



The London Gazette.

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SATURDAY, NOVEMBER 28, 1846.

AT the Court at *Windsor*, the 14th day of *November* 1846.

PRESENT,
The QUEEN's Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of an Act, passed in the session of Parliament held in the sixth and seventh years of Her Majesty's reign, intituled "An Act to make better provision for the spiritual care of populous parishes," duly prepared and laid before Her Majesty in Council a scheme, bearing date the twelfth day of August, in the year one thousand eight hundred and forty-six, in the words following, that is to say:

"We, the Ecclesiastical Commissioners for England, in pursuance of an Act, passed in the session of Parliament held in the sixth and seventh years of your Majesty's reign, intituled "An Act to make better provision for the spiritual care of populous parishes," have prepared, and now humbly lay before your Majesty in Council, the following scheme, for authorizing the sale of certain property lately belonging to the prebend of *Dinder*, in the cathedral church of *Wells*.

"Whereas it is by the said Act enacted, that all the same and the like powers and rights of ownership, as are possessed and enjoyed respecting and over any lands, tenements, or other hereditaments whatsoever by any absolute owner thereof, shall be enjoyed by us with respect to and over all or any lands, tithes, rent charges, tenements, and other hereditaments vested in us under certain Acts therein mentioned (being the Acts under which the property herein particularly mentioned is so vested in us), and may, subject to the provisions of the same Acts, and of the now reciting Act, be exercised by us by proper instruments, in writing, duly executed according to law; provided always, that none of such lands, tithes, tenements, and hereditaments as aforesaid be sold or conveyed except by the authority of a scheme prepared by us, and an Order issued by your Majesty in Council, ratifying the same:

"And whereas the lands, tenements, and hereditaments, mentioned in the schedule hereunto annexed, lately formed a portion of the property and estates of the prebend of *Dinder*, in the said cathedral church of *Wells*, but are now vested in us by reason of the vacancy of the said prebend:

"And whereas we have made arrangements for the absolute sale of the same, subject, nevertheless, to the determination of certain leases thereof:

"We, therefore, humbly recommend and propose, that we may be authorized to sell and duly to convey to the person or persons willing to purchase the same, or as he or they shall direct or appoint, for such sum or sums of money as may be agreed upon, all our estate and interest in the said lands, tenements, and hereditaments, or any part or parts thereof, according to the provisions of the said recited Act.

"And we further recommend and propose, that nothing herein contained shall prevent us from recommending and proposing any other measures relating to the matter aforesaid, in conformity with the provisions of the said recited Act, or of any other Act of Parliament.

" SCHEDULE.

"All and singular the lands, tenements, and hereditaments lately belonging to the prebend of *Dinder*, in the cathedral church of *Wells*, except all tithes and commutations in lieu of tithes, if any, belonging to the said prebend."

And whereas the said scheme has been approved by Her Majesty in Council; now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said scheme, and to order and direct that the same, and every part thereof, shall be effectual in law immediately from and after the time when this Order shall have been duly published in the *London Gazette*, pursuant to the said Act; and Her Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith registered by the Registrar of the diocese of *Bath and Wells*.

C. C. Greville.

Sir Thomas White's Trust, Loan, and Charitable Bequests.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, vary, and extend the trusts and administration, and to enlarge the charitable uses, extend the objects, and regulate the application of the rents and profits of the estates, monies, and property belonging to the charity commonly called Sir Thomas White's Charity, in the borough of Northampton, in the county of Northampton; in the city of Coventry, and the borough of Warwick, in the county of Warwick; the borough of Nottingham, in the county of Nottingham; and the town of Leicester, in the county of Leicester; according to the provisions of a scheme of the High Court of Chancery, and generally to carry into effect the provisions of the said scheme.

Dated this tenth day of November 1846.

Joseph Parkes,
Solicitor to the Attorney General.

Birmingham and Oxford Junction Railway.
(Warwick and Stratford Line.)

Proposed Railway, from the Birmingham and Oxford Junction Railway, at Warwick, to Stratford-upon-Avon, with powers of sale or lease to, or amalgamation with, the Great Western Railway Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act, to authorize the Birmingham and Oxford Junction Railway Company to make and maintain a railway with all proper works, approaches, and conveniences connected therewith, commencing from and out of the line of the Birmingham and Oxford Junction Railway, as the same is now authorized to be made, in a field, situated in the parish of Saint Mary Warwick, and numbered 5, on the plan of the Birmingham and Oxford Junction Railway referred to in the Act relating thereto, and deposited at the office of the Clerk of the Peace for the county of Warwick, and terminating by a junction with the Stratford-upon-Avon Branch of the Oxford, Worcester, and Wolverhampton Railway, as the same is now authorized to be made, in a field, situated in the parish of Old Stratford, in the county of Warwick, and numbered 31 on the plan of the said last mentioned branch railway referred to in the Act relating thereto, and deposited at the office of the Clerk of the Peace for the county of Warwick, which intended railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Saint Mary Warwick, Budbrook, Longbridge, Hampton-on-the-Hill, Sherbourne, Fulbroke, Barford, Hampton Lucy, Charlegote, Wasperton, Alveston, Tiddington, Snitterfield, Old Stratford, Borough of Stratford-upon-Avon, Bishopton, Shottery, Clopton, and Welcombe, in the county of Warwick.

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

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

And notice is hereby further given, that a map, plan, and section, shewing the direction, line, and levels of the said intended railway and works, together with a book of reference to such plan, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands proposed to be taken for the purposes aforesaid, will be deposited, for public inspection, on or before the thirtieth day of November 1846, with the Clerk of the Peace for the county of Warwick, at his office, in Stratford-upon-Avon; and that a copy of so much of the said plan, section, and book of reference, as relates to each of the parishes in or through which the said intended railway and works are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerk of each such parish, at his residence.

And it is also intended, by such Act, to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use of the said intended railway and works, and to grant such exemptions from such tolls, rates, and duties as may be deemed expedient; and by the said intended Act, it is further proposed to empower the Great Western Railway Company to subscribe or contribute towards the formation of the works which may be thereby authorized, as well as to the construction of the said Birmingham and Oxford Junction Railway, and to raise capital for the purpose; and it is further proposed to authorize the Birmingham and Oxford Junction Railway Company to sell or lease the undertaking which they are or may be authorized to carry into effect, and their powers, rights, and privileges in relation thereto, to the Great Western Railway Company; and also to empower the Great Western Railway Company to purchase or rent such undertaking, and to exercise the powers of the said Birmingham and Oxford Junction Railway Company in relation thereto, and to raise capital for the purpose, or to authorize the amalgamation of the undertakings, and capital stocks of the said two companies; And for the purposes of the said intended Act, it is intended to increase the capital of the Birmingham and Oxford Junction Railway Company, and to alter, amend, extend, and enlarge the powers and provisions of "The Birmingham

and Oxford Junction Railway Act, 1846," and "The Birmingham and Oxford Junction (Birmingham Extension) Railway Act, 1846," and the several Acts, hereinafter mentioned, relating to the Great Western Railway Company, or whereby powers are conferred on the said Great Western Railway Company, and which Acts are distinguished in the Queen's printer's copies thereof, as follows, that is to say, the 5th and 6th William the Fourth, cap. 107, the 6th William the Fourth, cap. 38, the 6th William the Fourth, cap. 77, the 1st Victoria, cap. 91, the 1st Victoria, cap. 92, the 1st Victoria, cap. 24, the 2nd Victoria, cap. 27, the 5th Victoria, session 2, cap. 28, the 6th Victoria, cap. 10, the 7th Victoria, cap. 3, the 8th and 9th Victoria, cap. 40, the 8th and 9th Victoria, cap. 188, the 8th and 9th Victoria, cap. 191, and the 9th Victoria, cap. 14. And also the Acts relating to the West London Railway, which bear date as follows, an Act of the 3d year of the reign of His late Majesty King William the Fourth, cap. 36; an Act of the 6th year of the same reign, cap. 79; an Act of the 3d and 4th year of the reign of Her present Majesty, cap. 105; an Act of the 8th and 9th year of the same reign, cap. 156; and an Act of the 9th and 10th year of the same reign, cap. 369.—Dated the 7th day of November 1846.

*W. O. and W. Hunt, 10, Whitehall.
J. W. and G. Whateley, Birmingham.*

Newport, Abergavenny, and Hereford Railway Deviations, and for the vesting and abandoning of the Llanvihangel, Grosmont, and Hereford Railways, and for the sale of the sites thereof.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize and empower the Newport, Abergavenny, and Hereford Railway Company to abandon the formation of the portions hereinafter mentioned of the said railway, as at present authorized to be made, and to make and maintain other and new lines of railway in lieu of such portions (that is to say), to abandon the formation of that part of the main line of the said railway which lies between a certain field in the hamlet of Hardwick and county of Monmouth, numbered 9 on the plans of the said railway, referred to in the Newport, Abergavenny, and Hereford Railway Act, 1846, as having been deposited at the offices of the Clerks of the Peace for Monmouthshire and Herefordshire, and a certain road near Triley Mill, in the parish of Llantilio Pertholey, in the said county of Monmouth, numbered 55 on the said plans, and to form a new and substituted line of railway between the said points and within the following places, or some of them (that is to say), Hardwick, Abergavenny, and Llantilio Pertholey, all in the county of Monmouth; and also to abandon that part of the said main line of railway which lies between a certain field in the parish of Walterstone and county of Hereford, numbered 20 on the said plans, and a certain other field in the parish of Kenderchurch, in the same

county, numbered 18 on the said plans, and to form a new and substituted line of railway between the said points and within the several places following, or some of them, that is to say, Walterstone, Llansillio, Rowleston, Ewyas Harold, Kentchurch, and Kenderchurch, all in the county of Hereford; and Llangua, Llanvihangel Crucorney, Penbiddle, and Grosmont, or some or one of them, in the county of Monmouth; and also to abandon the formation of that part of the said main line of railway which lies between a certain field in the parish of Saint Martin, in the city and county of Hereford, numbered 19 on the said plans, and the proposed terminus of the said railway in the said city, as shewn on the said plans; and also to abandon the formation of the branch railway called the Portfields Branch, as shewn upon the said plans, and described in the Newport, Abergavenny, and Hereford Railway Act, 1846, "as a branch railway, diverging from " and out of the said intended main line of " railway, in the parish of All Saints, in the " city of Hereford, passing in or through the " said last-named parish, and terminating at or " near the Portfields, lying at Widemarsh- " street Without, situate in the same parish;" and to form a new and substituted railway in lieu of such portion of the main line and branch railway so to be abandoned as aforesaid, commencing at the said field numbered 19 in the said parish of Saint Martin, and terminating by a junction with the intended Shrewsbury and Herefordshire Railway, near the Herefordshire and Gloucestershire Canal, in the parishes of Saint John the Baptist, of All Saints, or of Holmer, all in the said city; and which new or substituted line of railway will pass from, in, through, or into the several places following, or some of them, that is to say, Upper Bultingham, Grafton, Breinton, Saint John otherwise Saint John the Baptist, Saint Martin, Saint Nicholas, Saint Owen, All Saints, Holmer, and Saint Peter, all in the city of Hereford, or liberties thereof.

And also to abandon the formation of the branch railway called the Gas Works Branch, as shewn upon the said plans, and described in the said Act as "diverging out of the intended main line of " railway, in the parish of Abergavenny, " passing in or through the said parish, and " terminating at or near to certain buildings " known as the Gas Works, in the same " parish," and to form a new and substituted branch railway in lieu thereof, diverging from and out of the new and substituted line of railway hereinbefore firstly described, at or near a certain field, in the parish of Abergavenny, and county of Monmouth, numbered 128 on the said plans, passing in, through, or into the hamlet of Hardwick, and parish of Abergavenny aforesaid, or one of them, and terminating at and by a junction with that part of the Llanvihangel Railway, in the said parish of Abergavenny, which lies between the Union Workhouse, in the said parish of Abergavenny, and the turnpike road leading between the town of Abergavenny and the town of Crickhowell.

And also for making and maintaining another branch railway, to diverge from and out of the said new and substituted line of railway hereinbefore firstly described, at or near a certain field, in the parish of Abergavenny, and county of Monmouth, numbered 8 on the said plans, passing in, through, or into the parishes of Abergavenny and Llantillio Pertholey aforesaid, or one of them, and terminating at and by a junction with that part of the said Llanvihangel Railway, in the said parish of Abergavenny which lies between the first toll-house from Abergavenny on the new turnpike road leading from Abergavenny towards Hereford, and the turnpike-road leading from Monk-street toll-house, in the said town of Abergavenny, towards Maindiff Bridge, in the parish of Llantillio Pertholey aforesaid.

And notice is hereby further given, that powers will also be sought in such Act to vest in the said Newport, Abergavenny, and Hereford Railway Company, so soon as such company shall, in exercise of the powers conferred on them by the said Newport, Abergavenny, and Hereford Railway Act, have purchased and taken a conveyance of the Llanvihangel Railway, the Grosmont Railway, and the Hereford Railway, all the rights, powers, and privileges of the Llanvihangel Railway Company, the Grosmont Railway Company, and the Hereford Railway Company, respectively, including the right and power to receive rates, tolls, or duties in respect of the use of such railways, respectively; and powers will also be sought by the said Act to enable the said Newport, Abergavenny, and Hereford Railway Company, after they shall so have become possessed of such three several railways, to destroy and abandon the same, or any of them, or any part thereof, and to sell and dispose of the land and site thereof, respectively.

And it is also intended by such Act to take powers to stop up, alter, or divert, whether temporarily or permanently, all turnpike or other roads, highways, railways, tramways, aqueducts, canals, streams, and rivers, in the places aforesaid, with which it may be necessary so to interfere for the purposes of the said alterations, railways, and works.

And it is also intended by such Act to take powers for the purchase of lands and houses, by compulsion, for the purposes of the said proposed works, and to extinguish any rights or privileges connected with the property so to be taken, which might interfere with the construction or maintenance of the said railways, alterations, or works, and also power to levy tolls, rates, and duties, in respect of the use of the said substituted portions of railway and branch railways, and to grant exemptions from such tolls, rates, and duties.

And it is further intended by such Act to amend and enlarge the powers and provisions of the Newport, Abergavenny, and Hereford Railway Act, 1846, and to extend the provisions thereof to the new or substituted portions of railway, branch railways, and works connected therewith, proposed to be made as aforesaid.

And notice is hereby further given, that maps or plans and sections of the said proposed new or

substituted portions of railway and branch railways, and of the works connected with them, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and together also with a published map, shewing the general direction of such railways and works, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Monmouth, at his office at Usk, in the same county; and with the Clerk of the Peace for the county of Hereford, at his office in Hereford; and with the Clerk of the Peace for the city of Hereford, at his office in Hereford; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said proposed new or substituted portions of railway and works are intended to be made, will be deposited, on or before the same thirtieth day of November, with the parish clerks of those parishes, at their respective residences.

And notice is hereby further given, that, for the purposes aforesaid, it is intended to alter, enlarge, and amend the powers and provisions of the three Acts hereinafter named, or to repeal some or all of the said powers and provisions, and to grant other, further, and more effectual powers in the stead thereof, namely, an Act, passed in the fifty-first year of the reign of King George the Third, intituled "An Act for making a railway from the Brecknock and Abergavenny Canal, in the parish of Llanwenarth, to or near to Llanvihangel Crucorney, in the county of Monmouth;" another Act, passed in the fifty-second year of the same reign, intituled "An Act for making and maintaining a railway from the end of the Llanvihangel Railway, in the parish of Llanvihangel Crucorney, in the county of Monmouth;" another Act, passed in the twelfth year of the reign of King George the Fourth, intituled "An Act for making and maintaining a tramroad or railway from the end of the Grosmont Railway, at Monmouth Cap, in the parish of Llangua, in the county of Monmouth, to Wye Bridge, in the parish of Saint Martin, within the liberties of the city of Hereford."—Dated this second day of November 1846.

Johnston, Farquhar, and Leech, 65, Moor-gate-street, London.

Gabb and Secretan Woodhouse, Abergavenny.

F. L. and C. Bodenham, Hereford.

North Western Railway-Diversions at Skipton, Casterton, and Sedburgh.

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

provisions of "The North Western Railway Act, 1846," and of "The Morecambe Harbour and Railway Act, 1846," and to authorize the North Western Railway Company, incorporated by the said first-mentioned Act to make the following alterations and diversions in the main line of the North Western Railway, as authorized by the said Act (being the line of railway firstly described in the said Act), that is to say, one of such alterations or diversions to commence by a junction with the line of the Leeds and Bradford Extension Railway, at or near a field belonging to the Right Honourable the Earl of Thanet, and in the occupation of Joseph Myers, in the township of Skipton, otherwise Skipton in Craven, in the parish of Skipton, in the west riding of the county of York, and to terminate by a junction with the line of the said North Western Railway, as authorized to be constructed in or near a field, numbered 1, in the parish of Broughton, in the said west riding of the county of York, on the plans of the said railway, referred to in the said first-mentioned Act, which said alteration or diversion will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Skipton, Skipton in Craven, Carlton, Broughton, Broughton-in-Airedale, Elslack, Broughton with Elslack, Kildwick, Sturton, Stretton, Sterton, Stirton, Thorlby, Thorleby, Thorlby, Sterton with Thorlby, and Stirton with Thorlby, all in the said west riding of the county of York; another of such alterations, or diversions, to commence in or near a field, numbered 52, in the parish of Tunstall, in the county palatine of Lancaster, on the plans of the said railway, referred to in the said first-mentioned Act, and to terminate by a junction with the line of the said North Western Railway, as authorized to be constructed in or near a field, numbered 110, in the parish of Kirkby Lonsdale, in the county of Westmoreland on the said plans, which said last-mentioned alteration or diversion, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Tunstall, Leck, High Leck, Low Leck, Burrow, High Burrow, Low Burrow, Over Burrow, Overtown, Overborough, and Burrow with Burrow, all in the county palatine of Lancaster, and Kirkby Lonsdale, Casterton, High Casterton, Low Casterton, Barbon, Beckfoot, and Barbon-Beckfoot, all in the county of Westmoreland; another of such alterations or diversions to commence by a junction with the line of the said North Western Railway, as authorized to be constructed at or near a field numbered 3, in the parish of Sedbergh, in the said west riding of the county of York, on the plans of the said railway, referred to in the said first-mentioned Act, and to terminate by a junction with the line of the Lancaster and Carlisle Railway, at or near Low Park otherwise Dillicar Low Park, in the parish of Kendal otherwise Kirkby Kendal otherwise Kirkby in Kendal, in the said county of Westmoreland, which said last-mentioned alteration or diversion will pass from, in, through, or into, or be situate within the

several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Sedbergh, Marthwaite, Howgill, Upper Bland, Nether Bland, Howgill with Bland, Soobank, Frostrow, Frastrow, Cautley and Dowbiggin, all in the said west riding of the county of York; and Kirkby Lonsdale, Middleton, Kendal, Kirkby Kendal, Kirkby in Kendal, Dillicar, Dillicar Smithy, Bretherdale, Borrowdale, Langdale, Whinfell, Orton and Tebay, all in the said county of Westmoreland.

And it is also intended, by the said Act, to authorize the said North-Western Railway Company to abandon the formation of and to relinquish so much of the line of railway authorized by their said Act as will become useless and unnecessary in consequence of the construction of the several alterations and diversions hereinbefore mentioned.

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

And it is further proposed by the said Act, to authorize the said North Western Railway Company to levy tolls, rates, and duties, in respect of the said intended new, or altered, or diverted lines of railway before mentioned, and to grant exemptions from the payment thereof, and also to purchase and take by compulsion or otherwise, lands, houses, and other buildings, for the purposes aforesaid, or some of them, and to vary or extinguish all existing rights or privileges connected with such lands, houses, and other buildings, or which would in any manner impede or interfere with the execution of the purposes aforesaid, and to confer other rights and privileges.

And notice is hereby also given, that maps, plans, and sections of the said intended alterations or diversions, and of the lands proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands will be deposited, for public inspection, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the west riding of the county of York, at his office in Wakefield; with the Clerk of the Peace for the county palatine of Lancaster, at his office in Preston; and with the Clerk of the Peace for the county of Westmoreland, at his office in Appleby; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the intended works will pass and be made, will on or before the said thirtieth day of November, be deposited, for public inspection, with the parish clerks of those parishes, at their respective places of abode.—Dated this third day of November 1846.

Worthington, Earle, and Berry, Manchester; John Sharp, Lancaster.

Royston and Hitchin Railway Act Amendment.

(Sale or Lease of Line.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, extend, and enlarge the powers and provisions of "The Royston and Hitchin Railway Act, 1846," and to enable the company thereby incorporated, to lease or sell and transfer the railway and works, thereby authorized to be made, together with all or any of the powers, rights, privileges, authorities, tolls, lands, buildings, property, estate, and effects, belonging to the said company, unto the Great Northern Railway Company, and to enable the said Great Northern Railway Company to purchase or take on lease the above undertaking, and to hold, use, exercise, and enjoy the said railway and works, powers, rights, privileges, authorities, tolls, lands, buildings, property, estate, and effects, and to levy tolls, rates, and duties, upon, or in respect of the said railway and works, and to exercise any other rights and privileges, and for the purpose aforesaid to alter, amend, extend, and enlarge the powers and provisions of "The Great Northern Railway Act, 1846," and "The Stamford and Spalding Railway Act, 1846." And to enable the Great Northern Railway Company to raise a further sum of money, by shares or mortgage, for all or any of the purposes aforesaid.— Dated this ninth day of November 1846.

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

London Collier Docks.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts, to incorporate a company, and to enable such company to make, build, and construct one or more wet dock or wet docks, and one or more tidal basin or tidal basins, with all necessary and proper basins, canals, piers, wharfs, shipping, and landing-places, warehouses, sheds, bridges, sluices, locks, lock-gates, and works convenient or adjoining thereto, or connected therewith, and which said docks and other works will be situate within the space comprised by the river Thames on the one side, on another side by the Deptford Lower Road, on another side by the Blue Anchor Road, and on the fourth side by the the New Road and the Greenwich Railway, which said docks, basins, and other works will be situated within or adjoining to the parishes of St. Mary, Rotherhithe, and St. Mary Magdalen, Bermondsey, or one of them, in the borough of Southwark, in the county of Surrey, and to construct proper cuts, canals, locks, lock-gates, and other works in connection therewith, from the said docks to the river Thames, for the purpose of connecting the said docks with the river Thames, and to take water from the said river; and notice is hereby also given, that it is intended to obtain powers by the said Act or Acts, for the compulsory purchase of lands, houses, tenements, and hereditaments, and to cross, alter, divert, or stop up,

whether permanently or temporarily, all such turnpike-roads or other highways, occupation roads and paths, rivers and streams within the parishes aforesaid, or either of them, as may be necessary for the purposes of the said works, and to vary or extinguish all existing rights and privileges connected with such lands, or with the lands, immediately abutting on the said intended docks, wharfs, or works, or which would in any manner interfere with or impede the carrying the said Act or Acts into execution; and it is also intended to apply for powers to levy tolls, rates, and duties for and in respect of the use of the said docks, basins, and other works and conveniences. And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections of the said intended docks, basins, and other works, and a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands upon which the said intended docks, basins, and other works are intended to be made, will be deposited at the office of the Clerk of the Peace of the said county of Surrey, at Lambeth, in the said county; and at the office of the Clerk of the Peace for the borough of Southwark, in the Old Bailey, in the city of London; and on or before the said thirtieth day of November next, a copy of so much of the said plans and sections as relates to each of the parishes in which such docks, basins, and other works will be situate, together with a book of reference thereto, will be deposited with the parish clerks of each such parish, at his respective place of abode.— Dated this ninth day of November 1846.

Wilkinson and Rasch, 2, Nicholas-lane, London, Solicitors for the Bill.

Victoria Docks and Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize and legalize the purchase of certain pieces of water called "The Gulf," or Dagenham Breach, situate and being at Dagenham and Hornchurch, or one of them, in the county of Essex, and of all or any of the lands, tenements, fore-lands, reed-shores, river-walls, and premises near to the same in such parishes respectively, and to widen, deepen, extend, enlarge, reduce, or otherwise alter the same for the reception, loading and unloading, accommodation, and better securing of ships, steam-boats, colliers, and other vessels, and to make, form, and maintain certain docks, basins, reservoirs, and entrances to them from the river Thames there, and to cut, excavate, and remove the soil and bed of the said river Thames below low-water mark, and also to make and form all requisite walls, locks, sluices, bridges, dolphins, piers, jetties, landing places, works, and conveniences connected therewith, and wharfs, warehouses, sheds, and other buildings for the depositing, warehousing, storing, and custody of merchandize, goods, coals, and other articles; and also to alter and divert the course or line of any streams,

riders, sewers, and waters running into the said gulf, waters, and docks, or by the sides thereof, or of the proposed railway hereafter described.

