city, have heretofore possessed at common law, by prescription or under any Act of Parliament, in and over the rivers Thames and Medway, within the limits aforesaid, and the several rivers, streams, and watercourses within the flow and reflow of the tide of the said river Thames, and connected therewith; and for empowering the said Board to make bye-laws for the regulation, management, and improvement of the river Thames; and to authorize the said Board to set out boundaries, and to lay down, make, maintain, and grant and license all necessary embankments, cuts, channels, reservoirs, and other works, and to widen, deepen, straighten, dredge, protect, and otherwise improve the bed, channel, and banks of the said rivers, and of all parts of the waters connected therewith; and to take down and rebuild bridges, and to remove all obstructions to the free navigation of the said rivers, and to impose penalties upon all persons placing or continuing obstructions on the said rivers, and to remove the same; and to authorize the said Board to appoint and remove harbour masters and other officers, and to place buoys, beacons, and mooring chains in the said rivers, and to compel the removal of wrecks therefrom.

And to authorize the said Board to raise and supply ballast from the bed of the river Thames, with all necessary powers for that purpose.

And also to authorize the said Board to make, maintain, grant, and license basins, docks, harbours, piers, jetties, and quays, with all proper conveniences for the navigation and improvement of the said rivers, and for the safety and use of the vessels navigating the same.

And it is intended by the said Act, to take powers to erect steam-boat and other piers, and power for the purchase of lands, houses, tenements, and hereditaments, waters, and buildings, for the purposes aforesaid, and for landing-places and piers; and to purchase private moorings, and to levy rents, tolls, rates, and duties, in respect of the navigation of the said rivers and for the said piers; and to vary or extinguish all rights and privileges which may in any manner interfere with

the improvement of the navigation of the said rivers, or with the powers hereby sought to be conferred upon the said Board, and to compound for tolls, and to confer exemptions from tolls, rates, and duties, and to give other rights and privileges.

And it is further intended to repeal all Acts, charters, and customs, which may be inconsistent with the powers aforesaid, and the provisions of the said intended Act.

And it is intended by the said Act, to take power to raise money on the credit of the tolls, rates, and duties to be granted by the said Act, and the other tolls and dues on the said rivers and the banks thereof, for carrying the several purposes of the Act into execution, and all other powers which may be necessary for carrying into effect the purposes aforesaid.—Dated the seventh day of November 1846.

*E. Tyrrell, City Remembrancer.*

#### Pagham (Sussex) Harbour Improvement.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to improve, scour, deepen, and maintain the harbour of Pagham, in the county of Sussex, together with all necessary basins, docks, erections, piers, jetties, breakwaters, embankments, quays, bridges, locks, sluices, drains, cuts, channels, wharfs, warehouses, communications and other works and conveniences connected therewith, which said harbour and other works is situate in or bounded by, or will be made in, or pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Pagham, Selsea, or Salsey, Earnley, Siddlesham, Hunston and North Mundham, all in the county of Sussex; and it is also intended to apply for powers to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, drains, sewers, pipes, streams, watercourses, navigations and bridges, within the said parishes, townships, extra-parochial and other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up, for the purposes of the said harbour and other works.

And notice is hereby further given, that a plan of the said harbour and other works, and also a duplicate of such plan, together with books of reference thereto, and also a section and duplicate thereof, will be deposited, for public inspection, with the Clerk of the Peace for the county of Sussex, at his office at Lewis, in the said county, on or before the thirtieth day of November 1846; and on or before the said thirtieth day of November 1846, a copy of so much of the plan and section as relates to each parish in or through which the said work is intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

And notice is hereby further given, that it is intended in the said Bill, to apply for powers for the compulsory purchase of lands and houses, and

to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid, and also to levy tolls, rates, or duties upon all ships, vessels, and other craft coming into, or using the said harbour and works, or coming within the limits thereof; and upon all goods, wares, merchandize, passengers, animals, commodities, articles, matters, and things exported or imported therein, and to alter existing tolls, rates or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.—Dated this tenth day of November 1846.

New Street from Long Acre to King Street,  
Covent Garden.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of an Act passed in the fourth year of the reign of Her present Majesty, intituled, "An Act to enable Her Majesty's Commissioners of Woods, to make a new street from Coventry Street, Piccadilly, to Long Acre, and for other improvements in the metropolis;" and to authorize and empower the said commissioners to form and make, in continuation of the street from Coventry Street, Piccadilly, to Long Acre, mentioned in the said Act, a new street from or near to the west end of Long Acre into King Street, Covent Garden; which street is intended to commence at or near to the junction of the west end of Long Acre, with the north end of Saint Martin's Lane, and to run from thence towards the south east to Rose Street, then

crossing Rose Street and running from thence to the west end of King Street, opposite, or nearly opposite to Bedford Street, Covent Garden.

Also, to continue Hart Street, Covent Garden, from the west end thereof in a direct line westward, into the said intended new street.

Also, to divert, alter, widen, and improve the west end of Long Acre, on the south side thereof, and such parts of the present streets, courts, alleys, and ways as will form entrances into the said intended new street, which said new street, and continuation of Hart Street and other improvements, are proposed to be made in, or to pass from, through, or into the several parishes of Saint Martin in the Fields and Saint Paul, Covent Garden, in the county of Middlesex.

And in the said Bill, powers will be contained for the compulsory purchase of all such houses, buildings, lands, and hereditaments, as may be necessary for carrying the several purposes aforesaid into execution.

And in the said Bill, will be contained powers to enable the overseers of the poor of the parish of Saint Paul, Covent Garden, to levy and raise by means of a rate or rates, and as part of the rate for the relief of the poor of the said parish, a certain sum or certain sums of money, to be appropriated towards the expenses of carrying the several purposes aforesaid into execution.—Dated the tenth day of November 1846.

By order of the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings.

*Pemberton, Crawley, and Gardiner, 20, Whitehall Place, Westminster.*

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

Thursday, November 26, 1846.

Price Two Shillings and Eight Pence.