And notice is hereby also given, that application is intended to be made to Parliament in the next session, for an Act to authorize the making and maintaining of a railway, with all proper bridges, roads, works, stations, and conveniences connected therewith, commencing at or near to the said gulf, waters, docks, warehouses, and wharfs, in the said parish of Dagenham, in, through, and to the Eastern Counties Railway at and in the said parish of Dagenham; and also to authorize a junction with the said Eastern Counties Railway in the said parish, or junctions with any other railway or railways which may hereafter be made in or through the said parish of Dagenham, or near to the said gulf, waters, docks, warehouses, wharfs, and works, and to make, construct, and maintain approaches, communications, and other conveniences to join all or any of the said railways respectively; and it is also intended to take powers in the said Act to deviate to the extent of one hundred yards from the lines intended to be shown on the plan hereafter mentioned of the said intended docks, jetties, piers, landing places, wharfs, buildings, works, conveniences, railway, and junctions.

And notice is hereby given, that it is intended to apply for leave to incorporate a company for either or both of the purposes aforesaid, and for raising money for the several purposes of the said Act, and for carrying out such measures respectively, by the creation of shares or some other mode to be by the said Act or Acts authorized and provided for. And it is intended to apply for powers for the compulsory purchase of such lands, waters, houses, fore-lands, reed-shores, river-walls, and other premises and property, and the respective interests therein, for all or any of the purposes aforesaid, and for collecting, levying, and taking tolls, rates, and duties, and to make charges for the entering, lying in, using, and remaining in the said docks, warehouses, and wharfs, and for using and travelling upon the said intended railway, and to vary and extinguish all existing rights, interests, and privileges connected with such gulf, waters, houses, lands, reed shores, fore-lands, river-walls, premises, and other property proposed to be taken for all or any of the purposes aforesaid. And it is intended also to apply for power to stop up, alter, vary, and divert the lines, levels, and inclinations of certain embankments, walls, streams, sewers, drains, waters, and watercourses, highways, roads, paths, and passages where requisite for the construction, making, and maintaining of such docks, warehouses, wharfs, and railway, all or any of them respectively, and to make others in lieu thereof. And it is also proposed, in and by the said Act and Acts, to empower the said company to be thereby incorporated to let on lease, sell, or transfer the said intended docks, wharfs, railway, and other works, or any part of the same, or the tolls or other receipts thereof, to any other company or companies, or persons, and to delegate to such other company or companies, or persons, as aforesaid, the execution of all or any of the

powers of the said intended Act or Acts; and to authorize such other company or companies, or persons as aforesaid, to purchase, rent, work, or construct the said intended docks, wharfs, railway, and other works, or any part of the same, and to persons, as aforesaid, to purchase, rent, work, or take tolls, duties, and other sums upon or in respect thereof, and to raise money for all or any of the purposes aforesaid.

And notice is hereby further given, that, on or before the thirtieth day of November now instant, a plan and section, describing the said gulf, waters, lands, tenements, fore-lands, reed-shores, river-wall, and the lines and levels of the said intended railway, and the other property proposed to be taken for the purposes aforesaid, and a duplicate of such plans and sections, together with a book of reference, containing the names of the owners or reputed owners, lessees or reputed lessees, and the occupiers of such gulf, waters, houses, lands, reed-shores, fore-lands, river-walls, and premises respectively, and a duplicate thereof, will be deposited with the Clerk of the Peace of the said county of Essex, at his office at Chelmsford, in the said county; and also a copy of the said plan, section, and book of reference will be deposited, for public inspection, with the parish clerks of the said respective parishes of Dagenham and Hornchurch, at their respective places of abode.

Dated this sixth day of November 1846.

George Dacre, Stratford, Essex.

Manningtree and Mistley Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for making and maintaining a railway, commencing at or near the Eastern Union Railway Station, at Lawford, in the county of Essex, by a junction with the Eastern Union Railway, and terminating at or near a certain wharf, in the parish of Mistley, in the said county of Essex, belonging to John Maine the younger, and now in the occupation of the said John Maine; and which said proposed railway will pass through or into the several parishes of Lawford, Manningtree, and Mistley, in the said county of Essex.

And it is intended to take power to construct stations, communications, works, and other conveniences in the several parishes, townships, and extra-parochial places before mentioned, or some of them, for the making and using the said proposed railway and also to authorize junctions with any railway or railways at the commencement or termination, or in the line or course of the said proposed railway, as before described in the several parishes and extra-parochial places aforesaid; and in the said Bill powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and to alter, divert, or stop up, whether permanently or temporarily, all such turnpike roads, aqueducts, canals, navigations, and railways within the parishes and extra-paro-

chial places aforesaid, or some of them, as it may be necessary to alter, divert, or stop up for the purposes of such proposed railway.

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

And it is also intended, by such Bill, to incorporate a company or companies for the purpose of carrying into effect the said proposed railway and other works, and to enable such company or companies to sell or lease such proposed railways, or any of them, or any part thereof respectively, to the Eastern Counties Railway Company or to the Eastern Union Railway Company, or to any other company, and to enable the said Eastern Counties Railway Company, or Eastern Union Railway Company, or any such other company as last aforesaid, to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Bill in connection with such proposed railway and other works, or any of them, and also for power to enable such companies to enter into such arrangements as may be mutually agreed on in reference to the objects aforesaid; and for enabling such sale or lease to be effected with the said Eastern Counties Railway Company, or Eastern Union Railway Company, or any such other company as last aforesaid, it is intended to alter, amend, and enlarge the powers and provisions of the several Acts relating to the said Eastern Counties Railway Company, or the Eastern Union Railway Company, or any such other company as last aforesaid.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said proposed railway, and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference, and such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Essex, at Chelmsford, in the said county of Essex; and, on or before the said thirtieth day of November instant, a copy of so much of the said plans, sections, and books of reference, as relates to each of the said parishes in or through which the said proposed railway will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this ninth day of November 1846.

J. S. Barnes, Solicitor.

Taw Vale Railway and Dock.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to amend and enlarge

the Acts relating to the Taw Vale Railway and Dock, passed respectively in the first, eighth and ninth, and ninth and tenth years of the reign of Her present Majesty.

And in such Act it is intended to enable the Taw Vale Railway and Dock Company to sell or lease their undertaking, or any part thereof, and all works authorized, and to be authorized, to one or more of the following companies; the Bristol and Exeter Railway Company, the Exeter and Crediton Railway Company, and the London and South Western Railway Company; and to enable any one or more of such companies to purchase or take a lease of such undertaking, or any part thereof, and to exercise the powers conferred on the Taw Vale Railway and Dock Company, and to take rates and tolls; and for the purposes aforesaid, it is intended to amend and enlarge the powers and provisions of the Acts relating to the companies aforesaid, or such one or more of them, by whom such purchase may be made or lease may be taken.

And it is also intended to enable the Taw Vale Railway and Dock Company to purchase or rent the Exeter and Crediton Railway, or some part or parts thereof, and to enable such company to sell or lease such undertaking, or any part thereof; and it is intended for such purpose to amend the Acts relating to the Exeter and Crediton Railway.

Dated this ninth day of November 1846.

*Wilkinson and Rasch, London,
Henry D. Barton, Exeter,*

Oxford Mileways Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill to continue the term, and to alter, amend, and enlarge, the powers and provisions of three Acts, severally passed in the eleventh, twenty-first, and fifty-second years of the reign of His Majesty King George the Third, for amending certain of the mileways, leading to Oxford, for performing several works, and making improvements in the University and city of Oxford, and the suburbs thereof, and the adjoining parish of Saint Clement, and of another Act passed in the fifth year of the reign of His late Majesty King William the Fourth, for amending and enlarging the powers of the said three Acts, or to repeal the said Act or Acts, or certain parts thereof, and to grant further and more effectual powers and provisions, in lieu thereof, or to consolidate the said Acts, which said mileways, or roads, pass from, in, through, or into the parish of Saint Peter, in the East, in the city of Oxford, and the several parishes of Saint Clement, Cowley, and Ifley, in the county of Oxford.

And notice is hereby given, that it is intended by the said Bill, to take powers to alter, and increase, the tolls, or rates, now authorized to be taken by the said Act or Acts.—Dated this eleventh day of November 1846.

*Baker, Morrell, and Son, Solicitors,
Oxford.*

East Indian Railway Company for making and maintaining one or more Railways from Calcutta to the North West Provinces of India, by way of Mirzapore and Delhi, with Extensions and Branches.

Incorporation.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to incorporate a company, commonly called or known by the name of the East Indian Railway Company, established for the purpose of making, constructing, working and maintaining one or more railways from Calcutta to the North West Provinces of India, by way of Mirzapore and Delhi in the East Indies, with all necessary and convenient extensions, branches, and works, and to enable the said Company to obtain and acquire all powers, rights, and privileges from the Supreme or local Government of India, necessary or convenient for the objects of the said undertaking, and also to confer on the Honourable East India Company or the Supreme or any local Government of India all powers necessary or convenient for the purpose of authorizing, constructing, maintaining, protecting, and regulating railways and railway works in India, and taking and purchasing lands for such purpose, and for the exercise of such powers in favour of, and to devolve and depute the said powers on the said East Indian Railway Company and any officer or officers thereof; and to enable the said East Indian Railway Company to make and enter into contracts with the Honourable East India Company and the Supreme and any local Government of India, and to do all acts necessary and convenient for the objects aforesaid; and also to enable the said East Indian Railway Company to sue and be sued in the name of one or more Directors or some public or other officer of the said Company, and to confer such other powers, rights, and privileges on the said Company as may be deemed necessary or convenient for the purposes of the said undertaking, including powers to take and hold lands in the East Indies and in Great Britain, and also powers and facilities for making, enforcing, and recovering calls, creating and transferring scrip and other shares, mortgages, debentures, and other like instruments and securities for increasing the capital of the company, and for raising and borrowing money by mortgage or otherwise, together with such further and other powers as may be deemed advisable.

Dated this 9th day of November 1846.

D. I. Noad, Secretary.

Harwich Docks.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to obtain an Act or Acts for making and maintaining a dock or docks, with all proper piers, quays, bridges, basins, yards, wharfs, warehouses, buildings, and other works and conveniences connected therewith, and all necessary and convenient entrances thereto from the rivers Orwell, otherwise Orrell, and Stour, into the said dock or docks, and which said dock or docks and works will be situated in the several parishes or places hereinafter mentioned, some or all of them, that is to say, St.

No. 20677.

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Nicholas Harwich, in the borough or town of Harwich, Dovercourt-cum-Harwich, Dovercourt and Ramsey, all in the county of Essex, and within or near to the port or harbour of Harwich aforesaid.

And it is also intended to apply by the said Bill or Bills for power to alter or divert any turnpike road or roads, highway or highways in the said parishes or places, or some or one of them to the extent shown or intended to be shown on the maps or plans and sections to be deposited as hereinafter mentioned. And also to divert such rivers, streams, drains, canals, navigations or running waters, and to alter and divert such roads, ways, and paths within the said parishes and places aforesaid as may be required to be diverted or altered for the proper construction of such docks and works aforesaid. And notice is hereby given, that it is intended to apply for powers to incorporate a company or companies for the purpose of carrying the same undertaking into effect, and to authorize the levying, taking, receiving, and collecting of tolls, dues, rates, duties, and sums of money in respect of the use of the said docks and works, and to take powers for the compulsory purchase of messuages, lands, houses, tenements, and hereditaments for the purposes aforesaid.

And it is further intended to vary, repeal, or extinguish all existing rights, privileges, or easements in any manner connected with the messuages, lands, houses, tenements, and hereditaments to be taken for the purposes aforesaid, and to confer other rights and privileges in respect thereof.

And it is further proposed by the said intended Act to enable the Company thereby to be incorporated to sell, transfer, let, or lease the said intended docks and works or any part thereof to any other Company, and to authorize such other Company so to purchase or rent the same, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed upon between the said two companies.

And notice is also hereby given, that on or before the thirtieth day of November in the present year, plans and sections of the proposed works, with duplicates of the same, and books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands proposed to be taken for the purposes thereof, will be deposited for public inspection with the Clerk of the Peace for the said county of Essex, at his office at Chelmsford in the same county; and that on or before the said thirtieth day of November a copy of so much of the said plans and sections, together with a book of reference thereto, so far as relates to each of the several parishes in or through which the said works or any part thereof are intended to be made, will be deposited for public inspection with the Parish Clerk of each such parish at his place of abode.

Dated this 9th day of November 1846.

G. K. Pollock, 19, Essex street, Strand.]

London and North Western Railway. Lease and purchase of the Huddersfield and Manchester Railway and Canal.

NOTICE is hereby given, that application is intended to be made to Parliament. the

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

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

And it is also intended by the said Act to obtain powers to enable the said London and North Western Railway Company and the said amalgamated Company, or the said new Company, to raise money by the creation of new or additional shares in the said London and North Western Railway Company, or in the said amalgamated Company, or in the said new Company, or by mortgage or otherwise, as well for adjusting and equalizing, and effecting the arrangements or otherwise for the purposes of the said amalgamation or consolidation, as also for the general purposes of the said amalgamated Company, or of the said new Company, and also to convert the capital and shares of the

said amalgamated Company, or of the said new Company, or any part or parts thereof, into stock.

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

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

Dated this 7th day of November 1846.

Worthington, Earle, and Berry, Manchester.

Brook and Freeman, Huddersfield.

Slater and Heelis, Manchester.

London and North Western Railway.

Lease and Purchase of the Leeds, Dewsbury, and Manchester Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to enable "the Leeds, Dewsbury, and Manchester Railway Company" to demise or lease for any term or number of years, and also to sell, dispose of, and absolutely make over to the London and North Western Railway Company, and to enable the said London and North Western Railway Company to accept a lease of, and to purchase and take the Leeds, Dewsbury, and Manchester Railway, and any branch extension, or other railways or works belonging to or which may be authorized to be carried into effect by the said Leeds, Dewsbury, and Manchester Railway Company by any Act or Acts already passed or to be passed in the next session of Parliament, and all the property and effects of, and all powers, rights, and privileges belonging to, or hereafter to belong to the said Leeds, Dewsbury, and Manchester Railway Company, and to have, use, exercise, and enjoy all such powers, rights,

and privileges, and to disincorporate the said last-mentioned Company, and to amalgamate the said Company with and into the said London and North Western Railway Company, and to enable the said London and North Western Railway Company, and the said Leeds, Dewsbury, and Manchester Railway Company to amalgamate and consolidate themselves (with and subject to all the rights, powers, privileges, liabilities, engagements, undertakings, property, and effects of the same Companies respectively) into one Company, to be incorporated for that purpose.

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

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

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

And it is intended by the said Act, to alter, amend, extend, and enlarge some of the powers and provisions of the Leeds, Dewsbury, and Manchester Railway Act, 1845, and the Leeds,

Dewsbury, and Manchester (deviations and branches) Railway Act, 1846, and also of an Act passed in the session held in the ninth and tenth years of the reign of Her present Majesty, intituled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham, Railway Companies, and also the several Acts relating to the said London and Birmingham, Grand Junction, and Manchester and Birmingham Railways, or the London and North Western Railway, or some of them, that is to say, local and personal Act 8th and 9th Victoria, cap. 156, and local and personal Acts 9th and 10th Victoria, cap. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

Dated this 7th day of November 1846.

Atkinson, Dibb, and Bolland, Leeds.

E. L. Hesp, Huddersfield.

Slater and Heelis, Manchester.

Lancashire Water Works, for supplying water to Manchester, Salford, and Farnworth, and the neighbourhood thereof respectively.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for better supplying with water the several parishes, townships, and extra-parochial or other places of Tonge with Haulgh, Great Lever, Farnworth, Kearsley, Clifton Pendlebury, Worsley, Eccles, Pendleton, Salford, Manchester, Harpurhey, Stretford, Levenshulme, Withington, Moston, Broughton, Hulme, Chorlton-upon-Medlock, Ardwick, Clayton, Gorton, Openshaw, Bradford, Beswick, Newton, Crumpsall, Cheetham, Moss-side, and Rusholme, all in the county of Lancaster, or some of them; and for the purpose of affording such a supply of water as aforesaid it is proposed by the said intended Act to authorize the construction, enlargement, and maintenance of a reservoir or reservoirs with all proper embankments, sluices, drains, or other works in connexion therewith at or within the several townships of Turton, Entwisle, Edgeworth, Quarlton, Bradshaw, Harwood, Tonge with Haulgh, Darcy Lever, and Little Lever, all in the parish of Bolton-in-the-Moors, in the county of Lancaster, or some of them; and also the construction, enlargement, and maintenance of such cuts, canals, aqueducts, dams, weirs, main pipes, and all other works in connexion therewith from such reservoir or reservoirs, in, into, through, or near the several parishes, townships, and extra-parochial or other places of Over Darwen, Blackburn, Turton, Entwisle, Edgeworth, Quarlton, Bradshaw, Harwood, Brightmet, Tonge with Haulgh, Little Bolton, Great Bolton, Bolton-in-the-Moors, Great Lever, Farnworth, Middleton, Deane, Kearsley, Darcy Lever, Little Lever, Clifton, Prestwich, Pendlebury, Worsley, Pendleton, Salford, Manchester, Harpurhey, Stretford, Levenshulme, Withington, Moston, Broughton, Hulme, Chorlton-upon-Medlock, Ardwick, Clayton, Gorton, Eccles, Openshaw, Bradford, Beswick, Newton, Crumpsall, Cheetham Moss-side, and Rusholme, all in the county of Lancaster aforesaid, or some of them, as may be necessary for affording such supply of water as aforesaid; and to make all necessary tun-

nels, goits, feeders, drains, catch-waters, weirs, by-washes, and other conveniences in connexion or communication with the works aforesaid.

And notice is hereby further given, that the termini of the said intended works are respectively, the said reservoir, called "The Turton and Entwisle Reservoir, situated in the townships of Turton and Entwisle aforesaid; the termination of the aqueduct or main pipe, near the bottom of Bridge-street, in Manchester aforesaid; the termination, at its junction with Wayoh Brook, of a certain feeder or conduit extending from the said Turton and Entwisle Reservoir, in the said township of Entwisle, to the said Wayoh Brook, at or near Orrell's, in the township of Edgeworth aforesaid; the termination of a certain driftway or tunnel extending from the outlet of the said Turton and Entwisle Reservoir, in the said township of Entwisle, to the said Wayoh Brook, at or near Know Mill print-works in the said last-mentioned township; and the termination of a certain drain or catchwater extending from the said Turton and Entwisle Reservoir, in the township of Turton aforesaid, to a certain field or place, called Cheetam Close, in the same township.

And it is also proposed by such Act to incorporate a Company for the purpose of carrying the said undertaking into effect, and to enable the Company to be thereby incorporated to purchase and take lands, buildings, reservoirs, springs, streams, waters, and other hereditaments, by compulsion or agreement, and to hold the same for the purposes aforesaid, and to levy rates or rents in respect of such supply of water as aforesaid, and to grant certain exemptions from such rates and rents, and to vary, alter, or extinguish all existing rights or privileges in any manner connected with the lands, buildings, reservoirs, springs, streams, waters, and other hereditaments proposed to be purchased or taken for the purposes of the said undertaking, or any of them, which would in any manner prevent, impede, or interfere with any of the powers or purposes aforesaid, and to grant other and further rights and privileges. And it is also intended by such Act to take power to stop up, alter, or divert whether temporarily or permanently all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams and rivers within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works, or any of them.

And it is also intended by such Act to obtain power and authority to take, impound, use, and apply the waters now flowing to, through, or into the several brooks or streams, called Cadshaw Brook, Wayoh Brook, otherwise Broadhead Brook, Whittlestone Brook, Edgfold Brook, Hoblane Brook, Bradshaw Brook, Lithermans Brook, Hazlehurst Brook, Quarlton Brook, Walves Brook, Raikes Brook, and Fogg Brook, or some of them, all in the parish of Bolton-in-the-Moors aforesaid; and their respective tributaries or feeders, or some of them, all which said brooks or streams flow to or into, or unite, with the River Tonge, in the said parish of Bolton-in-the-Moors, and afterwards flow to or into, or unite, with the River Irwell, at or near

a certain place, called Prestolee, in the same parish of Bolton-in-the-Moors; and some or some parts of which now flow or proceed into the said Turton and Entwisle Reservoir; and it is further intended by such Act to enable the said Company to be thereby incorporated, to enter into and carry into effect such arrangements and agreements as may be necessary or proper for accomplishing the several objects and purposes, or any of them, of the said intended Act, with the Commissioners of the Turton and Entwisle Reservoir, the Bolton Water Works Company, the Manchester and Salford Water Works Company, and the Blackburn, Darwen, and Bolton Railway Company, or any of them; and for the purposes last aforesaid it is intended to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament following, that is to say, the Acts relating to the Turton and Entwisle Reservoir passed respectively in the second year of the reign of His late Majesty King William the Fourth, and in the first year of the reign of Her present Majesty; the Acts relating to the Bolton Water Works passed respectively in the sixth and seventh years of the reign of Her said present Majesty, and in the last Session of Parliament; the Acts relating to the Manchester and Salford Water Works passed respectively in the forty-ninth, the fifty-third, and the fifty-sixth years of the reign of King George the Third, in the first and second and the fourth years of the reign of King George the Fourth, in the fourth year of the reign of Her present Majesty, and in the last Session of Parliament; and the Acts relating to the Blackburn, Darwen, and Bolton Railway, passed respectively in the eighth and ninth years of the reign of Her present Majesty, and in the last Session of Parliament, under which they now respectively act, or some of them.

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

Dated this 9th day of November 1846.

Robinson and Perfect, Solicitors, Blackburn.

Blackburn, Darwen, and Bolton Railway Acts Amendment Branch, from Turton to Bury, with diverging lines and Branch in the Township and Parish of Blackburn.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the Blackburn, Darwen, and Bolton Railway Act, 1845, and the Blackburn, Darwen,

and Bolton Railway Act, 1846, and to authorize the Blackburn, Darwen, and Bolton Railway Company, to make and maintain the several branch railways hereinafter mentioned, with all necessary works and conveniences connected therewith respectively, that is to say,

A railway commencing by a junction with the said Blackburn, Darwen, and Bolton Railway, at or near a field numbered 165, in the township of Turton and parish of Bolton-in-the Moors, on the plan of the said railway referred to in the first mentioned Act, and terminating at or near a field called the Brows, belonging to the Earl of Derby, and in the occupation of Edmund Hardman, in the township of Elton and parish of Bury, all in the county of Lancaster, there to form a junction with the line of the Liverpool and Bury Railway, which said intended railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say) Turton, Edgeworth, Quarlton, Bradshaw, Bolton-in-the-Moors, Tottington Lower End, Elton and Bury, all in the said county of Lancaster.

A railway from and out of the said last mentioned intended railway, commencing at or near to a field numbered 163 on the said plan, in the township of Turton and parish of Bolton-in-the-Moors, to form another junction with the said Blackburn, Darwen, and Bolton Railway, at or near to another field numbered 158 on the said plan, all within the township of Turton, in the parish of Bolton-in-the-Moors, in the said county of Lancaster.

A railway from and out of the first mentioned intended railway, commencing at or near a field called the Five Acres, belonging to the Earl of Derby, and in the occupation of John Bridge, in the township of Elton and parish of Bury, to form another junction with the said line of the Liverpool and Bury Railway, at or near a field called the Big Meadow, belonging to the Earl of Derby, and in the occupation of Edmund Hardman, all within the township of Elton, in the parish of Bury, in the said county of Lancaster.

A railway commencing by a junction with the said Blackburn, Darwen, and Bolton Railway, at or near a field numbered 85 on the plan of the said railway referred to in the said first mentioned Act, in the township and parish of Blackburn, and terminating at or near to a certain place, called Bank Top, in the same township and parish, the whole of which said last mentioned intended railway will be in the said township and parish of Blackburn, in the county of Lancaster.

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

And it is further proposed by the said Act, to authorize the said Blackburn, Darwen, and Bolton Railway Company to levy tolls, rates, and duties in

respect of the said intended branch railways, and other works before mentioned, and to grant exemptions from the payment of such tolls, rates, and duties, and also to purchase and take by compulsion, or otherwise, lands, houses, and other buildings for the several purposes aforesaid, or some of them, and to vary or extinguish all existing rights or privileges connected with such lands, houses, and other buildings, or which would in any manner impede or interfere with the execution of the several purposes aforesaid, and to confer other rights and privileges; and also to enable the said Blackburn, Darwen and Bolton Railway Company to raise a further sum of money for the purposes aforesaid, and for the general purposes of the said undertaking.

And notice is hereby also given, that maps, plans, and sections of the said intended new railways and works, and of the lands proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited for public inspection on or before the thirtieth day of November in this present year, with the clerk of the peace of the county of Lancaster, at his office at Preston in the said county; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the intended works will pass and be made, will be deposited for public inspection with the parish clerks of those parishes at their respective places of abode, on or before the same thirtieth day of November.

Dated the 9th day of November 1846.

Robinson and Perfect, Solicitors, Blackburn.

Blackburn, Darwen, and Bolton Railway Acts' Amendment: diversions of line in the parishes of Blackburn and Bolton-in-the-Moors.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of "The Blackburn, Darwen, and Bolton Railway Act, 1845," and the Blackburn, Darwen, and Bolton Railway Act, 1846, and to authorize the Blackburn, Darwen, and Bolton Railway Company to make and maintain the several alterations or diversions hereinafter mentioned in the line of the railway as authorised by the said first-mentioned Act, (that is to say)—

An alteration or diversion to commence from and out of the main line of the same railway at or near a field numbered 302 in the township of Over Darwen, in the parish of Blackburn, on the plan of the said railway referred to in the said first-mentioned Act, and to terminate by a junction with the said main line at or near to a field numbered 43 on the said plan, in the township of Entwisle and parish of Bolton-in-the-Moors, which said intended alteration or diversion, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say,) Blackburn, Over Darwen, Entwisle, and Bolton-in-the-Moors, all in the said county of Lancaster.

An alteration or diversion to commence from and

out of the main line of the said railway at or near a field numbered 280 on the said plan of the said railway, in the township of Tonge with Haulgh, in the said parish of Bolton-in-the-Moors, and to terminate by a junction with the said main line at or near to a coal-yard numbered 55 on the plan of the said railway referred to in the Blackburn, Darwen, and Bolton Railway Act, 1846, in the township of Great Bolton, in the said parish of Bolton-in-the-Moors, which said last-mentioned intended alteration or diversion, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say,) Tonge with Haulgh, Little Bolton, Great Bolton, and Bolton-in-the-Moors, all in the county of Lancaster.

And it is intended by the said Act to enable the said Blackburn, Darwen, and Bolton Railway Company to abandon and relinquish the formation of so much of the said railway, as authorised by the said recited Acts, in the several parishes, townships, and extra-parochial or other places aforesaid, as will become unnecessary in consequence of such alterations or diversions.

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

And it is further proposed by the said Act to authorise the said Blackburn, Darwen, and Bolton Railway Company to levy tolls, rates, and duties in respect of the said intended new or altered lines of railway and other works before mentioned, and to grant exemptions from the payment thereof, and also to purchase and take by compulsion, or otherwise, lands, houses, and other buildings for the several purposes aforesaid, or some of them, and to vary or extinguish all existing rights or privileges connected with such lands, houses, and other buildings, or which would in any manner impede or interfere with the execution of the several purposes aforesaid, and to confer other rights and privileges.

And notice is hereby also given, that maps, plans, and sections of the said intended new railways and works, and of the lands proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited for public inspection on or before the thirtieth day of November in this present year with the Clerk of the Peace of the county of Lancaster, at his office at Preston, in the said county, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended works will pass and be made, will be deposited for public inspection with the parish clerks of those parishes at their respective places of abode on or before the same thirtieth day of November.

Dated the ninth day of November 1846.

Robinson and Perfect, Solicitors, Blackburn.

Payne's Patents' Assignment.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to authorise the assignment to, and purchase by, a Company, or persons consisting of more than twelve individuals, of the following letters patent, and the privileges thereby respectively granted; that is to say, letters patent under the Great Seal of the United Kingdom, bearing date at Westminster on or about the ninth day of July, in the fifth year of the reign of Her present Majesty, granting unto Charles Payne the sole use of his invention of "Improvements in preserving vegetable matters where metallic and earthy solutions are employed," within England, Wales, and the town of Berwick-upon-Tweed, in the islands of Guernsey, Jersey, Alderney, Sark, and Man, and in all the colonies and plantations abroad. Also certain other letters patent under the said Great Seal, bearing date at Westminster, on or about the twenty-ninth day of June, in the tenth year of the reign of Her present Majesty, granting unto the said Charles Payne the sole use of his invention of "Improvements in preserving vegetable matters" within England, Wales, and the town of Berwick-upon-Tweed, in the islands of Guernsey, Jersey, Alderney, Sark, and Man, and in all the colonies and plantations abroad.

And also to authorise the assignment to, and purchase by, the said Company or persons, of any partial or other interest or interests, licence or licences, in or under the said several letters patent, any or either of them. And also to enable such Company or persons to make, use, exercise, and vend such inventions and improvements; and to enable such Company or persons to grant licences to make, use, exercise, and vend such inventions and improvements as aforesaid; and also to enable such Company or persons to sell or otherwise dispose of the privileges granted by such letters patent as aforesaid, or any of them, or any part thereof, or interest therein respectively; and to incorporate the said Company, or to grant to the said Company power to sue and be sued in the name or names of the said Company, or one or more of the Directors or officers thereof; and also to make provision and grant powers for the constitution and regulation of the said Company.

Dated this 9th day of November 1846.

*Macdougall and Co., 44, Parliament-street,
Parliamentary Agents.*

Southampton and Dorchester Railway (Blandford Branch), with power to transfer same to the London and South Western Railway Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to enable the Southampton and Dorchester Railway Company, or the London and South Western Railway Company, to make and maintain a railway, with all proper works and conveniences connected therewith, commencing by a junction with the Southampton and Dorchester Railway at or near a field in the parish of Great

Canford, in the county of Dorset, the property of Sir Josiah John Guest, Baronet, in the occupation of Mr. Stephen Gaudern, and numbered as to the said parish 73 in the plans referred to by the Southampton and Dorchester Railway Act, 1845, and terminating at or near a house and premises situate in the East-street, in the town of Blandford Forum, in the said county of Dorset, belonging to Mr. Septimus Smith, late in the occupation of Henry Lees, M.D., and now unoccupied; which said intended railway and works will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some or one of them; that is to say, Great Canford, otherwise Canford Magna, Wimborne Minster, Cowgrove, Corfe Mullen, Corfe St. Nicholas, Lytchett Minster, Henbury, Barford, Sturminster Marshall, Shapwick, Tarrant Crawford, Tarrant Antioch, Tarrant Rushton, Spettisbury, Tarrant Keynstone, Charlton Marshall, Laughton otherwise Laughton Long Blandford, Littleton, Blandford St. Mary, Bryanstone, Pimperne, and Blandford Forum, all in the county of Dorset.

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

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels of the said intended railway and works, and of the lands required for the purposes thereof, together with books of reference to such plans, and also a published map with the line of railway delineated thereon, will be deposited for public inspection with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, in the said county, or on or before the thirtieth day of November instant; and on or before the said thirtieth day of November a copy of so much of the said plans and sections as relates to each parish in or through which the said railway and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

And notice is hereby further given, that it is intended by the said Act to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties upon or in respect of the said railway and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges, and in the event of the said intended new works being executed by the said Southampton and Dorchester Railway Company, to enable such Company to raise a further sum of money.

And it is also proposed in and by the said Act, if the said railway and works shall be made by the

said Southampton and Dorchester Railway Company, to authorise such Company to lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to the London and South Western Railway Company, and to delegate to the said London and South Western Railway Company the execution of all or any of the powers of the said intended Act, and to authorise the said London and South Western Railway Company, out of their corporate or other funds, to take shares in, and subscribe for, or towards the making, maintaining, working, and using the said intended railway and works, or any part thereof, or to purchase, take, or lease, rent, work, or construct the said intended railway and works, or any part of the same, and to take tolls and duties upon, or in respect thereof, or to guarantee to the said Southampton and Dorchester Railway Company such interest or profit upon their outlay as may be agreed upon, and to raise money by shares, mortgage, or otherwise, for the purposes aforesaid, or some of them. And it is further proposed by the said Act to authorise the union and consolidation into one undertaking of the Southampton and Dorchester Railway and the London and South Western Railway, and the respective capital stock, shares, property, and effects of the said Southampton and Dorchester Railway Company and the said London and South Western Railway Company, and the vesting in one Company of all the capital stock, shares, property, and effects, powers, and privileges now vested, or which during the next session of Parliament may become vested, in the said Companies, or either of them; and to authorise the incorporation of a new Company for the purposes aforesaid; and to authorise such new Company to use and work the said Southampton and Dorchester Railway and the London and South Western Railway and works, and to take tolls upon or in respect thereof. And for the purpose of carrying into effect all or any of the above objects, it is intended to apply for powers to alter, amend, extend, and enlarge the powers and provisions of the Act relating to the said Southampton and Dorchester Railway; that is to say, "The Southampton and Dorchester Railway Act, 1845," and of the several Acts following relating to the said London and South Western Railway; that is to say, "The London and South Western Railway Act, 1834;" "The London and South Western Railway Deviations Act, 1837;" "The Portsmouth Branch Railway Act, 1839;" "The London and South Western Railway Company's Amendment Act, 1841;" "The London and South Western Railway Company's Wandsworth Water Act, 1841;" "The Salisbury Branch Railway Act, 1844;" "The London and South Western Railway Company's Amendment Act, 1844;" "The London and South Western Railway Metropolitan Extensions Act, 1845;" "The London and South Western Railway Company's Amendment Act, 1845;" "The London and South Western Railway Company's Amendment Act, 1846;" "The London and South Western Railway Chertsey and Egham Branch Act, 1846;" "The London and South Western Railway Hampton Court Branch Act, 1846;" "The London and South Western

Railway Company's Basingstoke and Salisbury Extension Act, 1846;" "The London and South Western Railway Farnham and Alton Branch Act, 1846;" "The London and South Western Railway Company's London Bridge Extensions Act, 1846."

Dated the 2nd day of November 1846.

Bircham, Dalrymple, and Drake, Bedford-row, London,

Charles Castleman, Ringwood,

Solicitors for the proposed Bill or Bills.

Birmingham, Wolverhampton and Stour Valley Railway, No. 1.

Smethwick Deviation.

Proposed Alteration of the Line of the Birmingham, Wolverhampton, and Stour Valley Railway, with Powers of Subscription by the London and North Western Railway Company, the Birmingham Canal Company, and the Shrewsbury and Birmingham Railway Company, and of Amalgamation with the London and North Western Railway Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter and enlarge some of the powers and provisions of "The Birmingham, Wolverhampton, and Stour Valley Railway Act, 1846, Birmingham, Wolverhampton, and Dudley Lines," and to enable the Birmingham, Wolverhampton, and Stour Valley Railway Company, incorporated by the said Act, to abandon the formation of so much of the line of the said railway, as authorised to be made by the said Act, as situate between the points hereinafter named, and to make and maintain a new line of railway, with proper works, conveniences, and approaches thereto, in substitution thereof, between the same points, that is to say, from a point on the said line of railway, near a bridge over the Birmingham Canal, commonly called or known as "Lee Bridge," in the parish of All Saints, Birmingham, in the county of Warwick, and at or about the twelfth mile, fifth furlong, and sixth chain, as marked on the maps or plans of the said railway, referred to in the said Act, to a certain other point on the said line of railway, as at present authorised to be made, situate near the Branch Canal belonging to the Birmingham Canal Company, known as the Dunkirk Branch, in the parish of Westbromwich, in the county of Stafford, and at or about the seventh mile, seventh furlong, and seventh chain of the said railway, as marked on the said plans; which intended new or substituted line of railway will pass from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Birmingham, the borough of Birmingham, All Saints Birmingham, and Nineveh, all or some of them, in the said county of Warwick; and Handsworth, Saint Mary Handsworth, Saint James Handsworth, Harborne, North Harborne, Holy Trinity North Harborne, Smethwick, Holy Trinity Smethwick, Saint Peter Harborne, Westbromwich, Christchurch and Holy Trinity Westbromwich, Spon Lane, Bromford, Saint James Westbromwich, All Saints Westbromwich, Rowley, and

Rowley Regis, all or some of them, in the county of Stafford; and Halesowen, Oldbury, and Saint Nicholas Oldbury, all or some of them, in the county of Worcester.

And it is also intended, by the said Act, to authorise the said Company to abandon the formation of so much of the branch railway to Dudley, authorised by the same Act, as lies between the intended junction thereof with the main line of the said railway, as at present authorised to be made, and the point where the said intended new or substituted line of railway will intersect the line of the said branch, that is to say, at or about the third furlong and fifth chain of the first mile of the said branch, as marked on the said plans, at or near which last-mentioned point it is intended that the said branch railway should form a junction with the said new or substituted line.

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

And it is also intended, by such Act, to confer on the said Company powers for the compulsory purchase of lands and houses for the purpose of the said new or substituted railway and works, and to levy tolls, rates and duties in respect of the use thereof, and to grant exemptions from such tolls, rates and duties.

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

And it is further proposed, by such Act, to authorise the union or amalgamation of the said Birmingham, Wolverhampton, and Stour Valley Railway Company with the London and North Western Railway Company, upon such terms and conditions as may be mutually agreed upon between the said two Companies, or to empower the said first-named Company to sell and transfer, or let on lease, their undertaking, and all or any of their powers in connexion therewith, or in relation thereto, to the said London and North Western Railway Company, and to enable the last mentioned Company to purchase or rent, and to use, exercise, and work the same, and raise such further sums of money as may be requisite for that purpose.

And it is also proposed, by the said Act, to enable the London and North Western Railway Company, the Company of Proprietors of the Birmingham Canal Navigations, and the Shrewsbury and Birmingham Railway Company respectively, to raise additional capital for, and to subscribe or contribute towards, the formation of the said in-

tended new or substituted line, and also to alter and enlarge, so far as may be necessary for the purposes aforesaid, the powers and provisions of the Acts relating to, or whereby powers are conferred on, the said Companies respectively, that is to say, the several Acts relating to the London and North Western Railway Company, namely, an Act passed in the Session held in the ninth and tenth years of the reign of Her present Majesty, entitled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies;" and also the several Acts relating to the said London and Birmingham, Grand Junction, and Manchester and Birmingham Railways, or the London and North Western Railway, or some of them, that is to say, local and personal Acts, 8th and 9th Victoria, cap. 156, and local and personal Acts, 9th and 10th Victoria, cap. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396; the several Acts relating to the Birmingham Canal Navigations, that is to say, local and personal Acts, 5th and 6th William IV, cap. 34; 2nd and 3rd Victoria, cap. 61; 3rd and 4th Victoria, cap. 24 and 56; 7th and 8th Victoria, cap. 11; 9th and 10th Victoria, cap. 269; and an Act passed in the 9th and 10th years of the reign of Her present Majesty Queen Victoria, entitled "An Act for carrying into effect certain arrangements between the London and Birmingham Railway Company and the Company of Proprietors of the Birmingham Canal Navigations, and for granting certain powers to the said respective Companies;" and an Act passed in the 9th and 10th years of the reign of Her said present Majesty, entitled "An Act for making a Railway from Shrewsbury to Wolverhampton, with a Branch, to be called the Shrewsbury and Birmingham Railway."

And notice is hereby further given, that maps, plans, and sections showing the direction, line, and levels of the said proposed new or substituted railway and works, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed le-seees, and occupiers of the lands proposed to be taken for the purposes aforesaid, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace of the county of Warwick, at his office in Stratford-upon-Avon; with the Clerk of the Peace of the county of Stafford, at his office in Stafford; and with the Clerk of the Peace of the county of Worcester, at his office in Worcester; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes, in or through which the said new or substituted railway and works are intended to be made will be deposited, on or before the said thirtieth day of November instant, with the parish clerks of those parishes respectively, at their respective residences.

Dated this seventh day of November, 1846.

Ingleby, Wragge, and Cope,
Birmingham,
S. Carter, Birmingham, } Solicitors.
No. 20677. C

Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway.

Alteration of Main Line and Hawes Branch, with power to Purchase, Rent, or Use the Northern Counties Union Railway, and amendment of Acts relating to the Liverpool, Manchester, Newcastle-upon-Tyne Junction Railway, and to the Northern Counties Union Railway Companies.

NOTICE is hereby given, That application is intended to be made to Parliament in the ensuing session for an Act to enable the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Company, to abandon the formation of so much of the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway, as at present authorised to be made, as lies between a point in or near a certain field, numbered 35, in the township of Bishopdale and parish of Aysgarth, in the north riding of the county of York, on the plans described in the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Act, 1846, as the plans according to which such railway is to be constructed, in and through the township of Bishopdale aforesaid, and the junction of such Railway with the Richmond Branch of the York and Newcastle Railway, as shown on the plans aforesaid, in the township of Uckerby, in the parish of Catterick, in the north riding of the county of York, and to make and maintain certain new or substituted lines of Railway hereinafter respectively described, with all proper works and conveniences connected therewith, in lieu of that part of the said first mentioned railway so proposed to be abandoned, that is to say, a new or substituted line of railway, commencing by a junction with the line of the said Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway, in or near the aforesaid field, in the said township of Bishopdale and parish of Aysgarth, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Aysgarth, Aysgarth, Bishopdale, Thoraby, Newbiggin, Burtun otherwise West Burton otherwise Burton-cum-Walden otherwise Burton-in-Bishopdale, Carperby otherwise Carperby-cum-Thorseby, West Witton, West Witton, Swinethwaite, the Temple at or near Swinethwaite, Wensley, Wensley, Bolton otherwise Castle Bolton, Bolton otherwise Castle Bolton, Redmire, Redmire, Preston otherwise Preston-under-Scar, Leyburn, and Leyburn, in the north riding of the county of York; and terminating by a junction with the line of the Northern Counties Union Railway in or near a certain wood numbered 97, in the township of Leyburn, in the parish of Wensley, in the north riding of the county of York aforesaid, on the plans referred to in "The Northern Counties Union Railway Act, 1846;" also another new or substituted line of railway commencing by a junction with the line of the said Northern Counties Union Railway, in or near a certain field numbered 7, in the township of Newton-le-Willows, in the parish of Patrick Brompton otherwise Brompton Patrick, in the north riding of the county of York,

on the plans referred to in the last-mentioned Act; passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Patrick Brompton otherwise Brompton Patrick, Patrick Brompton otherwise Brompton Patrick, Newton-le-Willows, Bedale, Bedale, Crakehall, Crakehall, Aiskew otherwise Askew, Aiskew with Leeming otherwise Askew with Leeming, Rand Grange otherwise Rands Grange otherwise Wrands Grange, Langthorne, Hornby, Hornby, Hackforth, Holtby otherwise Ainderby with Holtby otherwise Ainderby Myers with Holtby, Catterick, Killerby, Ellerton otherwise Ellerton-upon-Swale, Kirkby Fleetham otherwise Kirby Fleetham, Kirkby Fleetham otherwise Kirby Fleetham, Great Fencote, Little Fencote, Scruton, Scruton, Great Langton, Great Langton, Little Langton, Kiplin, Danby-Wiske, Danby-Wiske, Whitwell, Birkby, Birkby, Gilling, South Cowton, North Cowton, East Cowton otherwise Long Cowton, and East Cowton otherwise Long Cowton, and terminating by a junction with the York and Newcastle Railway at or near the Cowton Station of the said last-mentioned railway, in the parish of East Cowton otherwise Long Cowton, in the said north riding of the county of York.

And it is also intended by such Act to enable the said Company to abandon the formation of so much of the Hawes branch of the said Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway, as lies between the point of divergence of such branch from the main line of such railway as at present authorized to be constructed, and a point upon a certain highway numbered 83, in the parish of Aysgarth, (at or near the spot where the same abuts upon a certain field numbered 91 in such parish) on the said plans described in the said first mentioned Act, as the plans according to which such branch railway is to be constructed; and to make and maintain a new or substituted railway in lieu of that part of such branch railway so proposed to be abandoned, commencing from and out of the first of the said new or substituted lines of railway hereinbefore mentioned, near the ruins of a certain building, in or near a certain field, the property of Lord Bolton, and in the occupation of Thomas Willis, in the township of Carperby, otherwise Carperby cum Thoresby, in the said parish of Aysgarth, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Aysgarth, Aysgarth and Carperby, otherwise Carperby cum Thoresby, in the said north riding in the county of York, and terminating in the township and parish of Aysgarth aforesaid, by a junction with the line of the aforesaid Hawes branch, as at present authorized to be made, at or near the aforesaid spot upon the said highway.

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

to stop up, alter, or divert by reason of the construction of the said intended new or substituted railways and works, or any of them.

And it is also intended by such Act to enable the said Company to purchase lands, by compulsion or agreement for effecting the objects aforesaid, and to levy tolls, rates, and duties in respect of the use of the said new or substituted railways and works, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended by such Act to vary or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken for the purposes of the said intended works, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges, and it is also intended to authorise the said Company to increase their capital for the general purposes of the Company, and also for the purpose of enabling them to execute the said new or substituted railways and works; and it is also intended by such Act to authorise the sale or lease by the Northern Counties Union Railway Company to the said Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Company of the Northern Counties Union Railway, or any part thereof, together with all rights and privileges connected therewith, and to enable the said last-mentioned Company to purchase or rent the same, and generally to enable the said two Companies respectively to enter into such agreements with reference to the construction, maintenance, and use of the said Northern Counties Union Railway, or any part or parts thereof as may be mutually agreed upon between them; and also to authorise the passage on the said Northern Counties Union Railway of engines and carriages coming to or proceeding from the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway, and to alter and limit the tolls, rates, and duties now authorised to be levied upon the said Northern Counties Union Railway; and for the purposes aforesaid it is intended, so far as may be necessary, to alter, amend, vary, enlarge, or repeal the powers and provisions contained in the "Liverpool, Manchester, and Newcastle-upon-Tyne Railway Act, 1846," and to extend the provisions thereof to the new or substituted railways, and the works connected therewith proposed to be made, as aforesaid; and also to alter, amend, vary, enlarge, or repeal the powers and provisions contained in the "Northern Counties Union Railway Act, 1846."

And notice is hereby further given that maps, plans, and sections, describing the direction, line, and levels of the said intended new or substituted railways and works, and of the lands proposed to be taken for the purposes thereof respectively, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the North Riding of the county of York, at his office in Northallerton, in the said North Riding of the said county, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the

parishes in or through which the said intended new or substituted railways and works respectively are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of such parishes respectively at their respective residences.

Dated this ninth day of November, 1846.

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

Eastern Counties Railway.

(Peterboro' to Folkingham.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the construction and maintenance of a railway, with all proper works, stations, approaches and conveniences connected therewith, commencing by a junction with the Syston and Peterboro' Railway, at or near a certain field in the parish of Etton, in the county of Northampton, the property of the Rev. John Hopkinson, and now in the occupation of James Webster, passing thence from, in, through, or into, or being situate within the several parishes, townships, and extra-parochial and other places following or some of them, that is to say, Etton, and Maxey, in the liberty or soke of Peterboro', in the county of Northampton; Market Deeping, Langtoft, Baston, Thurlby, Bourn, Morton, Hanthorpe, Stainfield otherwise Stenfield, Hacconby, Dunsby, Rippingale, Kirkby Underwood, Ringstone, Dowsby, Graby, Aslackby, Millthorpe, Pointon, Sempringham, Birthorpe, Sempringham cum Birthorpe, Stow Green, Neslam Fen otherwise Neslam otherwise Nestlam, Billingborough, Horbling Bridge End, Horbling cum Bridge End, Laughton, Falkingham otherwise Folkingham, Threackingham otherwise Threackingham, Threackingham with Stow, Pickworth and Walcot, in the parts of Kesteven, in the county of Lincoln, and terminating by a junction with the line of the Ambergate, Nottingham, and Boston Junction Railway, as at present authorised to be made, in or near a certain field, the property of Sir Gilbert Heathcote, or the said Ambergate, Nottingham, and Boston Junction Railway Company, and now in the occupation of William Ward, in the parish of Folkingham, in the parts of Kesteven, in the county of Lincoln.

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

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

thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament, local and personal, following, (that is to say,) of the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

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

Dated the 7th day of November 1846.

John Duncan, Solicitor, 7, New Palace-yard, Westminster.

Southampton and Dorchester Railway.

New Forest Deviation and Branches to Lymington and Eling. Amalgamation of Southampton and Dorchester Railway Company, with the London and South Western Railway Company, and enlargement of powers of such Companies.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to enable the Southampton and Dorchester Railway Company, or the London and South-Western Railway Company, to make a deviation or alteration in the line of the Southampton

and Dorchester Railway as at present authorised to be made, with all proper works and conveniences connected with such deviated or altered line; and also to abandon so much of the original line of the said Southampton and Dorchester Railway as may be rendered unnecessary by reason of the making of such deviated or altered line; which said proposed deviation or alteration will commence in a field in the parish of Eling, numbered 10 in the said parish in the plans referred to in the Southampton and Dorchester Railway Act, 1845, and passing thence from, through, or into the several parishes, townships, and extra-parochial places following: that is to say, Houndsdown, Eling, the uninclosed and extra-parochial parts of the New Forest, Beaulieu, Lyndhurst, and Brockenhurst, or some of them, in the said county of Southampton, and terminating in a field in the said parish of Brockenhurst, numbered 120 in such parish on the plans before referred to; and also to make and maintain the branch railways hereinafter mentioned, with all proper stations, works, and conveniences connected therewith; one thereof commencing by a junction with the said Southampton and Dorchester Railway as at present authorised to be made in a field in the parish of Brockenhurst, in the county of Southampton, numbered 13 in such parish on the plans before referred to, and terminating on a certain quay, store, or dock, in the parish of Lymington, in the said county of Southampton, belonging to and in the occupation of Mr. James Goodfellow; and which said last-mentioned intended branch railway and works will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Brockenhurst, the extra-parochial and uninclosed parts of the New Forest, Battramsley, Setley Bottom, Shirley Holmes, Sway, Sway Quarr, Boldre, Passford, and Lymington, all in the said county of Southampton; and the other of such intended branch railways commencing by a junction with the said Southampton and Dorchester Railway, in a field in the parish of Eling, in the county of Southampton, numbered 267 in such parish on the plans before referred to, passing thence from, in, through, or into the several parishes, townships, and extra-parochial and other places of Totton, Rumbridge, and Eling, all in the said county of Southampton, and terminating on a certain quay or wharf in the said parish of Eling, next the Southampton Water there, belonging to Sir John Barker Mill, Bart., and occupied by Marrall Lee and John Bull; and it is intended to apply for powers to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, rivers, streams, sewers, pipes, canals, navigations, bridges, railways, or tramroads, within the parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to cross, alter, divert, or stop up, for the purposes of the said proposed works.

And notice is hereby further given, that maps, plans, and sections, describing the direction lines and levels of the said deviated or altered line of railway, and of the said intended branch railways

and works, and of the lands required for the purposes thereof respectively, together with books of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands; and also a published map, with the said several proposed lines of railway delineated thereon, will be deposited for public inspection on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Hants, at his office at Winchester, in the said county; and that on or before the said thirtieth day of November, a copy of so much of the said plans and sections as relates to each parish in or through which the said deviated or altered line of railway, and the said proposed branch railways and works, respectively, are intended to be made, together with a book of reference thereto, will be deposited with the Parish Clerk of each such parish at his place of abode.

And notice is hereby further given, that it is intended by the said Act to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties, upon or in respect of the said deviated or altered line of railway, branch railways and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges, and in the event of the said intended new works being executed by the said Southampton and Dorchester Railway Company, to enable such Company to raise a further sum of money.

And it is also proposed in and by the said Act, if the said works shall be made by the said Southampton and Dorchester Railway Company, to authorise the said Company to lease, sell, or transfer the said works, or any part of the same, or the tolls thereof, to the London and South-Western Railway Company, and to enable the said London and South-Western Railway Company to exercise all or any of the powers of the intended Act, and to authorise the said London and South-Western Railway Company, out of their corporate or other funds, to take shares in, and subscribe for, or towards the making, maintaining, working and using the said intended works, or any part thereof, or to purchase, take, or lease, rent, work, or construct the said intended works, or any part of the same, and to take tolls and duties upon, or in respect thereof, or to guarantee to the said Southampton and Dorchester Railway Company, such interest or profit upon their outlay as may be agreed upon, and to raise money by shares, mortgage, or otherwise, for the purposes aforesaid, or some of them.

And it is further proposed, by the said Act, to authorise the union and consolidation into one undertaking of the Southampton and Dorchester Railway and the London and South-Western Railway, and the respective capital stock, shares, property, and effects of the said Southampton and Dorchester Railway Company, and the said London and South-Western Railway Company, and the vesting in one Company of all the capital, stock, shares, property, and effects, powers, and privileges now vested, or

which during the next Session of Parliament may become vested in the said Companies, or either of them, and to authorise the incorporation of a new Company for the purposes aforesaid, and to authorise such new Company to use and work the said Southampton and Dorchester Railway and the London and South-Western Railway and works, and to take tolls upon or in respect thereof; and it is also intended to apply for powers to alter, amend, extend, and enlarge the powers and provisions of the Act relating to the said Southampton and Dorchester Railway, that is to say, "The Southampton and Dorchester Railway Act, 1845," and of the several Acts following relating to the said London and South-Western Railway; "The London and South-Western Railway Act, 1834," "The London and South-Western Railway Deviations Act, 1837," "The Portsmouth Branch Railway Act, 1839," "The London and South-Western Railway Company's Amendment Act, 1841," "The London and South-Western Railway Company's Wandsworth Water Act, 1841," "The Salisbury Branch Railway Act, 1844," "The London and South-Western Railway Company's Amendment Act, 1844," "The London and South-Western Railway Metropolitan Extensions Act, 1845," "The London and South-Western Railway Company's Amendment Act, 1845," "The London and South-Western Railway Company's Amendment Act, 1846," "The London and South-Western Railway Chertsey and Egham Branch Act, 1846," "The London and South-Western Railway Hampton Court Branch Act, 1846," "The London and South-Western Railway Company's Basingstoke and Salisbury Extension Act, 1846," "The London and South-Western Railway Farnham and Alton Branch Act, 1846," "The London and South-Western Railway Company's London Bridge Extension Act, 1846."

Dated the 2nd day of November 1846.

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

Charles Castleman, Ringwood. •

Solicitors for the proposed Bill or Bills.

North Staffordshire Railway.

(Alterations and Branches.)

Amendment and Consolidation of Acts, Alterations of Pottery Line on the Crewe Branch, and of the Churnet Valley Line, near its Junction with the Midland Railway at Willington, and formation of Branches to the Apedale Iron Works, to Earl Granville's Iron Works, and to Hanley, and also of a Loop Line to and from the Pottery Line through Burslem.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to alter, repeal, amend, and enlarge, and to consolidate into one Act, the several provisions, or some of them, of the Acts relating to the North Staffordshire Railway, intituled respectively "The North Staffordshire Railway (Pottery Line) Act, 1846," "The North Staffordshire Railway (Churnet Valley Line) Act, 1846,"

and "The North Staffordshire Railway (Harecastle and Sandbach Line) Act, 1846," and also of an Act passed in the first year of the reign of King William the Fourth, intituled "An Act to consolidate and extend the Powers and Provisions of the several Acts relating to the Navigation from the Trent to the Mersey," and it is intended by the said proposed Act to empower the North Staffordshire Railway Company to make the alterations in the line of the said North Staffordshire Railway; and the additional branches and lines next hereinafter mentioned, together with all proper works and conveniences connected therewith (that is to say):—

First. To alter and abandon the formation of so much of the said railway, known as the Crewe Branch of the Pottery Line, as lies between a point in or near to a field, in the parish of Barthomley and county of Chester, numbered 261 on the plans of the said railway referred to in the Act relating thereto, and the terminations of the said Crewe Branch (as shown on the same plans), at or near the Crewe Station, on the London and North Western Railway, described on the same plans as the Grand Junction Railway, in the parish of Barthomley, and county of Chester, and to make and maintain a new or altered line of railway in lieu thereof, commencing at the said point in or near to the said field, numbered 261 on the same plans, in the said parish of Barthomley, and county of Chester, and terminating by a junction with the said London and North Western Railway, at a point about one quarter of a mile south of the Crewe Station, on that railway, in the said parish of Barthomley, and county of Chester, which new or altered line and works will pass from, in, through, or be situate within the several parishes, townships, and extra-parochial places following, or some of them, (that is to say), Barthomley, Alsager, Haslington, Crewe, Wybunbury, Weston, Basford, Gresty otherwise Shevington-cum-Gresty, and Wistaston, all in the county of Chester.

Second. Also to alter and abandon the formation of so much of the said railway known as the Churnet Valley Line, as lies between a point in or near to a field in the parish of Marston-on-Dove, and county of Derby, numbered 129 on the plans of the said last-mentioned railway referred to in the Act relating thereto, and the point of junction with the Birmingham and Derby Line of the Midland Railways in the parish of Willington, and county of Derby, near the Willington Station of that railway, as shown on the same plans, and thereon described as the point of junction with the Midland Railway West Branch, and to make and maintain a new or altered line of railway in lieu thereof, commencing at the said point in or near to the said field numbered 129 in the said parish of Marston-on-Dove, and county of Derby, and terminating by a junction with the said Birmingham and Derby Line of the Midland Railways, at a point about half a mile east of the said Willington Station on that railway, in the said parish of Willington, and county of Derby, which new or altered line and works will pass from, in, through, or be situate within the several parishes, townships, and extra-

parochial places following, or some of them, (that is to say), Hatton, Marston-on-Dove, Hilton, Hargate, Hargate Manor, Egginton, Etwall, Burnaston, Willington, Findern, Mickleover, and Stenson, all in the county of Derby.

Third. Also to make and maintain a branch railway, diverging from the line of the said North Staffordshire Railway, known as the Newcastle Branch of the Pottery Line, at or near to a field in the parish of Newcastle-under-Lyme, and county of Stafford, numbered 58 on the plans of the said last-mentioned line referred to in the Act relating thereto, passing thence in or through the several parishes, townships, and extra-parochial places following, or some of them, (that is to say), parish of Newcastle-under-Lyme, Knutton, Chesterton, Chatterley, Dimsdale, parish of Wolstanton, and township of Wolstanton, all in the county of Stafford, and terminating at or near to the Apedale Iron Works, in the parish of Wolstanton and county of Stafford.

Fourth. Also to make and maintain a branch, or additional, or loop line of railway in connexion with the line of the said North Staffordshire Railway, known as the Pottery Line, commencing at or near to a field in the parish of Wolstanton, and county of Stafford, numbered 131 on the plans of the said last-mentioned line, referred to in the Act relating thereto, passing thence in or through the several parishes, townships, and extra-parochial places following, or some of them, (that is to say), parish of Wolstanton, township of Wolstanton, Oldcot otherwise Oldcote, Chatterley, Bradwell, Tunstall, Chell, parish of Burslem, township of Burslem, Sneyd, Abbey Hulton; Rushton otherwise Rushton Grange, Stoke-upon-Trent, Hanley, Shelton, and Penkhull with Boothen, all in the county of Stafford, and terminating by a junction with the said Pottery Line in or near to a field in the said parish of Wolstanton, and county of Stafford, numbered 195 on the said last-mentioned plans, together with a short branch wholly within the township of Burslem and parish of Burslem, and county of Stafford, from the said last-mentioned proposed branch, additional or loop line at or near to Saint Paul's Church, in the same parish, to or near to a mill belonging to Ralph Sneyd, Esquire, commonly called Burslem Mill, in the same parish.

Fifth. Also, to make and maintain a branch railway, diverging from the line of the said North Staffordshire Railway known as the Pottery Line, at or near to a certain road in the parishes of Wolstanton and Stoke-upon-Trent, and county of Stafford, numbered 199 in Wolstanton and 6 in Stoke-upon-Trent on the plans of the said last-mentioned line referred to in the Act relating thereto, passing thence through or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say, Wolstanton, Burslem, Rushton otherwise Rushton Grange, Stoke-upon-Trent, Penkhull with Boothen, Shelton, and Hanley, all in the county of Stafford, and terminating at or near the iron-works of the Earl Granville, in the said parish of Stoke-upon-Trent and county of Stafford.

Sixth. And also to make and maintain a branch

railway diverging from the line of the said North Staffordshire Railway known as the Pottery Line, at or near to the said road in the parishes of Wolstanton and Stoke-upon-Trent, numbered 199 in Wolstanton and 6 in Stoke-upon-Trent on the said last-mentioned plans, passing thence in, through, or into the said several parishes, townships, and extra-parochial places of Wolstanton, Burslem, Rushton otherwise Rushton Grange, Stoke-upon-Trent, Penkhull with Boothen, Shelton, and Hanley, all in the county of Stafford, and terminating at or near the New Hall toll-gate, in the said parish of Stoke-upon-Trent and county of Stafford.

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

And it is further intended by the said proposed Act to empower the North Staffordshire Railway Company to purchase lands and buildings, by compulsion or agreement, for the purposes aforesaid, and to levy tolls in respect of the said intended new works, and also to alter the tolls authorized to be taken by the said recited Acts relating to the said railway, and to the said canal navigation respectively.

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

And it is further intended by such Act to take power to stop up and discontinue the use of a certain part of the said navigation from the Trent to the Mersey, commonly known as or called the Burslem Branch Canal, situate within the townships of Burslem, and Rushton otherwise Rushton Grange, in the parish of Burslem and county of Stafford, and to appropriate the same or parts thereof to the purposes of the said undertaking.

And it is also proposed by the said intended Act to enable the said North Staffordshire Railway Company to raise additional capital for the purposes aforesaid.

And notice is hereby lastly given, that maps or plans, and sections, describing the line or situation and levels of the said proposed new works respectively, and of the lands proposed to be taken for the purposes thereof, with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, and also a published map with the lines of arilway delineated thereon, so as to show their general course or direction, will be deposited on or before the thirtieth day of November 1846 with the Clerk of the Peace for the county of Stafford at his office in Stafford, with the Clerk of the Peace for the county of Chester at his office in Chester, and with the

Clerk of the Peace for the county of Derby at his office in Chesterfield; and that on or before the same date so much of the said plans and sections as relates to the several parishes in or through which the said proposed works are intended to pass will be deposited with the parish clerks of those parishes respectively at their respective residences.

Dated this second day of November 1846.

J. Samuda, Secretary.

North Staffordshire Railway (Churnet Valley Line and Trent Valley Railway Junction). Formation of a Line of Railway from the North Staffordshire Railway (Churnet Valley Line), at or near Marchington, to the Trent Valley Railway, at or near Hademore.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize the North Staffordshire Railway Company to make and maintain a branch or additional line of railway, with all proper works and conveniences connected therewith, commencing by a junction with the line of the North Staffordshire Railway known as the Churnet Valley Line, in or near to a field in the parish of Hanbury, and county of Stafford, numbered 28 on the plans of the said line referred to in the Act relating thereto; passing thence in or through the several parishes, townships, and extra-parochial places following, or some of them, that is to say,—Marchington, Houndhill, Marchington and Houndhill, Marchington Woodlands, Stubby Lane, Moreton, Draycott-in-the-Clay, Stubby Lane Moreton and Draycott-in-the-Clay, Needwood Forest, Hanbury, Hanbury Wood End, Coton-in-the-Clay, Fauld, Coton and Fauld, Hanbury, Hanbury Wood End, Coton-in-the-Clay, and Fauld united, Agardsley, Agardsley Park, Newborough, Newborough in Hanbury, Thorney Lanes, Newborough in Tutbury, Newborough with Thorney Lanes, Tutbury, Rolleston, Anslow, Callingwood, Hoar Cross, Abbots Bromley, Hadley End, Hamstall, Hamstall Ridware, Tatenhill, Barton-under-Needwood, Dunstall, Yoxall, Scropton, Morrey, Olive otherwise Gallows Green, Kings Bromley, Bromley Hay, Wichnor, Wichnor Park, Alrewas, Alrewas Hay, Orgreave, Overley, Fradley, Fradley Heath, Curborough, Elmhurst, Curborough and Elmhurst, Farewell and Chorley, Streethay, Whittington, Whittington Hurst, Elford, Fulfin, Fisherwick, Huddlesford, Lichfield, Stowe Lichfield, Saint Michael Lichfield, Saint Chad Lichfield, Hademore, and Tamhorn, or some of them, in the county of Stafford; Lichfield, Stowe Lichfield, Saint Michael Lichfield, Saint Chad Lichfield, or some of them, in the city and county of the city of Lichfield; and terminating by a junction with the Trent Valley line of Railway authorised to be made by "The Trent Valley Railway Act, 1845," in the parish of Whittington, and county of Stafford, at or near a certain field, numbered 96 on the plan of the said lastmentioned railway referred to in the said Act relating thereto.

And also a branch railway or siding within the said parish of Alrewas, for the purpose of connect-

ing the said branch or additional line of railway with the Trent Valley, Midlands, and Gaand Junction line of railway, and commencing and terminating at or near Brookhay Wood, in the said parish of Alrewas and county of Stafford.

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

And it is further intended by such Act to empower the North Staffordshire Railway Company to purchase lands and buildings, by compulsion or agreement, for the purposes aforesaid, and to levy tolls in respect of the said intended new works.

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

And it is also proposed by such Act to enable the said North Staffordshire Railway Company to raise additional capital for the purposes aforesaid.

And notice is hereby lastly given, that plans, and sections, describing the line and situation and levels of the said proposed new works, and of the lands proposed to be taken for the purposes thereof, with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, and also a published map, with the lines of the railway delineated thereon, so as to show their general course and direction, will be deposited on or before the thirtieth day of November 1846, with the Clerk of the Peace for the county of Stafford, at his office in Stafford, and with the Clerk of the Peace for the city and county of the city of Lichfield, at his office in Lichfield, and that on or before the same date so much of the said plans and sections as relates to the several parishes in or through which the said proposed works are intended to pass will be deposited with the parish clerks of those parishes respectively at their respective residences.

Dated this 2nd day of November 1846.

J. Samuda, Secretary.

South Metropolitan Water Works.

NOTICE is hereby given, That application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for more effectually supplying with water the several parishes or places of Woolwich, Charlton, Lee, Greenwich otherwise Saint Alphage or Alphege Greenwich, Saint Paul Deptford, Saint Nicholas Deptford, Lewisham, and Beckenham, or some of them, in the county of Kent; Christchurch, Saint George the Martyr, Saint John Horselydown, Saint Olave, Saint Saviour's, Saint Thomas, and the

Clink Liberty, or some of them, in the borough of Southwark, in the county of Surrey; and Rotherhithe, otherwise Saint Mary Rotherhithe, Saint Paul Deptford, Bermondsey otherwise Saint Mary Magdalen Bermondsey, Camberwell, Saint Mary Newington, Lambeth, and Battersea, or some of them, in the county of Surrey; and for that purpose to construct from, in, through, or into the several parishes, townships, and extra-parochial places aforesaid, proper adits, tunnels, shafts, cuts, canals, conduits, drains, pipes, reservoirs, aqueducts, sluices, overfalls, tumbling bays, communications, bridges, fences, and other works and conveniences for obtaining, preserving, and conveying the same water; the termini of which said works will be at or near the following places, that is to say, Nunhead Hill, and the turnpike road near the toll-gate at New Cross, both in the parish of Saint Paul Deptford, and county of Surrey; Cross-street, in the parish of Lewisham, and county of Kent; and Grove Dock, in the parish of Saint Paul Deptford, and county of Kent; and by which Bill powers will be obtained for levying rates, tolls, and duties upon the inhabitants of the aforesaid parishes and places for supplying the same with water; for the compulsory purchase of lands and houses for the purposes aforesaid; for stopping, altering, or diverting, whether temporarily or permanently, all turnpike and other roads, and highways and railways, which may interfere with the objects aforesaid; and to incorporate a Company and raise a capital to carry out the same.

And further notice is hereby given, that maps, plans, and sections of the aforesaid works, together with books of reference thereto, will be deposited at the office of the Clerk of the Peace for the county of Surrey, at Lambeth, and at the office of the Clerk of the Peace for the county of Kent, at Maidstone, on or before the thirtieth day of November next, and also on or before that day a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes, in, or through which the said works are intended to be made, will be deposited with the parish clerks of such parishes respectively, at their respective residences.

Dated this 29th day of October, 1846.

Liverpool, Manchester, and Newcastle-upon-Tyne Junction, and Northern Counties Union Railways, Amalgamation.

NOTICE is hereby given, That application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, enlarge, repeal, or consolidate the powers and provisions of the several Acts hereinafter mentioned, that is to say, "The Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Act, 1846;" and "The Northern Counties Union Railway Act, 1846;" and to authorise and empower the union and consolidation into one undertaking, of the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway, and the Northern Counties Union Railway, and the respective capital, stock,

and shares, property, and effects of the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Company, and the Northern Counties Union Railway Company, and the vesting in one company of all the capital, stock, shares, property, and effects, powers and privileges now vested, or which, during the next Session of Parliament, may become vested in the said two Companies, or either of them, and to authorise the incorporation of a new Company for the purpose of exercising all powers which may be vested in the said Companies respectively at the time of such amalgamation.

And it is also intended by the same Act to enable such new Company, to levy tolls, rates, and duties, for and in respect of the use of the said Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway, and the Northern Counties Union Railway respectively, or any of the branches thereof, and to alter the tolls, rates, or duties now authorised to be levied upon the same railways respectively, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and other rights and privileges; and in such Act so to be applied for, it is intended to insert all such powers and provisions as may be considered proper or expedient for carrying into effect the several objects above-mentioned.

Dated this 9th day of November, 1846.

Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Acts Amendments.

Railway from the East Lancashire Railway near Burnley, to join the Burnley Branch of the Manchester and Leeds Railway, with power to sell or lease to the East Lancashire Railway Company, or to the Manchester and Leeds Railway Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to alter, amend, and enlarge the powers and provisions of an Act passed in the last session of Parliament, called "The Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Act, 1846," and to enable the Company incorporated by such Act to make and maintain a railway, with all proper works and conveniences connected therewith, commencing by a junction with the line of the Burnley branch of the Manchester and Leeds Railway as at present authorized to be made in the township of Habergham Eaves, in the parish of Whalley, in the county Palatine of Lancaster, at or near the point where the turnpike road leading from Burnley to Manchester is intended to be crossed by the said Burnley branch of the Manchester and Leeds Railway, passing thence wholly in and through the said township of Habergham Eaves and parish of Whalley, and terminating by a junction with the line of the East Lancashire Railway, as at present authorized to be made in the said township of Habergham Eaves, in the parish of Whalley aforesaid, at or near a certain reservoir belonging to and occupied by Messrs. Margerison and Company, and attached to certain works adjacent thereto, called the Calder Vale Print Works.

And it is intended also to apply for powers in and

by the said Act to cross, divert, alter, or stop up all turnpike roads, parish and other roads, highways, streams, rivers, canals, navigations, railways, and tramroads within the said parish and township, which it may be necessary to cross, divert, alter, or stop up for the purposes of the said intended railway and works, or any of them.

And notice is hereby further given, that it is intended by the said Act to enable the said Company to purchase lands and houses by compulsion or agreement, for the purposes of the said intended works, and to alter, vary, or extinguish all or any rights and privileges in any manner connected with such lands and houses, or which would interfere with the construction, maintenance, and use of the said intended railway and works; and also to levy tolls, rates, or duties for, upon, or in respect of the said intended railway and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and to confer other rights and privileges. And it is further intended by such Act to enable the said Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Company to sell or let and transfer the said intended railway and works, or any part thereof, and all or any of the powers of such Company in connexion therewith, or in relation thereto, to the East Lancashire Railway Company, or to the Manchester and Leeds Railway Company, and to enable such last-mentioned Companies, or either of them, to purchase or rent the said intended railway and works, or any part thereof, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway and works, and generally to enter into and carry into effect such arrangements in reference thereto as may have been or may be mutually agreed upon between the said Companies, or either of them; and for the purpose of carrying into effect the objects aforesaid, it is proposed to alter, amend, and enlarge the powers and provisions contained in the several Acts relating to the East Lancashire Railway; that is to say, in local and personal Acts, 7th and 8th Victoria, cap. 60; 8th and 9th Victoria, cap. 35; 8th and 9th Victoria, cap. 101; 9th and 10th Victoria, cap. 276; 9th and 10th Victoria, cap. 302; and also in "The Blackburn and Preston Railway Act, 1844," and in "The Blackburn and Preston Railway Act, 1845," and in "The Blackburn and Preston Railway Act, 1846;" and also in the several Acts relating to the Manchester and Leeds Railway, that is to say, in local and personal Acts, 6th and 7th William the Fourth, cap. 111; 7th William the Fourth and 1st Victoria, cap. 24; 2nd and 3rd Victoria, cap. 55; 4th and 5th Victoria, cap. 25; 7th and 8th Victoria, cap. 16; 8th and 9th Victoria, cap. 54; 8th and 9th Victoria, cap. 171; 9th and 10th Victoria, cap. 282; 9th and 10th Victoria, cap. 306; 9th and 10th Victoria, cap. 378.

And notice is hereby lastly given, that maps, plans, and sections describing the direction, line, and levels of the said intended railway and works, and of the lands required for the purposes thereof, together with books of reference to such plans, con-

taining the names of the reputed owners and lessees, and of the occupiers of such lands, will be deposited for public inspection on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Lancaster, at his office in Preston; and that on or before the said thirtieth day of November a copy of the said plans, sections, and books of reference will also be deposited for public inspection with the parish clerk of the parish of Whalley, at his residence.

Dated this 7th day of November, 1846.

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

Leeds and Thirsk Railway, Knaresborough and Boroughbridge Branch.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next Session, for an Act for making and maintaining the Railway hereinafter mentioned, or some part or parts thereof, with proper works and conveniences connected therewith, and approaches thereto; to commence from the north of the line of the East and West Yorkshire Junction Railway, as authorised by the "East and West Yorkshire Junction Railway Act, 1846," in a field numbered 210 on the plans of the said East and West Yorkshire Junction Railway (referred to in the said East and West Yorkshire Junction Railway Act,) in the township of Knaresborough, and parish of Knaresborough, thence to pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places of Knaresborough, Scriven, Scriven-with-Tentergate, Ferensby, Arkendale, Farnham, Staveley, Minskip, Roecliffe, Aldborough and Boroughbridge, or some of them, all in the West Riding of the County of York, and to terminate at the River Ure, at or near a certain mill in the occupation of Mr. — Lofthouse, in the townships of Boroughbridge and Aldborough, or one of them, and parish of Aldborough aforesaid.

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

And it is also proposed to take powers by the said intended Act, to alter, amend, extend, and enlarge the powers and provisions of "The Leeds and Thirsk Railway Act, 1845." "The Leeds and Hartlepool Railway Act, 1846." "The Leeds and Thirsk (Saint Helen's Branch Deviation) Railway Act, 1846," and "The Leeds and Thirsk Railway (Knaresborough Extension) Act, 1846;" and to enable the Leeds and Thirsk Railway Company to carry into effect the objects aforesaid, with powers to purchase lands and houses by compulsion or agreement for the purposes thereof, and to vary or extinguish all existing rights and privileges connected with such lands and houses, or which im-

pede or interfere with the execution of the purposes aforesaid, and to levy tolls, rates, and duties in respect of the use of the said intended works, and to grant such exemptions from such tolls, rates, and duties as to such Company may seem meet.

And it is also proposed by the said intended Act, to empower the said Leeds and Thirsk Railway Company to raise further capital for all or any of the purposes aforesaid.

And notice is hereby further given, that on or before the thirtieth day of November 1846, maps, plans, and sections describing the direction line and levels of the said intended new works, and describing also the lands proposed to be taken for the purposes of the said railway, with books of reference thereto, containing the names of the reputed owners, lessees, and occupiers of the said lands, will be deposited with the Clerk of the Peace of the said West Riding of the County of York, at his office at Wakefield, in the said West Riding; and that on or before the said thirtieth day of November, a copy of so much of the said plans and sections and books of reference as relates to the several parishes in or through which the said new works are intended to pass or be made, will be deposited with the parish clerk of each of such parishes at his place of abode.

Dated this 2nd day of November 1846.

Payne, Eddison, and Ford, Solicitors, Leeds.

Eastern Counties Railway.
(Wisbech to Spalding).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the construction and maintenance of a railway, with all proper works, stations, approaches, and conveniences connected therewith, commencing by a junction with the Wisbech, Saint Ives, and Cambridge Junction Railway, at or near the terminus thereof at the River Nene, in the parish of Wisbech Saint Peter, in the Isle of Ely, and county of Cambridge, passing thence, from, in, through, or into, or being situate within the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say:—Wisbech Saint Peter, Wisbech Saint Mary, Leverington otherwise Leverington Saint Leonard's, Newton and Tyd Saint Giles, in the Isle of Ely, in the county of Cambridge; Walsoken and West Walton, in the county of Norfolk; Tyd Saint Mary, Hamlet of Sutton Saint James, Sutton Saint Mary otherwise Long Sutton, Hamlet of Sutton Saint Edmund's, Hamlet of Sutton Saint Nicholas otherwise Sutton Gedney, Fleet, Holbeach, Whaplode, Moulton, Weston, and Spalding, in the parts of Holland, in the county of Lincoln; and terminating by a junction with the Spalding Branch of the Ambergate, Nottingham, and Boston Railway, as at present authorized to be made at or near Stepping Stone Lane, in the parish of Spalding aforesaid; and also a branch railway commencing from or out of the said intended railway, near a road or lane in the said parish of Spalding, called

Thomazine-lane, at a point about 300 yards to the southward of Vyses Walk, in the said parish of Spalding, passing wholly into or through the same parish, and terminating by a junction with the Great Northern Railway as at present authorised to be made at or near a field, the property of David Morgan and Mary Ann his wife, and now in the occupation of William Earl, in the same parish.

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

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

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to enable the Eastern Counties Railway Company to construct and maintain a dock or docks at Wisbech aforesaid, with all proper basins, cuts, piers, wharfs, bridges, locks, warehouses, and other works connected therewith, in connection with the said Wisbech and Spalding Railway, between the River Nene, at Wisbech aforesaid, and the turnpike road leading from Long Sutton to Wisbech, and situate within the parish of Leverington, in the Isle of Ely, and county of Cambridge; and to purchase lands by compulsion or agreement for such purposes, and to vary or extinguish all existing rights connected with such lands, or which would in any manner impede or interfere with the construction or use of the docks or works aforesaid.

And it is also intended by such Act to alter, amend and enlarge some of the powers and provisions of the several Acts of Parliament, local and personal, following, that is to say, of the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria cap. 81; 4th Victoria, cap. 14; 7th Victoria cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap.

24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35; and of the Wisbech, St. Ives, and Cambridge Junction Railway Act, 1846.

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

Dated the 7th day of November, 1846.

John Duncan, Solicitor,
7, New Palace Yard, Westminster,

Bristol and Exeter Railway, Branch from Bleadon to Wells, Glastonbury, and Street.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to enable the Bristol and Exeter Railway Company to make and maintain the branch railway following, or some part or parts thereof, with all proper works and conveniences connected therewith; that is to say, a branch railway to commence by a junction or junctions with the line of the Bristol and Exeter Railway at or near the Southern Bridge in the Uphill Cutting, in the parish of Bleadon in the county of Somerset, passing from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Uphill, Bleadon, Shiplate otherwise Sheplate, Winscombe, Lymsham, East Brent, Loxton, Badgworth, Biddisham otherwise Biddesham, Bittesham, Bitsham or Bitsum, Compton Bishop, Ripley, Dunyate, Cross, Weare, Upper Weare, Lower Weare, Churchland, Axbridge, Cheddar otherwise Chedder, Draycot, Wedmore, Rodney Stoke otherwise Stoke Rodney, Nyland and Batcombe, Westbury, Windmill Hill, St. Cuthbert Wells, the In-parish of St. Cuthbert Wells, the Out-parish of St. Cuthbert Wells, Priddy or Eastwater, Easton, Wookey, Yarley, Wookey Tything, Worth, Oar, Walcomb, and Milton Burcot, Dulcote, and Worminster Coxley, Coxley pound, the liberty of St. Andrew within the city of Wells, Dinder, Wick, Polsham, Southway, Meare, the united parishes of Saint John the Baptist, and Saint Benedict, Glastonbury, North Wootton, Street, Lower Leigh and Middle Leigh, or some of them,

all in the said county of Somerset, and terminating in the said parish of Street, at or near the turnpike road leading from Street to Walton, where it is intended to form a junction or junctions with an intended line of branch railway from the Bristol and Exeter Railway, at or near Durston near Taunton to or near to Castle Cary in the county of Somerset; and power will be applied for by such Act to alter, divert, or stop up, whether temporarily or permanently, all such turnpike and other roads, streets, railways, tramways, aqueducts, canals, streams, and rivers, upon or adjoining the line of the said intended branch railway or works within the several parishes, townships, and extra-parochial places aforesaid as it may be necessary to interfere with in the construction or for the purposes of the said intended branch railway or works, or any of them.

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

And it is also intended by such Act to enable the Bristol and Exeter Railway Company to make the said branch railway, and to raise further capital for such purpose; and it is intended to amend and enlarge the provisions of the several Acts following relating to the Bristol and Exeter Railway, (that is to say,) An Act passed in the sixth year of his late Majesty King William the Fourth, for making the Bristol and Exeter Railway; and several Acts passed in the first, third, fourth, and fifth, eighth and ninth, and ninth and tenth years of the reign of Her present Majesty, for amending the Acts relating to the Bristol and Exeter Railway, and for making various branches therefrom.

And it is further intended to make powers for the purchase of land by compulsion or agreement for the purposes of the said intended branch railway and works, and for levying tolls, rates, and duties in respect thereof, and to grant certain exemptions from such tolls, rates, and duties. And notice is hereby further given, that maps and duplicate plans and sections describing the direction line and levels of the said intended branch railway and works, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will on or before the thirtieth day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Somerset, at Taunton in that county; and that on or before the said thirtieth day of November a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through or into which the said intended branch railway and works will pass or be situate, will be deposited with the parish clerk of each such parish at his residence.

Savery Clark and Co. } Solicitors, Bristol.
J. Gibbs, Jun.

November 9, 1846.

Bristol and South Wales Junction Railway and Aust Ferry.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill to alter, amend, and enlarge some of the powers and provisions of the Bristol and South Wales Junction Railway Act, 1846; and in the said Bill powers will be applied for to enable the Bristol and South Wales Junction Railway Company to purchase, improve, and maintain the Aust or Old Passage Ferry across the River Severn at the termination of the branch railway authorised to be constructed by the said Act; and also to purchase the several houses, lands, and buildings held, used, or connected therewith, and which said Ferry commences in the Tything of Aust, in the parish of Henbury, in the county of Gloucester, and extends over the said River Severn, and terminates in the Hamlet of Beachley, in the parish of Tidenham, in the said county of Gloucester; and which said several houses, lands, and buildings held, used, or connected with the said Ferry are respectively situated in the said Tything of Aust and parish of Henbury, and Hamlet of Beachley, and parish of Tidenham in the county of Gloucester aforesaid. And in the said Bill powers will be applied for to levy tolls, rates, and duties in respect of the use of the said Ferry, and to vary, repeal, or extinguish all existing rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and also to enable the said Bristol and South Wales Junction Railway Company to raise a further sum of money by the creation of new or additional shares and by loan or otherwise for the purposes aforesaid. And notice is hereby also given, that duplicate plans, describing the situation of the said Ferry and the works connected therewith, and the houses, lands, and buildings to be purchased for the purposes of the same, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such ferry houses, lands, and buildings, will on or before the thirtieth day of November instant be deposited for public inspection at the office of the Clerk of the Peace for the county of Gloucester at Gloucester, and that a copy of so much of the said plans and books of reference as relates to each of the parishes before mentioned, will likewise be deposited with the parish clerk of each such parish.

Dated this 10th day of November 1846.

Savery, Clark, and Co. Solicitors, Bristol.

Southampton and Dorchester Railway Acts Amendment (Weymouth Branch), with power to transfer same to the London and South Western Railway Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to enable the Southampton and Dorchester Railway Company, or the London and South-Western Railway Company, to make

and maintain a Railway, with all proper works and conveniences connected therewith, commencing by a junction with the Southampton and Dorchester Railway as at present authorised to be made in the parish of Moreton, in the county of Dorset, on a piece of heath land belonging to James Frampton, Esquire, about midway between a plantation numbered 13 in the said parish of Moreton, on the plans referred to by the Southampton and Dorchester Railway Act, 1845, and a level crossing over the said Southampton and Dorchester Railway, situate west of the said plantation, and terminating in the parish of Melcombe Regis, in the said county of Dorset, in a piece of void land bounded on the east by the turnpike road leading from Weymouth to Dorchester, near to the range of houses known as the Belvedere, and to the cottage called the Belvedere Cottage, and which piece of void land is now held on lease by Messrs. Robert Williams, Robert Williams, junior, and Herbert Williams and Philip Dodson; and also by a junction with the line of the Wilts, Somerset, and Weymouth Railway, as at present authorised to be made in the parish of Melcombe Regis, in a piece of waste land belonging to the mayor, aldermen, and burgesses of Weymouth, and let to Mr. Charles Beyen Fooks, situate in a place called or known as the Park, and adjoining a row of unfinished houses called Park Terrace, and which said intended railway and works will be made in or pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Melcombe Regis within and without the borough of Weymouth, Radipole within and without the borough of Weymouth, Southdown, Nottingham, Broadway, Upway, Elwell, Thornhill, Bincombe, Chalbury, Preston, Sutton Poyntz, Osmington, Upton, Poxwell, Broadmayne, Friar Mayne, Warmwell, Watercombe, Little Mayne, Holworth, South Holworth, West Chaldon, Moigne's Down, Ower Moyne, otherwise Ower Moigne, Mount Skippett, Dick of the Banks, otherwise Dickery Banks, Galton, Tadnoll, Lower Fossil, Five Meers, Chaldon Herring, East Chaldon, Middle Fossil, Higher Fossil, Winfrith, Winfrith Newburgh, Portway Moreton, East Knighton, West Burton, and East Burton, or some or one of them, all in the said county of Dorset.

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

And notice is hereby further given, that maps, plans, and sections, describing the direction line and levels of the said intended railway and works, and of the lands required for the purposes thereof, together with books of reference to such plans; and also a published map with the line of railway delineated thereon will be deposited for public inspection with the Clerk of the Peace for the county of

Dorset, at his office at Sherborne in the said county, on or before the thirtieth day of November instant; and on or before the said thirtieth day of November instant, a copy of so much of the said plans and sections as relates to each parish in or through which the said railway and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

And notice is hereby further given, that it is intended by the said Act to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties, upon or in respect of the said railway and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges; and in the event of the said intended new works being executed by the said Southampton and Dorchester Railway Company to enable such Company to raise a further sum of money.

And it is also proposed in and by the said Act, if the said railway and works shall be made by the said Southampton and Dorchester Railway Company, to authorise such other Company to lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to the London and South-Western Railway Company, and to delegate to the said London and South-Western Railway Company the execution of all or any of the powers of the said intended Act, and to authorize the said London and South-Western Railway Company, out of their corporate or other funds, to take shares in, and subscribe for, or towards the making, maintaining, working and using the said intended railway and works, or any part thereof, or to purchase, take, or lease, rent, work, or construct the said intended railway and works, or any part of the same, and to take tolls and duties upon, or in respect thereof, or to guarantee to the said Southampton and Dorchester Railway Company such interest or profit upon their outlay, as may be agreed upon, and to raise money by shares, mortgage, or otherwise, for the purposes aforesaid, or some of them.

And it is further proposed by the said Act to authorize the union and consolidation into one undertaking of the Southampton and Dorchester Railway, and the London and South-Western Railway, and the respective capital stock, shares, property, and effects, of the said Southampton and Dorchester Railway Company, and the said London and South-Western Railway Company, and the vesting in one Company of all the capital stock, shares, property and effects, powers and privileges now vested, or which during the next Session of Parliament may become vested in the said Companies, or either of them, and to authorize the incorporation of a new Company for the purposes aforesaid, and to authorize such new Company to use and work the said Southampton and Dorchester Railway, and the London and South-Western Rail-

way and works, and to take tolls upon or in respect thereof.

And for the purpose of carrying into effect all or any of the above objects, it is intended to apply for powers to alter, amend, extend, and enlarge the powers and provisions of the Act relating to the said Southampton and Dorchester Railway; that is to say, "The Southampton and Dorchester Railway Act, 1845," and of the several Acts following relating to the said London and South-Western Railway; that is to say, "The London and South-Western Railway Act, 1834;" "The London and South-Western Railway Deviations Act, 1837;" "The Portsmouth Branch Railway Act, 1839;" "The London and South-Western Railway Company's Amendment Act, 1841;" "The London and South-Western Railway Company's Wandsworth Water Act, 1841;" "The Salisbury Branch Railway Act, 1844;" "The London and South-Western Railway Company's Amendment Act, 1844;" "The London and South-Western Railway Metropolitan Extensions Act, 1845;" "The London and South-Western Railway Company's Amendment Act, 1845;" "The London and South-Western Railway Company's Amendment Act, 1846;" "The London and South-Western Railway Chertsey and Egham Branch Act, 1846;" "The London and South-Western Railway Hampton Court Branch Act, 1846;" "The London and South-Western Railway Company's Basingstoke and Salisbury Extension Act, 1846;" "The London and South-Western Railway Farnham and Alton Branch Act, 1846;" "The London and South-Western Railway Company's London Bridge Extension Act, 1846."

Dated the 2nd day of November 1846.

Bircham, Dalrymple and Drake, Bedford-Row, London;

Charles Castleman, Ringwood;

Solicitors for the proposed Bill or Bills.

Bristol and Exeter Railway. (Taunton and Castle Cary Branch.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to enable the Bristol and Exeter Railway Company to make and maintain a branch railway with all proper works and conveniences connected therewith, to commence by a junction with the line of the Bristol and Exeter Railway at or near the northern bridge in the Durston cutting, in the parish of Lyng in the county of Somerset, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Lyng, East Lyng West Lyng, Durston, Creech Saint Michael, North Curry, North Petherton, Stoke Saint Gregory, Borough Bridge, Curry Load, Othery, Middlezoy, Weston Zoyland, Aller, Greinton otherwise Grenton, Huish Episcopi, Moorlinch, Shapwick, Ashcot, Pipers Inn, Pedwell, Walton, Street, Lower Leigh, Middle Leigh, the united parishes of Saint John

the Baptist and Saint Benedict Glastonbury, Butleigh, Butleigh Wooton, West Pennard, Baltonsborough otherwise Baltonsbury, Southwood, Tilham, Ham-street, Barton Saint David, West Lydford, East Lydford, Lovington, Hornblotton, Alford, Ditchat, Alhampton, Sutton, Lottisham otherwise Lattisham, Castle Cary, Clanville, Cat Ash, Ansford otherwise Almsford, or some of them, in the said county of Somerset, and terminating by a junction with the Wilts, Somerset, and Weymouth Railway, in the said parish of Ansford otherwise Almsford, at or near to the turnpike road leading from Shepton Mallett to Castle Cary.

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

And in the said Act powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned to the extent thereon defined, and to alter, divert, or stop up, whether permanently or temporarily, all such turnpike roads, aqueducts, canals, navigations, and railways within the parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up for the purposes of such intended branch railway.

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

And it is also intended by such Act to enable the Bristol and Exeter Railway Company to make the said branch railway, and to raise further capital for such purpose; and it is intended to amend and enlarge the provisions of the several Acts following relating to the Bristol and Exeter Railway, that is to say, an Act passed in the sixth year of the reign of His late Majesty King William the Fourth for making the Bristol and Exeter Railway; and several Acts passed in the first, third, fourth and fifth, eighth and ninth, and ninth and tenth years of the reign of Her present Majesty for amending the Acts relating to the Bristol and Exeter Railway, and for making various branches therefrom.

And notice is hereby further given, that maps and duplicate plans and sections, describing the direction line and levels of the said intended branch railway and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed

owners, lessees or reputed lessees, and occupiers of such lands, will on or before the thirtieth day of November instant be deposited for public inspection at the office of the Clerk of the Peace for the county of Somerset at Taunton; and on or before the said thirtieth day of November a copy of so much of the said plans, sections, and books of reference, as relates to each of the said parishes in or through which the said intended branch railway will pass or be situate, will be deposited with the parish clerk of each such parish at his residence.

Dated this 9th day of November, 1846.

Savery, Clark, and Co., Solicitors, Bristol.

Bristol and Exeter Railway Extension.

(Crediton to Launceston.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable the Bristol and Exeter Railway Company to make and maintain the railway hereinafter mentioned, or some part or parts thereof, that is to say, a railway to commence by a junction with the Exeter and Crediton Railway near Four Mills, in the parish of Crediton in the county of Devon, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say, Crediton, Tedburn Saint Mary, Colebrook, Clannaborough, Bow otherwise Nymett Tracey, Zeal Monachorum, Spreyton, Broad Nymett, South Tawton, North Tawton, Sampford Courtney, Honeychurch, Exbourne, Jacobstow, Inwardleigh, Oakhampton otherwise Okehampton, Kigbeare, Meldon, Belstone, Sourton, Lydford otherwise Lidford, Wilsworthy, Mary-Tavy, Bridestowe, Bratton-Clovelly, Thrushelton, Broadwood-Wiger, Lamerton, Coryton, Brentor, Milton Abbot, Kelly, Lew-Trenchard, Stowford, Maristowe otherwise Marystowe, Lifton, Bradstone, and Werrington, all in the county of Devon; and South Petherwyn, Lezant, Lawhitton, Saint Mary Magdalene, Saint Thomas Street otherwise Hamlet of Saint Thomas, Saint Stephens by Launceston, and Saint Thomas the Apostle in the county of Cornwall, and to terminate at or near the junction of the Exeter New-road, and the road or street called Race Hill, near the south gate in the said parish of Saint Mary Magdalene, in the borough of Dunheved otherwise Launceston in the county of Cornwall.

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

And in the said Act powers will be applied for to deviate from the line or lines laid down on the

plans hereinafter mentioned to the extent thereon defined, and to alter, divert, or stop up, whether permanently or temporarily, all such turnpike roads, aqueducts, canals, navigations, and railways within the parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up for the purposes of such intended railway.

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

And it is also intended by such Act to enable the Bristol and Exeter Railway Company to make the said railway, and to raise further capital for such purpose; and it is intended to amend and enlarge the provisions of the several Acts following, relating to the Bristol and Exeter Railway (that is to say), An Act passed in the sixth year of the reign of His late Majesty King William the Fourth, for making the Bristol and Exeter Railway; and several Acts passed in the first, third, fourth and fifth, eighth and ninth, and ninth and tenth years of the reign of Her present Majesty for amending the Acts relating to the Bristol and Exeter Railway, and for making various branches therefrom.

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

Dated this 9th day of November 1846.

Savery, Clark, and Co., Solicitors, Bristol.

Eastern Counties Railway
(Wisbech to Spalding).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize the construction and maintenance of a railway, with all proper works, stations, approaches, and conveniences con-

nected therewith, commencing by a junction with the Wisbech, Saint Ives, and Cambridge Junction Railway, at or near the terminus thereof at the River Nene, in the parish of Wisbech Saint Peter, in the Isle of Ely, and county of Cambridge, passing thence from, in, through, or into, or being situate within the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say:—Wisbech Saint Peter, Wisbech Saint Mary, Leverington otherwise Leverington Saint Leonard's, Newton and Tyd Saint Giles, in the Isle of Ely, in the county of Cambridge; Walsoken and West Walton, in the county of Norfolk; Tyd Saint Mary, hamlet of Sutton Saint James, Sutton Saint Mary otherwise Long Sutton, hamlet of Sutton Saint Edmund's, hamlet of Sutton Saint Nicholas otherwise Sutton Gedney, Fleet, Holbeach, Whaplode, Moulton, Weston, and Spalding, in the parts of Holland, in the county of Lincoln; and terminating by a double junction with the Great Northern Railway as at present authorised to be made, one of such junctions being at the turnpike-road leading from Bourn to Spalding, in the parish of Spalding; and the other of such junctions being at or near a field, the property of David Morgan and Mary Ann, his wife, and now in the occupation of William Earl, in the parish of Spalding, in the parts of Holland, in the county of Lincoln.

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

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

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to enable the Eastern Counties Railway Company to construct and maintain a dock or docks at Wisbech aforesaid, with all proper basins, cuts, piers, wharfs, bridges, locks, warehouses, and other works connected therewith, in connection with the said Wisbech and Spalding Railway, between the river Nene

and Wisbech aforesaid, and the turnpike road leading from Long Sutton to Wisbech, and situate within the parish of Leverington, in the Isle of Ely and county of Cambridge, and to purchase lands by compulsion or agreement for such purposes, and to vary or extinguish all existing rights connected with such lands, or which would in any manner impede or interfere with the construction or use of the docks or works aforesaid.

And it is also intended by such Act to alter, amend, and enlarge, some of the powers and provisions of the several Acts of Parliament, local and personal, following, that is to say, of the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35; and of the Wisbech, Saint Ives, and Cambridge Junction Railway Act, 1846.

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

Dated the 7th day of November 1846.

John Duncan, Solicitor, 7, New Palace-yard, Westminster.

Northam Bridge Acts Amendment.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill for altering, extending, amending and enlarging the powers of an Act passed in the thirty-sixth year of the reign of His late Majesty King George the Third, intituled "An Act for building a Bridge over the River Itchin at or near Northam, within the liberties of the town and county of the town of Southampton, and for making a Road from the said town to the said Bridge, and from thence to communicate with the road leading from West End to Botley, in the county of Southampton;" and also

of another Act passed in the thirty-eighth year of the reign of His said Majesty George the Third, intituled "An Act to alter and enlarge the powers of an Act passed in the thirty-sixth year of the reign of His present Majesty, intituled 'An Act for building a Bridge over the River Itchin at or near Northam, within the liberties of the town and county of the town of Southampton, and for making a Road from the said town to the said Bridge, and from thence to communicate with the road leading from West End to Botley, in the county of Southampton,'" and to vest in the Company of Proprietors of Northam Bridge and Roads certain lands, tenements and hereditaments of the said Company of Proprietors in the parishes of Saint Mary, in the town and county of the town of Southampton, and Saint Mary Extra and South Stoneham, in the county of Southampton, and situate on either side of the approaches or roads leading to the Northam Bridge authorised to be made by the said Company of Proprietors, and also all allotments of lands which have been made to the said Company of Proprietors in respect of such lands as aforesaid under or by virtue of any Inclosure Act, or otherwise, or any parts or portions of the said lands, allotments, hereditaments, and premises, so as to enable the said Company of Proprietors from time to time to demise and lease and also to sell and exchange the said lands, hereditaments, allotments, and other premises, or any parts or portions thereof, and to confer, vary, or extinguish all rights or privileges connected with the said lands and hereditaments.

Dated this 9th day of November 1846.

Eastern Counties Railway Extension

(Ilford to Tilbury Fort and Southend, with a Branch from Vange to Wickford).

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorize the construction and maintenance of a railway, with all proper works, stations, approaches, and conveniences connected therewith, in extension of the Eastern Counties Railway, commencing by a junction with the last-mentioned railway at or near the second bridge over the Eastern Counties Railway to the eastward of the Forest Gate station, passing from, in, through, or into, or situate within the several parishes, townships, and extra-parochial and other places following, or some of them (that is to say); East Ham, Little Ilford, Great Ilford, Barking, Dagenham, Hornchurch, Rainham, Wennington, Aveley, West Thurrock, Stifford, Grays Thurrock, Little Thurrock, Chadwell, West Tilbury otherwise Tilbury cum Lee, East Tilbury, Mucking, Muckingford, Horndon-on-the-Hill, Stanford-le-Hope, Hassenbroke, Corringham, Langdon Hill otherwise Laindon Hill, Fobbing, Vange, Pitsea, Bowers Gifford otherwise Buers Gifford, South Benfleet otherwise South Benfleet, Hadleigh otherwise Hadlee, Leigh otherwise Lee, Milton, Southend, and Prittlewell, all in the county of Essex, and

terminating at or near the pier-head at Southend, in the parish of Prittlewell, in the county of Essex : and also a Branch Railway commencing at Tilbury Fort, in the county of Essex, and terminating by a double junction with the lastly-mentioned proposed railway, one of such junctions being at or near a field in the parish of Chadwell, in the county of Essex, the property of George Henry Errington, and now in the occupation of Robert Surridge ; and the other junction being at or near a field in the said parish of West Tilbury, in the same county, the property of William Baker, and now in the occupation of Edward Kelly, which said branch railways will be wholly constructed within the said parishes of Chadwell and West Tilbury.

And also another Branch Railway commencing from or out of the said first-mentioned intended railway, at or near Vange Wharf, in the parish of Vange, in the county of Essex, passing in or through or situate within the parishes, townships, or extra-parochial places following : that is to say, Pitsea, Vange, North Benfleet otherwise North Bemfleet, Basildon, Nivendon, Runwell, Ramsden, Bellhouse, South Hanningfield, and Wickford, all in the county of Essex, and terminating at a field on the south side of the turnpike-road leading from Rayleigh to Wickford, in the parish of Wickford, the property of Messrs. Wells and Perry, and now in the occupation of Charles Houghton.

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

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

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose ; and also to grant building leases of surplus lands.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament, local and personal, following ; that is to say, of the 6th and 7th William the Fourth, cap. 106 ; 1st and 2nd Victoria, cap. 81 ; 4th Victoria, cap. 14 ; 7th Victoria, cap. 20 ; 7th and 8th Victoria, cap. 62 ;

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8th and 9th Victoria, caps. 110 and 201 ; and 9th and 10th Victoria, cap. 258 ; 6th and 7th William the Fourth, cap. 103 ; 2nd and 3rd Victoria, caps. 77 and 78 ; 3rd Victoria, cap. 52 ; 4th Victoria, cap. 24 ; 4th and 5th Victoria, cap. 42 ; 6th Victoria, cap. 28 ; and 7th Victoria, cap. 35.

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

Dated the 7th day of November 1846.

John Duncan, Solicitor, 7, New Palace-yard, Westminster.

Eastern Counties Railway

(Hertford to Hitchin ; with power to sell to the Great Northern Railway Company so much of the intended Line as will be situate between Broadwater and Hitchin).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize the construction and maintenance of a railway, with all proper works, stations, approaches, and conveniences connected therewith, commencing by a junction with the Hertford branch of the Northern and Eastern Railway near the terminus of the said branch in the parish of Saint John Hertford, in the borough of Hertford and county of Hertford, passing thence from, in, through, or into, or being situate within the several parishes, townships, and extra-parochial and other places following, or some of them ; that is to say, Saint John Hertford, Saint Andrew Hertford, Bengoe in the borough of Hertford, and Bengoe in the county of Hertford, Stapleford, Watton, Aston, Datchworth, Broadwater, Knebworth, Sheephall, Stevenage, Little Wymondley, Much Wymondley, Ippolits, and Hitchin, in the county of Hertford, and terminating by a junction with the line of the Great Northern Railway as at present authorized to be made, and by a junction with a certain proposed extension of the Midland Counties Railway from Leicester to Hitchin, at or near a certain road leading from Hitchin to Baldock, and in the parish of Hitchin and county of Hertford.

And it is also intended by such Act to take power to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, streets, paths, passages, aqueducts, canals, streams, pipes, sewers, waters, and water-

courses, within the aforesaid parishes, townships, and extra-parochial and other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works or any of them.

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

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is further intended by such Act to enable the said Eastern Counties Railway Company to sell or let and transfer, upon such terms and conditions as may be agreed upon, so much of the said intended railway works as will be situate between Broadwater and Hitchin to the Great Northern Railway Company, together with all powers of the Eastern Counties Railway Company, in relation to such portion of the said intended railway, and to enable the said Great Northern Railway Company to purchase or lease the same, and all or any powers of the said Eastern Counties Railway Company in connexion therewith or in relation thereto, and to raise capital for the purpose, or to construct such part of the said intended railway as shall be so transferred to them as aforesaid, and to enable the said Companies respectively to enter into contracts and agreements in reference to the purposes aforesaid, or as to the working or using of the said portion of the said intended railway; and for the purposes of the said Act it is intended to amend, vary, or enlarge, so far as may be necessary, the powers and provisions of the Great Northern Railway Act, 1845, and the several Acts of Parliament relating to the Eastern Counties Railway, local and personal, following, that is to say, passed in the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

And notice is hereby further given, that maps, plans, and sections showing the direction, situation, and levels of the said intended railway and works, and the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be de-

posited on or before the thirtieth day of November in the present year with the Clerk of the Peace for the county of Hertford, at his office at Saint Alban's in the same county; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said works are intended to be made will be deposited on or before the said thirtieth day of November with the parish clerks of those parishes respectively, at their respective residences.

Dated the 7th day of November 1846.

John Duncan, Solicitor, 7, New Palace-yard, Westminster.

Eastern Counties Railway.
(Braintree to Halstead.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize the construction and maintenance of a railway or railways, with all proper works, stations, approaches, and conveniences connected therewith, commencing by a double junction with the line of the Maldon, Witham, and Braintree Railway, as at present authorized to be made, one of such junctions being at or near a field in the parish of Braintree, in the county of Essex, the property of the Governors of the Foundation Charity of Felsted, and now in the occupation of Richard Lacey; and the other of such junctions being at or near a field in the same parish, the property of Thomas Morgan Gepp, and now in the occupation of William Joyce, and terminating by a double junction with the Colchester, Stour Valley, Sudbury, and Halstead Railway, as at present authorized to be made, one of such last-mentioned junctions being at or near a field in the parish of Colne Engaine, in the said county of Essex, the property of Isaac Baker Brown, and now in the occupation of James Boyer Brown; and the other of such last-mentioned junctions being at or near the highway from Earls Colne to Colne Engaine: which said intended railway or railways, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Braintree, Bocking, Bradwell otherwise Blackwater, Pattiswick, Stisted, Earls Colne, Colne Engaine, Greenstead Green, Halsted otherwise Halstead, all in the county of Essex.

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

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

and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament, local and personal, following, that is to say: of the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

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

Dated the 7th day of November 1846.

John Duncan, Solicitor, 7, New Palace Yard, Westminster.

Eastern Counties Railway, Spalding to Newark, with Branches from Heckington to Lincoln, and from Ewerby to Kirkby Laythorpe.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the construction and maintenance of the railway and branch railways hereinafter mentioned, with all proper works, stations, approaches, and conveniences connected therewith respectively; that is to say, a railway commencing by a junction with the line of the Great Northern Railway, as at present authorised, at or near the turnpike-road leading from Bourn to

Spalding, in the parish of Spalding, in the parts of Holland, in the county of Lincoln, at or near the point where the intended extension of the Eastern Counties Railway from Wisbeach to Spalding will terminate, passing thence from; in, through, or into, the several parishes, townships, and extra-parochial, or other places following, or some of them; that is to say, Moulton, Weston, Spalding, Pinchbeck, Surfleet, Gosberton, Risegate in Surfleet and Gosberton, Quadring, Quadring hundred, Quadring Fen, Donington, Gibbet Fen, Donington Ings, Donington Westdale, Donington Fen, Bicker, Bicker Fen, Holt Hills and Swineshead, in the parts of Holland, in the county of Lincoln; Swaton, Swaton Fen, Helpringham, Helpringham Fen, Little Hale, Little Hale Fen, Great Hale, Great Hale Fen, Garrick, Garrick Fen, Heckington, Heckington Fen, Howell, Burton Pedwardine, Asgarby, Boughton, Evedon, Kirkby Laythorpe, Old Sleaford, Quarrington, New Sleaford, Holdingham, Leasingham, North Rauceby, South Rauceby, Crauwell, Byards Leap, Normanton, Caythorpe, Frieston, Southorpe otherwise Gibraitar, Fulbeck, Leadenham, Hough-on-the-Hill; Brandon, Broughton-upon-Brant otherwise Brant Broughton, Stragglethorpe, Fenton, Beckingham, Greenfield, Sutton, Stubton, Claypole, in the parts of Kesteven, in the county of Lincoln; Flawford otherwise Flawforth, in the counties of Nottingham and Lincoln, or one of them; Barnby-in-the-Willows, Coddington, Balderton, Hawton, Newark-upon-Trent, Farndon, Averham, East Stoke, and Kelham, in the county of Nottingham; and terminating by a junction with the Nottingham and Lincoln Branch of the Midland Counties Railway, in the parish of East Stoke, in the county of Nottingham, at a certain field belonging to the Duke of Newcastle, and now in the occupation of Robert Bishop. Also a branch railway, commencing from and out of the line of the said last-mentioned intended railway, at or near the public road leading from the Heckington high road to Burton Pedwardine, near a field in the parish of Heckington aforesaid, the property of Captain Banks, and now in his occupation, passing from, in, through, or into, the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say, Heckington, Howell, Boughton, Asgarby, Ewerby, Ewerby Thorpe, Haverholme, Anwick, Ruskington, Dorrington, Rowston or Rowlston, Scopwick, Timberland, Blankuey, Metheringham, Duiston, Nocton, Potter Hanworth, Branston, Washingborough, Heighington, Washingborough cum Heighington, in the parts of Kesteven in the county of Lincoln; Branston and Canwick, in the county of the city of Lincoln; extra-parochial land in the city of Lincoln, and county of the same city; Saint Mary-le-Wigford, Saint Mark, and Saint Peter at Gowts, in the city of Lincoln, and county of the same city; and terminating at the Lincoln station of the Nottingham and Lincoln Branch of the Midland Counties Railway: and also a branch railway commencing from the said first-mentioned intended railway, at or near a field in the parish of Ewerby, in the parts of Kesteven, in the county of Lincoln,

the property of and now in the possession of William Newton, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say, Kirkby Laythorpe, Asgarby, Howell, Ewerby, and Ewerby Thorpe, in the parts of Kesteven, in the county of Lincoln, and terminating by a junction with the line of the said last-mentioned intended branch railway, at or near a field in the parish of Kirkby Laythorpe, in the parts of Kesteven, in the county of Lincoln, the property of the Most Noble the Marquis of Bristol, and now in the occupation of John Green, William Green, and Matthew Wilson, or one of them.

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

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

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament, local and personal, following; that is to say, the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

And notice is hereby further given, that maps, plans, and sections, showing the direction, situation, and levels of the said intended railways and works, and the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November, in the present year with the Clerk of the Peace for the Holland division of the county of Lincoln, at

his office at Spalding, in the same county; with the Clerk of the Peace for the Kesteven division of the county of Lincoln, at his office at Sleaford in the said county; with the Clerk of the Peace for the Lindsey division of the county of Lincoln, at his office at Spilsby; with the Clerk of the Peace for the city of Lincoln, and county of the city of Lincoln, at his office at Lincoln; and with the Clerk of the Peace for the county of Nottingham, at his office at Newark in the said county; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said works are intended to be made, will be deposited on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.

Dated the 7th day of November, 1846.

John Duncan, Solicitor, 7, New Palace Yard, Westminster.

Eastern Counties Railway.

(Maldon, Witham, and Braintree Railway Purchase.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the sale or lease by the Maldon, Witham, and Braintree Railway Company, upon such terms and conditions as have been or may be agreed upon, to the Eastern Counties Railway Company, of the Maldon, Witham, and Braintree Railway, authorized to be made by an Act passed in the last session of Parliament, called "The Maldon, Witham, and Braintree Railway Act, 1846," together with all powers (especially powers for the compulsory purchase of lands and houses), rights, privileges, lands, buildings, property, and effects, of the Maldon, Witham, and Braintree Railway Company, incorporated by the said Act; and to enable the said Eastern Counties Railway Company to effect such purchase, or accept such lease, and to proceed (if necessary) with and complete the construction of the said railway, and to hold, use, exercise, and enjoy the said railway (as and when the same shall be completed), and all the powers, rights, privileges, lands, buildings, property, and effects aforesaid.

And it is further proposed by such Act to dissolve the said Maldon, Witham, and Braintree Railway Company, and to alter or repeal the said Act relating to the said railway, and to amalgamate the same railway with the Eastern Counties Railway, so that the same may form part of that undertaking, and as such be subject to the provisions (so far as the same may be applicable) of the several Acts relating thereto, that is to say, 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

And it is further proposed by such intended Act to alter, amend, and enlarge the powers and provisions of the several Acts hereinbefore-mentioned relating to the Eastern Counties Railway, or some of them; and also to enable the said Eastern Counties Railway Company to levy and raise tolls, rates, and duties, in respect of the said Maldon, Witham, and Braintree Railway; and to alter the tolls, rates, and duties, at present authorized to be levied thereon, and to vary or extinguish all rights or privileges which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

Dated this 7th day of November 1846.

John Duncan, 7, New Palace Yard, Westminster.

Eastern Counties Railway. (Newmarket and Chesterford Railway Purchase.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the sale or lease by the Newmarket and Chesterford Railway Company, upon such terms and conditions as have been or may be agreed upon, to the Eastern Counties Railway Company of the Newmarket and Chesterford Railway, authorised to be made by an Act passed in the last session of Parliament, called "An Act for making a Railway from Chesterford to Newmarket, with a Branch to Cambridge," together with all powers (especially powers for the compulsory purchase of lands and houses, rights, privileges, lands, buildings, property, and effects of the Newmarket and Chesterford Railway Company, incorporated by the said Act.) and to enable the said Eastern Counties Railway Company to proceed, if necessary, with and complete the construction of the said railway, and to effect such purchase or accept such lease, and to hold, use, exercise, and enjoy the said railway (as and when the same shall be completed) powers, rights, privileges, lands, buildings, property, and effects aforesaid.

And it is further proposed by such Act to take powers to dissolve, if need be, the said Newmarket and Chesterford Railway Company, and to alter or repeal the said Act relating to the said railway, and to amalgamate the same railway with the Eastern Counties Railway, so that the same may form part of that undertaking, and, as such, be subject to the provisions (so far as the same may be applicable) of the several local and personal Acts following; that is to say, of the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

And it is further proposed by such intended Act, to enable the said Eastern Counties Railway Com-

pany to levy and raise tolls, rates, and duties in respect of the said Newmarket and Chesterford Railway, and to alter the tolls, rates, and duties at present authorised to be levied thereon, and to vary or extinguish all rights or privileges which would in any manner impede or interfere with the object aforesaid, and to confer other rights and privileges.

Dated this 7th day of November, 1846.

John Duncan, Solicitor, 7, New Palace Yard, Westminster.

Eastern Counties Railway.

(Enlargement of London and Stratford Stations and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next Session, for an Act to enable the Eastern Counties Railway Company further to enlarge the station called the Bishopsgate Station of the said railway, in the parishes of Saint Leonard's Shoreditch, Christ Church Spitalfields, Saint Matthew Bethnal Green, Mile End Old Town, Mile End New Town, Old Ford, Stratford-le-Bow, and Saint Mary-le-Bow, or some of them, in the county of Middlesex; and also to enlarge the station called the Stratford Station, in the parish of West Ham, in the county of Essex; and to purchase by compulsion or agreement lands and buildings within the aforesaid parishes, for the purpose of such enlargements, and to erect thereon such warehouses, buildings, and other works and conveniences as may be necessary in connexion therewith.

And it is also proposed to enable the said Company to stop up, alter, or divert such roads, streets, public passages, sewers, pipes, and drains within the aforesaid parishes as may be necessary, for the purposes aforesaid; and also to vary or extinguish all existing rights and privileges which would impede or interfere with the objects aforesaid.

And notice is hereby further given, that maps, plans, and sections of the said proposed enlargements of the said stations, and books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of the lands and buildings proposed to be taken for the purposes aforesaid, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace of the county of Middlesex, at his office in Clerkenwell, and with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, and also with the parish clerks of each of the before-mentioned parishes through which the said works are intended to be made, at their respective residences.

And notice is hereby further given, that, by the said intended Act, it is proposed to alter, amend, and enlarge some of the powers and provisions of the several Acts hereinafter specified relating to the Eastern Counties Railway, local and personal, and the railways forming part of that undertaking following; that is to say, passed in the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap.

20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

And also to amend and enlarge some of the powers and provisions of the said Saint Ives and Wisbeach Railway Act, 1846, and of the Eastern Counties Cambridge and Huntingdon Railway Act, 1845, and of the Eastern Counties Ilford and Epping Railway Act, 1846, and to authorise the construction of the said three last-mentioned Railways, by means of monies to be raised and appropriated, otherwise than as provided by the said three last-mentioned Acts.

And it is also proposed to enable the said Eastern Counties Railway Company to increase their capital for the purposes aforesaid, and for other purposes connected with their undertaking, and to consolidate the shares in the said undertaking, and to limit and define the nominal amount and value thereof respectively.

And it is also further proposed by the Act so to be applied for to enable the said Eastern Counties Railway Company to subscribe and contribute funds towards the establishment and maintenance of steam boats, and other conveniences, to be used and employed in connexion with the said railway, and also to take powers to sell or to let on building leases such lands and buildings belonging to them as are not required for the purposes of the said railway.

Dated the 7th day of November 1846.

John Duncan, Solicitor, 7, New Palace Yard, Westminster.

Eastern Counties Railway Extension.

(Cambridge to Bedford, with a Branch to Royston, and two Branches to Biggleswade).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the construction and maintenance of the railway and branch railways hereinafter mentioned, with all proper works, stations, approaches, and conveniences connected therewith, in extension of the Eastern Counties Railway, that is to say, a railway commencing by a junction with the last-mentioned railway, at or near a field in the parish of Great Shelford, in the county of Cambridge, the property of the Master, Fellows, and Scholars of Saint John's College, Cambridge, and now in the occupation of Henry Grain, passing thence, from, in, through, or into or being situated within the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say, Trumpington, Stapleford, Great Shelford, Little Shelford, Newton, Hauxton otherwise Hawkston, Harston, Foxton, Barrington, Shepreth, Meldreth, Bassingbourn, Abington otherwise Abington Piggotts, otherwise Abington in the Clay, Waddon otherwise Whaddon, Wendy, Shingay otherwise Shengy, Tadlow, Steeple

Morden otherwise Little Morden, Guilden Morden otherwise Great Morden, in the county of Cambridge; Wrestlingworth, Eyworth, Dunton, Sutton, Biggleswade, Northill, Lower Caldecote, Upper Caldecote, Ickwell, Old Warden, Willington, Cople, Cardington, Harrowden, Feniake, Elstow, Saint John's Bedford, and Saint Mary's Bedford, in the county of Bedford, and terminating in the parish of Saint Mary's Bedford, by a junction with the Bedford and Bletchley Railway, near to a timber yard, the property of his Grace the Duke of Bedford, and now in the occupation of George Dilley; and also a branch railway commencing by a junction with the said last mentioned intended railway, at or near a farmhouse in the parish of Steeple Morden, in the county of Cambridge, known by the name of Flush Leys, passing thence from, in, through, or into, or being situate within, the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say, Steeple Morden otherwise Little Morden, Guilden Morden otherwise Great Morden, Abington otherwise Abington Piggotts, otherwise Abington in the Clay, Litlington, Bassingbourn, Kneesworth, Melbourne, and Royston, all in the county of Cambridge, and terminating by a junction with a certain proposed line of railway from Cambridge to Royston and Ware, in extension of the Eastern Counties Railway, in the parish of Melbourne, in the county of Cambridge, at the turnpike-road leading from Royston to Newmarket, near to a field, the property of the Right Honourable Thomas Lord Dacre, and now in the occupation of Thomas Symm Maling; and also a branch railway commencing from and out of the said first-mentioned intended railway, at or near a field in the parish of Biggleswade, in the county of Bedford, the property of John Foster, and now in the occupation of Thomas White, and terminating by a junction with the Great Northern Railway, as at present authorized to be made at the road from Biggleswade to Potton; and also another branch railway, commencing from or out of the lastly described branch railway at or near a piece of garden ground in Biggleswade aforesaid, the property of the Reverend Edward Lindsell, and now in the occupation of Thomas Hockett and James Daniels, and terminating by a junction with the said first-mentioned intended railway, at a drift-way near to Shortmead House, in the said parish of Biggleswade, which said two last-mentioned railways will be wholly constructed within the said parish of Biggleswade.

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

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

the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament, local and personal, following, that is to say, passed in the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

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

Dated the 7th day of November 1846.

John Duncan, Solicitor, 7, New-Palace-Yard, Westminster.

Bishop Wearmouth Water Works. Extension.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to incorporate the proprietors of shares in and subscribers to "The Bishop Wearmouth Water Company," and to give to such Company all necessary powers for supplying with water the inhabitants of the town and borough of Sunderland and the neighbourhood

thereof, within the limits of the several parishes and townships hereinafter named.

And for such purpose, powers will be applied for to enable the said Company to make and maintain new wells and reservoirs and other works, and also to enlarge their present wells, reservoirs, and other works, and to maintain and to extend their present mains, pipes, and works, and to convey water from their existing stations, wells, and reservoirs, and also in the several streets, squares, roads, lanes, and highways, within the several parishes and townships hereinafter mentioned, to lay down and place and from time to time alter and remove the mains or pipes for the conveyance or supply of water to the said inhabitants, which said several works or some parts thereof are situate in or will be made, maintained, and extended, or will pass, and such supply of water be furnished from, through, or into the several parishes and townships of Bishop Wearmouth, Bishop Wearmouth Panns, Sunderland near the Sea, Monk Wearmouth, Monk Wearmouth Shore, Southwick, Tunstall, Silksworth, Fulwell, and Ford, or some of them, all in the county of Durham.

And by the said Act, it is intended to enable the said Company of Proprietors to increase their capital by the creation and issuing of new shares, or by the admission of additional subscribers, and by mortgage or otherwise, and to alter and vary the provisions of the deed of settlement of the said proprietors; and by the said Act, it is intended to take powers to purchase by compulsion or otherwise lands, houses, tenements, and hereditaments for the purposes aforesaid, and to alter, vary, or extinguish all or any rights or privileges in any manner connected with or incident to such lands, houses, tenements, and hereditaments respectively, which can in any manner impede or interfere with the execution of the works; and also powers to make lateral deviations from the lines of the said works to the extent defined on the plans hereinafter mentioned.

And it is intended to take powers for levying tolls, rates, and duties in respect of the supply of water, to be afforded by the Company and to confer such exemptions from payment of tolls, rates, and duties, and to confer, vary, and extinguish such other rights and privileges as to such other Company shall seem meet.

And notice is hereby also given, that duplicate plans and sections of the intended works together with a book of reference thereto, will, on or before the thirtieth day of November instant, be deposited for public inspection; at the office of the Clerk of the Peace for the said county of Durham at Durham, and that on or before the said thirtieth day of November instant, a copy of so much of the said plan and section and book of reference, as relates to each of the parishes in or through which the said intended works are intended to be made or be situate, will be deposited with the parish clerk of each such parish.

Dated this 9th day of November, 1846.

Eastern Counties Railway.

(Tottenham to Guildford-street).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorise the construction and maintenance of a Railway, with all proper works, stations, approaches, and conveniences connected therewith, commencing by a junction with the Northern and Eastern Railway at or near the Tottenham Station thereof, at the cattle pens belonging to the Northern and Eastern Railway Company, and in the occupation of the Eastern Counties Railway Company, in the parish of Tottenham, in the county of Middlesex, passing thence from, in, through, or into, or being situate within the several parishes, townships, and extra-parochial and other places following or some of them, that is to say, Tottenham, Saint John's Hackney, Lower Clapton, South Hackney, Hackney West, Stamford Hill, Upper Clapton, Kingsland, Shacklewel, Dalston and Beauvoir Town, Stoke Newington, Hornsey, Saint Mary Islington, Highbury, Holloway, Ball's Pond, Saint Leonard's Shoreditch, Saint Luke, Liberties of City Road and Old Street, Saint James Clerkenwell, Pentonville, Saint John Clerkenwell, Saint Pancras, Saint Andrew Holborn above the bars, Saint Andrew Holborn, and Saint George-the-Martyr, and terminating in Gough-street, at or near to Wilson-street, Gray's Inn Road, in the parish of Saint Pancras, in the county of Middlesex. And also two Branch Railways commencing from the said intended Railway, at or near to a field in the parish of Saint Mary Islington, in the county of Middlesex, the property of Lady Mildmay, and now in the occupation of William Hanley, and terminating by junctions with the intended East and West India Dock and Birmingham Junction Railway, one of such junctions being at or near a field in the said parish of Saint Mary Islington, the property of Lady Mildmay, and now in the occupation of Thomas Rhodes and William Rhodes, bounded on the south-east by the King Henry Walk, and the other of such junctions being at or near a field in the same parish, the property of Lady Mildmay, and now in the occupation of the said Thomas and William Rhodes, bounded on the west by the Albion Road. And also two other Branch Railways commencing from the Railway first described at or near to a field in the parish of Saint Mary Islington, the property of the said Lady Mildmay, and now in the occupation of the said Thomas and William Rhodes, bounded on the south by the Ball's Pond Road, and terminating by junctions with the said intended East and West India Dock and Birmingham Junction Railway, one of such junctions being at or near the said field bounded on the west by the Albion Road, and the other at or near the said field bounded on the south-east by the King Henry Walk, all which said four lastly mentioned Railways will be wholly constructed within the said parish of Saint Mary Islington.

And it is also intended by such Act to take power to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, streets, paths, passages, aqueducts, canals,

streams, pipes, sewers, waters, and watercourses, within the aforesaid parishes, townships, and extra-parochial, and other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works or any of them.

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

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to authorise the Eastern Counties Railway Company to let on building leases any surplus lands which may have been purchased, or which they may purchase under the powers of the said Act for the purposes of the said Act.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament, local and personal, following, that is to say, of the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

And notice is hereby further given, that maps, plans and sections, showing the direction, situation and levels, of the said intended Railways and works, and the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Middlesex, at his office at Clerkenwell, in the said county, and with the clerk of the peace for the city of London, at his office at the Old Bailey, in the same city; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said works are intended to be made, will be deposited on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.

Dated the 7th day of November 1846.

John Duncan, Solicitor, 7, New Palace Yard, Westminster.

London and South Western and London, Brighton, and South Coast Railway Companies.

Confirmation of Agreement relating to Tolls and Stations.

NOTICE is hereby given, that it is intended to apply to Parliament in the next Session for an Act to authorise the London and South Western Railway Company, and the London, Brighton, and South Coast Railway Company, to carry into effect such agreement as may be or may have been entered into between them respecting the use by the last mentioned Company of the stations of the London and South Western Railway Company, on so much of the London and South Western Railway as lies between the intended terminus thereof at or near Waterloo Bridge and the point where the intended Wandsworth branch of the London, Brighton, and South Coast Railway shall or may form a junction therewith; and also respecting the amount of tolls to be levied upon the said London, Brighton, and South Coast Railway Company, for the use of the said Stations, and of such part of the said London and South Western Railway; and to authorise the said London and South Western Railway Company to alter the existing Tolls, Rates, and Duties on such part of their said line, and to confer exemptions from such Tolls, Rates, and Duties.

And for the purposes aforesaid it is proposed by such intended Act to alter, amend, and enlarge or repeal, so far as may be necessary, the powers and provisions of the several Acts of Parliament following, relating to the London and South Western Railway Company, that is to say, "The London and South Western Railway Act, 1834;" "The London and South Western Railway Deviations Act, 1837;" "The Portsmouth Branch Railway Act, 1839;" "The London and South Western Railway Company's Amendment Act, 1841;" "The London and South Western Railway Company's Wandsworth Water Act, 1841;" "The Salisbury Branch Railway Act, 1844;" "The London and South Western Railway Company's Amendment Act, 1844;" "The London and South Western Railway Metropolitan Extensions Act, 1845;" "The London and South Western Railway Company's Amendment Act, 1845;" "The Southampton and Dorchester Railway Company's Act, 1845;" "The London and South Western Railway Company's Amendment Act, 1846;" "The London and South Western Railway Chertsey and Egham Branch Act, 1846;" "The London and South Western Railway Farnham and Alton Branch Act, 1846;" "The London and South Western Railway Hampton Court Branch Act, 1846;" "The London and South Western Railway Company's London Bridge Extension Act, 1846;" and "The London and South Western Railway Company's Basingstoke and Salisbury Extension Act, 1846;" and the following Acts passed in the sessions held respectively in the fifth and in the sixth and seventh years of the reign of His late Majesty King William the Fourth; in

No. 20677.

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

Dated this sixth day of November 1846.

Cornwall and Devon Central and Plymouth Railway.

Lines from Exeter by Okehampton to Truro and Plymouth, and Branches to St. Austell, to the West Cornwall Railway, St. Columb, Padstow, to the Taw Vale Railway, and Crediton, and at Plymouth, with powers for the London and South Western Railway Company to make, or to purchase, or hire or subscribe towards same, and provisions for authorizing arrangements with several other Companies.

NOTICE is hereby given, That application is intended to be made to Parliament in the next Session for leave to bring in a Bill to enable the London and South Western Railway Company, or a company to be incorporated by the said Bill, to make and maintain the several railways hereinafter mentioned, or some of them, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, that is to say; a railway commencing in land now used as a stone yard, in the occupation of the Commissioners of Improvement for the city and county of the city of Exeter, situate on the north-east side of Queen-street, or Queen-street-road, in the parish of Saint David, in the county of the city of Exeter, and passing from thence from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that

is to say; Saint Sidwell and Saint David, in the county of the city of Exeter; Cowley, Bramford Speke otherwise Brampford Speeke, Saint Thomas otherwise Saint Thomas the Apostle, Saint David, Cutridge otherwise Gutter-ridge, Kenton, Whitstone otherwise Whitestone, Alphington, Newton Saint Cyres, Upton Pyne, Oldridge, Dunsford, Holcomb-Burnel, Tedburn Saint Mary otherwise Saint Mary Tedburn, Kerton otherwise Crediton otherwise Kyrtun, the town of Crediton, Veay Tedburn, Neopardy, Yeoford otherwise Uford, Cheriton-Bishop, Cheriton, Fitzpaine, Shrobrook otherwise Shoebrook otherwise Shobrooke, Clannaborough otherwise Clanaborough, Morchard Bishop, Colebrooke otherwise Colebrook or Bishop's Colebrook, Penson, Sandford, Zeal Monachorum, Down Saint Mary, Bow otherwise Nymet Tracey, Loosebeer otherwise Loosebere, Broadnymet, Drewsteignton otherwise Teignton-Drew, Hittesleigh, Spreyton, Newland, North Tawton, South Tawton, South Zeal, Sampford Courteney, Stickle-path, Bondleigh, Honeychurch, Broadwood Kelly, Iddesleigh, Exbourne, Monk-oakhampton otherwise Monkokehampton, Belstone, Okehampton otherwise Oakhampton, Chichacott, Meldon, Kigbear, Jacobstowe, Inwardleigh, Sourton, Lydford otherwise Lidford, and Widdicombe in the Moor, Bridestowe, Thruselton, Bratton-clovely, Lew Trenchard, Lew Down, Germansweek otherwise Week Saint Germans otherwise Week Langford, Broadwoodwidge otherwise Bradwoodwiger, Marystowe otherwise Maristowe, Coryton, Sydenham otherwise South Sydenham otherwise Sydenham Damarell, Kelly, Bradstone, Dunterton, Stowford, Werrington, Finney, and Lifton in the said county of Devon; the river Tamar, and the beds and shores thereof in the counties of Devon and Cornwall, or one of them, and Werrington, Saint Stephens by Launceston, Newport otherwise Newport by Launceston, Saint Thomas otherwise Saint Thomas the Apostle, Lawhitton, Saint Thomas-street Hamlet otherwise the Hamlet of Saint Thomas-street, Saint Mary Magdalene, borough of Dunheved otherwise Launceston, Launceston, Egloskerry, Trewen otherwise Trewenn, South Petherwin otherwise South Petherwyn, Lezant, Trewarlet, Lewannick, Northhill, Laneast, Saint Cleather, Davidstow, Altarnun otherwise Alternun, Saint Breward otherwise Simonward, Blisland, Temple, Saint Neot, Cardinham otherwise Cardynham, Helland, Bodmin, town and borough of Bodmin, Lanhydrock, Lanivet, Luxulian, Withiel, Roche otherwise Roach, Saint Wenn, Saint Dennis, Saint Columb Major, Saint Enoder, Colan otherwise Little Colan, Mitchell otherwise Saint Michael, Newlyn in Pyder otherwise Newlyn East, Ladock, Saint Erme, Saint Allen, Perranzabuloe otherwise Saint Piran in the Sands, Kewyn, Saint Clement otherwise Saint Clements, Saint Mary Truro, borough of Truro, Feock otherwise La Feock, and Kea, or some of them in the county of Cornwall, and to terminate by a junction with the proposed Cornwall Railway at Pyder-street near the Almshouses, the property of the trustees of the Truro Charities, in the said parishes of Kenwyn and St. Mary Truro, one or both of them, in the same county; also a railway commencing by a

junction with the above described proposed new railway on a certain common called Prewley Moor, situate in the said parish of Sourton, about half a mile west of the point at which the turnpike roads leading from Oakhampton to Launceston, and from Oakhampton to Tavistock diverge, and passing in, from, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Okehampton otherwise Oakhampton, Sourton, Bridestowe, Lidford otherwise Lydford, Widdecombe in the Moor, Brentor, Lamerton, Mary Tavy, Peter Tavy, Willsworthy, Tavistock, Town and Borough of Tavistock, Sampford Spiney, Whitechurch, Buckland Monachorum otherwise North Buckland, Shaw otherwise Shaw Prior, Sheepstor, Meavy, Walkhampton, Bickley otherwise Bickleigh, Tamerton Foliot, Saint Budeaux otherwise Budock, Egg Buckland, Penny-cross otherwise Weston Peverell, Compton Gifford, Stoke Damerell, Plympton St. Mary, the bed and shores of the river Plym and of the water of the Lary, Saltram, Chelson otherwise Shelton Marsh, Plymstock, Lary bridge, Lary otherwise Laira green, Lipson marshes, Tothill marshes, Crabtree Marsh, Saint Andrew, Charles otherwise Charles the Martyr, and the town and borough of Plymouth, in the county of Devon, and terminating in a garden in the occupation of Mr. Peter Blatchford, abutting on the west side of the turnpike road leading from Plymouth to Tavistock, adjacent to the Higher Grist Mills, occupied by the said Peter Blatchford, in the said parish of Charles in the county of Devon.

And it is also intended to take power in the said Bill to make the following Branch Railways, or some of them, out of the last above-mentioned railway, that is to say; a branch commencing in a field called Rowfield, in the occupation of William Gloyn, situate in the said parish of Saint Andrew, on the south of Huntscombe Farm House, and passing from, through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them, that is to say; Saint Andrew, Charles otherwise Charles the Martyr, and the town and borough of Plymouth, all in the said county of Devon, and terminating at the Modbury Inn, in the occupation of Thomas Adam, abutting on the north side of Exeter-street, Plymouth, near Sutton Pool, in the said parish of Charles, otherwise Charles the Martyr, in the said county of Devon.

A branch commencing in the said parish of Saint Andrew, in the said field, called Row Field, and passing from, through, or into the several parishes, townships, extra-parochial, and other places following, or some or one of them, that is to say, Saint Andrew, Charles otherwise Charles the Martyr, and the town and borough of Plymouth, all in the said county of Devon, and terminating on the north side of Union-road, in the said parish of Saint Andrew, opposite to and on the south side of a dwelling-house, Number 17, Devonshire Terrace.

A branch diverging from the said last-described branch, commencing in a field called the Little Field, in the occupation of William Leathlean, in the said parish of Saint Andrew, and passing

from, through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them, that is to say; Saint Andrew, and the town and borough of Plymouth, in the said county of Devon, and terminating by a junction with the proposed Mill Bay Branch of the South Devon Railway, in a field occupied by Charles Williams, in the said parish of Saint Andrew, abutting on the east side of Densham Terrace, and on the south side of Five-field Lane.

A branch commencing by two junctions with the first before-described intended line of railway, the easternmost of such junctions in a field occupied by John Rundle, and the westernmost of such junctions in a field occupied by Thomas Varcoe, and both the said fields adjoining Mount Pleasant Farm, in the occupation of John Thomas, and being near the point where the old and new turnpike roads leading from Bodmin to Truro diverge, in the said parish of Roche otherwise Roach, in the said county of Cornwall, and passing from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say; Roche otherwise Roach, Withiel, Lanivet, Luxulian, Saint Stevens in Branwell, Saint Blazey, Saint Austell, town of Saint Austell, Saint Mewan, all in the said county of Cornwall, and terminating in the said parish of Saint Austell, in a field adjoining the parish road leading from the town of Saint Austell to the Wrestling Green, in the same parish, and nearly opposite the Fair Park there.

A branch commencing at or from the before described terminus at Pyder-street, in the parishes of Kenwin and Saint Mary Truro, or one of them, and passing from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Kenwyn Saint Mary, town and borough of Truro, and Kea, all in the said county of Cornwall, and terminating in a certain field in the occupation of John Nicholls, in the said parish of Kenwyn, by a junction with the proposed West Cornwall Railway there.

A branch commencing in certain lands, called Deep Tie, the property of Sir Charles Lemon, Baronet, near a dwelling-house in the occupation of Joseph Bray the younger, and Elizabeth Tonkyn, in the parish of Saint Columb Major, in the said county of Cornwall, and passing from, through, or into the several parishes, townships, and extra-parochial and other places following, or one of them, that is to say; Saint Columb Major, Town of Saint Columb, and terminating at the Town Head of Saint Columb in the parish of Saint Columb aforesaid, in land occupied by George Buckthought, near the convergence of the highways leading from Saint Columb, to Saint Columb Minor, Truro, and Newlyn, respectively, in the same parish.

A branch commencing in a field in the said borough of Bodmin, occupied by George Hill, near Carminow Cross, and abutting on the turnpike road leading from Bodmin to Liskeard, and passing from, in, through, or into the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say; Lanhy-

drock, Bodmin, town and borough of Bodmin, Egloshayle, Saint Breoke otherwise Saint Breock, Little Petherick, Saint Issey, Padstow, the Haven of Padstow, and the bed and shores thereof, Little Petherick Creek, Pinxon Cove, Dinas Cove and other creeks connected with Padstow Haven aforesaid, and the beds and shores thereof respectively; the River Camel or Allen, and the bed and shores thereof, all in the said county of Cornwall, and terminating at the south quay of the basin opposite the Harbour Master's office at Padstow, in the said parish of Padstow.

A branch commencing in a field in the said parish of North Tawton, occupied by Mr. John Shillson, abutting south on the turnpike-road leading from Okehampton to Crediton, and adjoining Greenslade Moor, and passing from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say; North Tawton, Week, Sampford Courtenay, Broadnymet, Bow otherwise Nymet Tracy, Bondleigh, Honeychurch, Broadwood Kelly, Wempworthy, South Tawton, Winkleigh, Brushford, Eggesford, Coleridge, otherwise Coldridge, Chawleigh, Lapford, Rowland Nymet, Chenson, Loosebeare and Chulmleigh, all in the said county of Devon, and terminating by a junction with the proposed Taw Vale Extension Railway in a field in the said parish of Chawleigh occupied by John Saunders, abutting north on the turnpike-road leading from Barnstaple to Exeter, about three furlongs north of Chenson turnpike-gate.

A branch commencing in a coppice wood occupied by Richard Davie, about one furlong north of Meetford Bridge, in the said parish of Saint Thomas, otherwise Saint Thomas the Apostle, in the said county of Devon, and passing from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say; Saint Thomas, otherwise Saint Thomas the Apostle, Oldridge, Tedburn Saint Mary, otherwise Saint Mary Tedburn, Kerton, otherwise Crediton, otherwise Kyrton, and the town of Crediton, all in the said county of Devon, and terminating in the said parish of Crediton, on the south side of East-street, in the town of Crediton, at its junction with Charlotte-street, in the same town.

And notice is also hereby given, that it is intended to take powers in the said Bill to make certain alterations in the width and direction and levels of the Bodmin and Wadebridge Railway, and the several branches thereof, or part and parts thereof, within the parishes, townships, and extra-parochial places of Saint Breoke, otherwise Saint Breock, Egloshayle, Bodmin, town and borough of Bodmin, Pendewey, and Dunmeer, Berrycombe, Helland, Blisland, and Simonward, otherwise Saint Breward, or some of them, in the said county of Cornwall, to such extent and in such manner as will be shown on the plans and sections to be deposited as hereinafter mentioned.

And it is intended to apply for powers to make lateral deviations from the line of the proposed railways and works, to the extent or within the limits defined

upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike-roads, parish-roads, and other highways, streets, harbours, docks, bridges, creeks, rivers, streams, sewers, canals, navigations, railways, and tramroads, within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purpose of the said railways and works.

And notice is hereby further given, that duplicate plans and sections of the said railways and works, together with books of reference thereto, and also a published map, with the line of railway delineated thereon, will be deposited for public inspection with the Clerk of the Peace for the county of Cornwall, at his office at Saint Austell, in the said county of Cornwall, and with the Clerk of the Peace for the county of the city of Exeter, at his office in the said city, and with the Clerk of the Peace for the county of Devon, at his office at the Castle at Exeter, -in the said county of Devon, on or before the thirtieth day of November one thousand eight hundred and forty-six; and that on or before the said thirtieth day of November, one thousand eight hundred and forty-six, a copy of so much of the said plans and sections as relates to each parish in or through which the said railways and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

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

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

aforesaid, or some of them: And it is further proposed by the said Bill to authorise the union and amalgamation of such other company with the said London and South Western Railway Company, upon such terms and conditions as may be mutually agreed upon, and to authorise such company when so united or amalgamated to use and work the said proposed railways and works, and to take tolls upon or in respect thereof.

And it is further intended by the said Bill to enable the said London and South-Western Railway Company, or any other company incorporated by the said Bill, and the owners or owner for the time being of the Newquay Harbour and tramroads, and the Company of Proprietors of the Bodmin and Wadebridge Railway, and the Company of Proprietors of the Delabole and Rock Railway, and the Company of Proprietors of the Exeter and Crediton Railway, and the Company of Proprietors of the Taw Vale Railway and Dock, and of the Taw Vale Extension Railway, and the Company of Proprietors of the Cornwall Railway, and the Company of Proprietors of the West Cornwall Railway, and the Company of Proprietors of the Sutton Pool Company, and the Company of Proprietors of the proposed Sutton Harbour and Dock Company, to enter respectively into and carry into effect such mutual arrangements as to them may seem expedient for the sale or leasing, or for the purchase and hiring respectively, of any or either of the said last-mentioned railways, harbours, docks, and works, or any portion thereof, or of the tolls and duties payable in respect thereof, and of all or any of the powers of either of the said last-mentioned companies or proprietors in relation to the said railways, harbours, docks, and works, or any of them, to the London and South Western Railway Company, or any other company to be incorporated as aforesaid, to take tolls, rates, and duties upon or in respect thereof, and for adapting the said railways, harbours, docks, and works, or any or either of them, to the purposes of the said London and South Western Railway Company, or any other company to be incorporated as aforesaid.

And notice is hereby further given, that for carrying into effect all or any of the above objects, it is intended to apply for powers to alter, amend, extend, and enlarge the powers and provisions of the several Acts following relating to the said London and South Western Railway, that is to say; "The London and South Western Railway Act, 1834," "The London and South Western Railways Deviation Act, 1837," "The Portsmouth Branch Railway Act, 1839," "The London and South Western Railway Company's Amendment Act, 1841," "The London and South-Western Railway Company's Wandsworth Water Act, 1841," "The Salisbury Branch Railway Act, 1844," "The London and South Western Railway Company's Amendment Act, 1844," "The Southampton and Dorchester Railway Act, 1845," "The London and South-Western Railway Metropolitan Extensions Act, 1845," "The London and South Western Railway Company's Amendment Act, 1845," "The London and South Western Railway Company's Amendment Act, 1846," "The London and South

Western Railway (Chertsey and Egham Branch) Act, 1846," "The London and South Western (Farnham and Alton Branch) Act, 1846," "The London and South Western Railway (Hampton Court Branch) Act, 1846," "The London and South Western Railway Company's London Bridge Extension Act, 1846," and "The London and South Western Railway Company's Basingstoke and Salisbury Extension Act, 1846."

And also the powers and provisions of the following Acts relating to the said Newquay Harbour and tramroad, that is to say; an Act passed in the first and second years of the reign of Her present Majesty Queen Victoria, intituled "An Act for maintaining the Pier and Harbour of Newquay, in the county of Cornwall;" an Act passed in the seventh year of the reign of Her present Majesty Queen Victoria, intituled "An Act to amend an Act for maintaining the Pier and Harbour of Newquay, in the county of Cornwall, and to make certain tramroads in connexion therewith."

And also the powers and provisions of the following Acts relating to the Bodmin and Wadebridge Railway Company, that is to say, an Act passed in the second year of the reign of his late Majesty King William the Fourth, intituled "An Act for making and maintaining a Railway from Wadebridge, in the parish of Saint Breoke, to Wenford Bridge, Saint Breward, with a collateral branch to the borough of Bodmin, and certain other branches, all in the county of Cornwall;" and of an Act passed in the fifth and sixth years of the reign of His late Majesty King William the Fourth, intituled "An Act to amend an Act relating to the Bodmin and Wadebridge Railway."

And also the powers and provisions of the following Act relating to the said Delabole and Rock Railway Company, that is to say, an Act passed in the eighth year of the reign of Her present Majesty Queen Victoria, intituled "An Act for making a Railway from Mellom, in the parish of Minster, to Black Rock, in the parish of Saint Michael in Saint Minver Lowlands, in the county of Cornwall."

And also the powers and provisions of the following Act relating to the Exeter and Crediton Railway Company, that is to say, an Act passed in the eighth and ninth years of the reign of Her present Majesty Queen Victoria, intituled "An Act for making a Railway from Exeter to Crediton, in the county of Devon."

And also the powers and provisions of the following Acts relating to the Taw Vale Railway and Dock Company, that is to say: An Act passed in the first year of the reign of Her present Majesty Queen Victoria, intituled "An Act for making a Railway from Penhill, in the parish of Fremington, in the county of Devon, to the town of Barnstaple, and for constructing a Dock, in the said parish of Fremington, to be called 'The Taw Vale Railway and Dock;'" and an Act passed in the ninth year of the reign of Her said Majesty, intituled, "An Act to amend the Act relating to the Taw Vale Railway and Dock;" and an Act passed in the tenth year of the reign of Her said Majesty, intituled, "An Act for amending the Acts relating

to the Taw Vale Railway and Dock, and for making an extension therefrom to the Exeter and Crediton Railway, in the county of Devon."

And also the powers and provisions of "The Cornwall Railway Act, 1846."

And also the powers and provisions of "The West Cornwall Railway Act, 1846."

And also the powers and provisions of the following Acts relating to the Sutton Pool Company, that is to say, an Act passed in the fifty-first year of the reign of His late Majesty King George the Third, intituled "An Act for the improvement of the Harbour of Sutton Pool, in the port of Plymouth, in the county of Devon;" and an Act passed in the second year of the reign of His late Majesty King William the Fourth, intituled "An Act to continue the term and to alter and amend the powers of an Act passed in the fifty-first year of the reign of His late Majesty King George the Third, for the improvement of the Harbour of Sutton Pool, in the port of Plymouth, in the county of Devon."

And it is also proposed by the said intended Bill to authorise the London and South Western Railway Company, or the Company to be incorporated by the said Bill, to advance money on loan, at interest, to the Commissioners appointed under or by virtue of a certain Act passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for regulating, maintaining, and improving the Port of Padstow, in the county of Cornwall, and the navigable parts of the River Camel or Allen, in the same county, for the purposes of the said Act, and to amend the said Act for carrying the said object into effect."

Dated this eleventh day of November, 1846.

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

T. Harry Tilly, Falmouth.

Eastern Counties Railway.

(Lynn and Ely Railway, and Ely and Huntingdon Railway, and Lynn and Dereham Railway Purchase or Lease.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize the sale or lease by the Lynn and Ely Railway Company, upon such terms and conditions as have been or may be agreed upon, to the Eastern Counties Railway Company of the Lynn and Ely Railway, authorized to be made by an Act passed in the session of Parliament held in the 8th and 9th years of the reign of Her present Majesty, and also to authorise the sale or lease by the Ely and Huntingdon Railway Company to the said Eastern Counties Railway Company of the Ely and Huntingdon Railway, also authorised to be made by an Act passed in the Session of Parliament held in the 8th and 9th years of the reign of Her present Majesty; and also to authorise the sale or lease by the Lynn and Dereham Railway Company to the said Eastern Counties Railway Company of the Lynn and Dereham Railway, also authorised to be

made by the Lynn and Dereham Railway Act, 1845, together with all the powers (including powers for the compulsory purchase of lands and houses), rights, privileges, lands, buildings, property, and effects, at present vested in the Lynn and Ely Railway Company, or in the Ely and Huntingdon Railway Company, or in the Lynn and Dereham Railway Company; and to enable the said Eastern Counties Railway Company to proceed, if necessary, with and complete the construction of the Lynn and Ely Railway, and the Ely and Huntingdon Railway, and the Lynn and Dereham Railway, and to effect such purchases, or accept such leases, and to hold, use, exercise, and enjoy the said Railways, as and when completed, together with all the rights, powers, privileges, lands, buildings, and effects aforesaid.

And it is further proposed by such Act to take powers to dissolve (if need be) the said Lynn and Ely Railway Company, the Ely and Huntingdon Railway Company, and the Lynn and Dereham Railway Company or either of them, and to alter or repeal the Lynn and Ely Railway Act, 1845, and the Ely and Huntingdon Railway Act, 1845, and the Lynn and Dereham Railway Act, 1845, or either of them, and to amalgamate the said Lynn and Ely Railway, the Ely and Huntingdon Railway, and the Lynn and Dereham Railway, with the Eastern Counties Railway, so that the same may form part of that undertaking, and as such be subject to the provisions (so far as the same may be applicable) of the several Acts following; that is to say, the 6th and 7th William the Fourth, cap. 106; 1st and 2d Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2d and 3d Victoria, caps. 77 and 78; 3d Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35; and for the purposes aforesaid it is intended to alter, amend, extend, vary, or enlarge, so far as may be necessary, the powers and provisions contained in the said last-mentioned Acts.

And it is further proposed by such intended Act to enable the said Eastern Counties Railway Company to levy and raise tolls, rates, and duties in respect of the said Lynn and Ely Railway, the Ely and Huntingdon Railway, and the said Lynn and Dereham Railway, and to alter the tolls, rates, and duties at present authorised to be levied on such last-mentioned railways respectively, and to vary or extinguish all rights or privileges which would in any manner impede or interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

Dated this 7th day of November 1846.

John Duncan, Solicitor, 7, New Palace-yard, Westminster.

Eastern Counties Railway (Somersham to Ramsey.)

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

session for an Act to authorise the construction and maintenance of a railway, with all proper works, stations, approaches, and conveniences connected therewith, commencing by a junction with the Wisbech, St. Ives, and Cambridge Junction Railway as at present authorised to be made, in the parish of Somersham, in the county of Huntingdon, at or near a field, the property of the trustees under the will of the late Evan Edwards, and now in the occupation of William Wakefield Woods, passing thence from, in, through, or into, or being situate within the several parishes, townships, and extra-parochial and other places following or some of them, that is to say:—Colne, Somersham with the Soake, Somersham, Pidley, Pidley cum Fenton, Warboys, Wistow, Bury with Hepmangrove, Bury, Hepmangrove, Ramsey with the Members, and Ramsey, all in the county of Huntingdon, and terminating in the parish and town of Ramsey, in the same county, in or near a field, the property of Edward Fellowes, Esquire, and now in the occupation of Timothy Potton.

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

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

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament following, that is to say:—of the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; and 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

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

works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, and a published map showing the general course and direction of the said railway, will be deposited on or before the thirtieth day of November in the present year with the Clerk of the Peace for the county of Huntingdon, at his office at St Ives; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said works are intended to be made, will be deposited on or before the said thirtieth day of November, with the parish clerks of those parishes, respectively at their respective residences.

Dated the 7th day of November 1846.

John Duncan, Solicitor, 7, New Palace-yard, Westminster.

Eastern Counties Railway.

Purchase or Lease of the North Woolwich Railway, of the East and West India Docks and Birmingham Junction Railway, and of the Pepper Warehouses and Wharfs of the East and West India Dock Company upon the River Lea, and Construction of Docks in connexion with the North Woolwich Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act or Acts to authorize the sale or lease by the North Woolwich Railway Company, upon such terms and conditions as have been or may be agreed upon, to the Eastern Counties Railway Company of the North Woolwich Railway, and also the sale or lease by the East and West India Docks and Birmingham Junction Railway Company, upon such terms and conditions as may be agreed upon, of the East and West India Docks and Birmingham Junction Railway, or any portion thereof, to the said Eastern Counties Railway Company, together with all powers (including powers for the compulsory purchase of lands), rights, privileges, lands, buildings, property, and effects at present vested in the North Woolwich Railway Company, or in the East and West India Docks and Birmingham Junction Railway Company, and to enable the said Eastern Counties Railway Company to purchase or lease such railways, or either of them, or any portions thereof, and to proceed with and complete the construction of such of the works, which the said North Woolwich Railway Company, or the said East and West India Docks and Birmingham Junction Railway Company, are now by law authorised to construct, as may be unfinished or not constructed at the time of the passing of the said intended Act, and to hold, use, exercise, and enjoy the said North Woolwich Railway, and the said East and West India Docks and Birmingham Junction Railway, or either of them, or such portion thereof as shall have been purchased or leased, as and when completed, together with all the rights, privileges, lands, buildings, and effects aforesaid.

And it is further intended by such Act or Acts to take powers to dissolve if need be the said last mentioned Companies, or either of them, and to amalgamate the said North Woolwich Railway and the said East and West India Docks and Birmingham Junction Railway, or either of them, with the Eastern Counties Railway, so that the same respectively may form part of that undertaking, and as such be subject to the several Acts hereinafter mentioned relating thereto; and it is also intended by such Acts to authorise the Eastern Counties Railway Company to let on building leases any surplus lands which may have been purchased, or which they may purchase under the powers of the said Act or Acts, for the purposes of the said Act or Acts.

And it is also intended by such Act or Acts to authorise the sale or lease by the East and West India Dock Company to the Eastern Counties Railway Company of certain warehouses and wharfs now vested in the East and West India Dock Company, situate upon and adjoining the river Lea, in the parishes of Poplar and St. Leonard's Bromley, or one of them, in the county of Middlesex, together with all rights and privileges at present possessed by the said East and West India Dock Company in connexion therewith, and to enable the Eastern Counties Railway Company to effect such purchase or accept such lease, and to hold, use, exercise, and enjoy the said warehouses and wharfs, together with all the rights and privileges last aforesaid.

And it is also intended by such Act or Acts to enable the Eastern Counties Railway Company to construct and maintain a dock or docks, with all proper basins, cuts, piers, wharfs, bridges, locks, warehouses, and other works connected therewith, at a point near the terminus of the said North Woolwich Railway, at or near the Barge House Ferry on the river Thames, and situate within the parishes, townships, and extra-parochial or other places of East Ham, in the county of Essex, and Woolwich, in the county of Kent, or one of them.

And it is intended to divert into such intended dock or docks, basins, cuts, or locks, certain waters of the river Thames, and to take powers to stop up, alter, or divert, whether temporarily or permanently, all streets, roads, ways, drains, sewers, and pipes within the aforesaid parishes, which it may be necessary to stop up, alter, or divert, for the purposes last aforesaid, and to purchase lands by compulsion or agreement for such purposes, and to vary or extinguish all existing rights connected with such lands, or which would in any manner impede or interfere with the construction or use of the docks and works aforesaid; and it is also intended to enable the said Eastern Counties Railway Company to levy tolls, rates, and duties in respect of the use of the said North Woolwich Railway; and in respect of the said East and West India Docks and Birmingham Junction Railway; and in respect of the use of the said warehouses and wharfs of the East and West India Dock Company; and also in respect of the said intended docks and the works connected therewith; and to alter existing tolls, rates, duties, and rents, and also to raise capital for any of the objects aforesaid; and for the purposes

hereinbefore specified, or any of them, it is intended, so far as may be necessary, to alter, amend, vary, extend, enlarge, or repeal the powers and provisions contained in the several Acts of Parliament following, that is to say, in "The North Woolwich Railway Act, 1845;" in "The East and West India Docks and Birmingham Junction Railway Act, 1846;" and the several Acts of Parliament, local and personal, following: that is to say, passed in the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 91; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35; and also "An Act to amend the several Acts relating to the West India Dock Company, and the East India Dock Company, and to consolidate the said Companies."

And notice is hereby further given, that a plan and section, showing the situation and levels of the said intended dock, and the works connected therewith, together with a book of reference to such plan, will be deposited for public inspection, on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, and with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county; and that copies of so much of the said plan, section, and book of reference, as relates to each of the parishes in which such dock, and the works connected therewith, will be situated, will be deposited for public inspection on or before the same day with the parish clerks of such parishes respectively, at their respective residences.

Dated this 7th day of November 1846.

John Duncan, Solicitor,
7, New Palace Yard, Westminster.

Swansea Harbour Acts Amendment.

Extension of time to complete works; power to raise more money to alter, vary, increase and impose tolls, to make a cut and lock to communicate from the river Tawe with the Swansea Canal, and to build a bridge over the said canal, and the cut or cuts to communicate therewith.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill to alter, amend, extend and enlarge the powers and provisions of the several Acts following (that is to say), an Act passed in the thirty-first year of the reign of His late Majesty King George the Third, intituled "An Act for repairing, enlarging, and preserving the Harbour of Swansea, in the county of Glamorgan." Another Act passed in the thirty-sixth year of the reign of His late Majesty King George the Third, intituled "An Act to amend, and render more effectual, an Act made in the thirty-first year of His present Majesty, for repairing, enlarging, and pre-

serving the Harbour of Swansea, in the county of Glamorgan, and for making improvements in the Lights at the Mumbles." Another Act passed in the forty-fourth year of His late Majesty King George the Third, intituled "An Act for amending and enlarging the powers of two Acts passed for preserving the Harbour of Swansea, in the county of Glamorgan, and for further improving the same." Another Act passed in the sixth and seventh years of His late Majesty King William the Fourth, intituled "An Act to alter and amend several Acts for the improvement of the Harbour of Swansea, in the county of Glamorgan, and for further improving the said harbour." And also, an Act passed in the seventh and eighth years of Her Majesty Queen Victoria, intituled "An Act for altering and amending several Acts for the improvement of the Harbour of Swansea, in the county of Glamorgan;" and particularly to extend the time limited by the said last-mentioned Act, for the completion and execution of the several works authorised to be made under or by virtue of the said Acts, or some of them, and to levy new tolls, rates, duties, and charges upon ships, barges, lighters, boats, and other vessels coming into and going out of the said harbour, and also upon all goods, wares, and merchandise, articles, matters, and things imported into or exported from the said harbour, and also to alter the existing tolls, rates, duties, and charges by the said Acts, or some of them, authorised to be raised, levied, collected and paid, and to provide for the more easy recovery of tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties and charges, and other rights and privileges.

And notice is hereby given, that it is intended by the said Bill, to apply for powers for making and maintaining a bridge over the Swansea Canal, with all proper and convenient abutments, works, and communications and approaches on each side thereof, and other conveniences connected therewith such bridge to be built in a line with the road over the bridge intended to be erected across the River Tawe, near the Pottery, to the Strand, in the town of Swansea. And also to construct and maintain a cut from the River Tawe, to communicate with the Swansea Canal, at or near the Canal Wharves, in the parish of Swansea aforesaid, and to erect a lock in the said cut, and to erect and maintain a bridge or bridges over the same; and also to construct and maintain other cut or cuts, lock, or locks, from the said River Tawe, to communicate with the said Swansea Canal, at such other parts of the said River Tawe, in the several parishes of Swansea and St. John's-juxta-Swansea, in the said county of Glamorgan, as the Trustees acting under the said several Acts, shall and may think proper to direct, provided that the owners of all land required for such purposes, shall consent thereto; and also to impose certain rates and duties upon all ships, barges, lighters, boats, and other vessels; and also upon all goods, wares, or merchandise, taken or passing through either of the said locks, which said bridges, cuts, locks, approaches, and works, will be made in or pass from, in, through, or into the several parishes, townships,

and extra-parochial and other places following, or one of them (that is to say), the parish of Swansea, and the parish of St. John's juxta Swansea, in the County of Glamorgan. And it is intended to apply for powers to make lateral deviations from the line of the proposed bridges, cuts, locks, approaches, and other works to the extent, or within the limits defined upon the plans hereinafter mentioned; and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, sewers, pipes, canals, navigations, railways, or tramroads within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works.

And notice is hereby given, that duplicate plans of the said bridges, cuts, locks, approaches, and works, together with books of reference thereto, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in the said county, on or before the 30th day of November, 1846, and on or before the said 30th day of November, 1846, a copy of so much of the plans as relates to each parish in or through which the said bridges, cuts, locks, approaches, and works, are intended to be made, together with a book of reference thereto, will be deposited with the Parish Clerk of each such parish, at his place of abode.

And notice is hereby further given, that it is intended by the said Bill, to enable the trustees of Swansea Harbour to raise money for the purposes of the said Acts or some of them, and of the said intended Bill, and to apply for powers for the compulsory purchase of lands and houses, and for power to divert the water from the Swansea Canal, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes of the said bridges, cuts, locks, approaches, and other works, and also to levy tolls, rates, or duties upon or in respect of the said bridges, cuts, locks, approaches, and works connected therewith, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

Dated this seventh day of November, 1846.

Lewis Thomas, Solicitor to the Bill, Swansea.

Sheffield, Rotherham, and Doncaster Junction
Railway.

(Masbrough to Doncaster.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act or Acts to make and maintain a railway or railways, with all proper works, stations, approaches, and other conveniences connected therewith, commencing by a junction with the Midland Railway, otherwise

No. 20677.

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North Midland Railway, at or near to the Masbrough Station, at Masbrough, in the township of Kimberworth, in the parish of Rotherham, in the West Riding of the county of York, and terminating in certain land belonging to the devisees in trust of the late Thomas Hall, occupied by William Greenfield, William Marsden, and John Maw, some or one of them, situate, lying, and being between the Tinsley and Doncaster turnpike-road, near or contiguous to the Shakespeare's Head Inn, and the Doncaster Union Workhouse, all in the township and parish of Doncaster, in the said West Riding of the county of York.

And which said intended railway, and works connected therewith, will pass from, in, through, or into, or be situated within the several parishes, townships, townlands, chapelries, or extra-parochial or other places following, or some of them, that is to say: Masbrough, Kimberworth, Greasbrough, Rotherham, Eastwood, Aldwark, Ecclesfield, Dalton Brook, Dalton Magna, Dalton Parva, Herringthorpe, Whiston, Thrybergh, Bramley, Wickersley, Ravenfield, Firsby, Flanderwell, Hooton Roberts, Clifton, Conisbrough, Braithwell, Denaby, Butterbusk, Levitt Hagg, Mexbrough, Edlington, Sprosbrough, Swinton, Wath-upon-Deane, Cadeby, Cusworth, Melton, Wadworth, Loversall, Balby, Hexthorpe-cum-Balby, Warmsworth, Elmfield, Doncaster, Arksey, Bentley-with-Arksey, Cantley and Rossington, all in the said West Riding of the county of York.

And notice is hereby further given, that by the said Act or Acts it is intended to incorporate a Company for the purpose of carrying into effect the objects aforesaid; and to take powers to purchase lands and buildings by compulsion or agreement for the purposes thereof, and to levy tolls, rates, and duties in respect of the use of the said intended railway and works, and to grant certain exemptions from such tolls, rates, and duties. And it is also intended by such Act or Acts to vary or extinguish all existing rights or privileges connected with the lands and buildings proposed to be purchased or taken for the purposes of the said undertaking; or which would in any manner interfere with, or impede the construction, maintenance, or use of the said intended railway or works, or any of them, and to confer other rights and privileges.

And it is also intended by such Act or Acts to take powers to deviate from the line or lines laid down on the plans hereinafter mentioned to the extent thereon defined, and to stop up, divert, vary, or alter, either temporarily or permanently, within the parishes, townships, chapelries, and extra-parochial, or other places hereinbefore mentioned, or some of them, the lines, levels, and inclinations of all such turnpike roads, parish roads, highways, occupation roads, private roads, and other roads, streams, cuts, canals, aqueducts, sluices, navigable rivers, navigations, and railways, as may be necessary to stop up, divert, vary, or alter, for the purposes of constructing the said intended railway and works, or any of them.

And it is also intended by such Act or Acts to take powers to authorise junctions with any railway or railways at their commencement or termi-

nation, or in the line or course of such railway or railways, in the several parishes, townships, chapeltries, extra-parochial, and other places aforesaid, or some of them.

And it is also intended by such Act or Acts to take powers to enable the Company thereby to be incorporated to sell, lease, or transfer the said intended railway and works, or any of them, or any part or parts thereof respectively, and all or any of the powers of the said Company, in connexion therewith, or in relation thereto, to the said Midland Railway, otherwise North Midland Railway Company, or the said Great Northern Railway Company, or the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Company, or to the Sheffield and Lincolnshire Railway Company, or to the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, or any other company or companies or persons who may be willing to purchase or lease the same, and be named in the said Act or Acts, or any or either of them, and to enable the said Companies or persons, or any or either of them, to purchase or rent or construct the said intended railway and works, or any of them, or any part thereof, and to exercise such powers, or any of them, whether with reference to the levying of tolls, rates, and duties in respect thereof or otherwise; and also to raise and contribute funds towards the making, maintaining, working, and using of such intended railway and works, or any of them, or any part thereof respectively; or to guarantee to the said Company, to be incorporated by the said intended Act or Acts, or to be in any manner concerned thereunder in the said intended railway and works, or any of them, or any part thereof, such interest or profit on their outlay as may be agreed upon. And, also, to enable the said Company so to be incorporated, to purchase or rent out of their corporate or other funds the liberty and privilege of using all, or any part of any other railway or railways and works to be connected with the said intended railway and works, or any of them, or any part thereof respectively. And, also, to enable all or any of the said Companies or persons hereinbefore mentioned or referred to, to enter into and carry into effect such further and other mutual arrangements and agreements, either jointly or severally, and either mutually or with any other parties with relation to the said intended railway and works, or any of them, or any part thereof respectively, as may be deemed proper or expedient.

And notice is hereby further given, that duplicate plans and sections describing the line and the levels of the said intended railway and works, and the situation of the lands and property proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, together with a published map with the line of railway delineated thereon, so as to show its general course and direction, will, on or before the thirtieth day of November instant, be deposited for public

inspection with the Clerk of the Peace for the West-Riding of the county of York, at his office at Wakefield, in the said West-Riding, and with the Clerk of the Peace for the borough of Doncaster, at his office at Doncaster, in the said West-Riding. And so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway and works is or are intended to pass or be made, will also be deposited with the parish clerks of such parishes, at their respective residences.

Dated this 7th day of November 1846.

W. F. Hoyle, } Solicitors for
C. L. Coward, Rotherham, } the Bill.

M'Intosh's Patent Assignment.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to authorise the assignment to and purchase by a company or persons consisting of more than twelve individuals of the following letters patent, and the privileges thereby granted, that is to say, letters patent under the Great Seal of the United Kingdom bearing date at Westminster on or about the seventeenth day of May, in the 7th year of the reign of Her present Majesty, granting unto John M'Intosh the sole use of his invention of "Certain improvements in revolving engines and an improved method of producing motive power and of propelling vessels," within England, Wales, and town of Berwick-upon-Tweed, in the colonies and plantations abroad, and in the islands of Guernsey, Jersey, Alderney, Sark, and Man. And also any other letters patent for the sole use of any invention of any improvement or improvements upon such revolving engines, and method of producing motive power, and propelling vessels as aforesaid, or any of them, or any part thereof, or of any other invention or inventions relating thereto. And also to authorise the assignment to and purchase by the said company or persons of any partial or other interest or interests, license or licenses, in or under the said letters patent. And also to enable such company or persons to make, use, exercise, and vend such inventions and improvements. And to enable such company or persons to grant licenses, to make, use, exercise, and vend such revolving engines, methods, inventions, and improvements as aforesaid. And also to enable such company or persons to sell or otherwise dispose of the privileges granted by such letters patent as aforesaid, or any part thereof, or interest therein respectively. And to incorporate the said company, or to grant to the said company power to sue and be sued in the name or names of the said company, or one or more of the directors or officers thereof; and also to make provision and grant powers for the constitution and regulation of the said company.

Dated this 9th day of November, 1846.

Macdougall and Co., 44, Parliament Street,
Parliamentary Agent.

Bridge across the Thames from Church-street, Lambeth, to Market-street, Westminster.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to make and maintain a bridge across the river Thames, from or from near the point, in the parish of Saint Mary, Lambeth, in the county of Surrey, at which Church-street joins Lower Fore-street and the area or open space lying between Saint Mary, Lambeth church-yard, and the river Thames, to the opposite bank of the said river, near the point in the parish of Saint John the Evangelist, within the city and liberty of Westminster, in the county of Middlesex, where Market-street joins Millbank-street and Millbank-row, together with all necessary or convenient piers, stairs, landing places, roads, avenues, approaches, works, and conveniences in the said parishes, or one of them.

And notice is hereby further given, that duplicate plans of the said bridge and works, with books of reference thereto, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county of Surrey, at his office at North-street, Lambeth, in the same county; and with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions-house, Clerkenwell, in the same county; and that, on or before the said thirtieth day of November, a copy of the said plans, with a book of reference thereto, will be deposited with the parish clerk of each of the said parishes, at his place of abode.

And notice is hereby further given, that it is intended to incorporate a company for the purposes aforesaid, and to take powers for the compulsory purchase of lands and houses, and for levying tolls, rates, or duties upon or in respect of the said bridge and works; and for altering existing tolls, rates, or duties, and for conferring, varying, or extinguishing exemptions from payment of tolls, rates, or duties, and other rights and privileges.

Dated this 3rd day of November 1846.

Bircham, Dalrymple, and Drake, 15, Bedford-row, London.

Eastern Counties Railway.

(Cambridge, Royston, and Ware Line; with a Branch to the River Cam, and also a Branch to the Royston and Hitchin Railway.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorise the construction and maintenance of the railway and branch railways hereinafter described, with all proper works, stations, approaches, and conveniences connected therewith, in extension of the Eastern Counties Railway, that is to say, a railway commencing by a junction with the Eastern Counties Railway at or near a field in the parish of Great Shelford, in the county of Cambridge, the property of the Master, Fellows, and Scholars of Saint John's College, Cambridge, and now in the occupation of Henry Grain, and passing thence from, in, through, or into, or being

situate within the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say, Trumpington, Stapleford, Little Shelford, Great Shelford, Hauxton otherwise Hawkston, Harston, Foxton, Newton, Barrington, Shepreth, Meldreth, Bassingbourn, Kneesworth, Melbourn, Royston, in the county of Cambridge; Royston, Barkway, Tharfield, Reed otherwise East Reed, Buckland, Chipping, Sandon, Widdiall otherwise Wyddiall, Layston, Throcking, Aspeden otherwise Aspenden, Westmill, Little Horstead, Braughin otherwise Braughing, Standon otherwise Standon, Thundridge, Stanstead Deal otherwise Stanstead Abbots, Ware, Amwell otherwise Amwell Magna, in the county of Hertford; and terminating by a junction with the Hertford and Ware branch of the Northern and Eastern Railway at or near a field in the parish of Great Amwell, in the county of Hertford, the property of Mary Gopsill, and now in the occupation of Joseph Dighton; and also a branch railway to be used as a tram-road, commencing at or near the bridge by means of which the Hills road passes over the Eastern Counties Railway, in the parish of Saint Andrew the Less otherwise Barnwell, in the borough of Cambridge, in the county of Cambridge, passing thence, from, in, through, or into, or being situate within the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say; Saint Andrew the Less otherwise Barnwell, Little Saint Mary's otherwise Saint Mary the Less, in the borough of Cambridge, and Trumpington in the county of Cambridge, and terminating at a common in the parish of Little Saint Mary otherwise Saint Mary the Less, in the said borough of Cambridge, in the said county of Cambridge, the property of the Mayor, Aldermen, and Burgesses of the borough of Cambridge; and also another branch railway commencing by a junction with the said first-mentioned railway in the parish of Melbourn, in the county of Cambridge, at the turnpike road leading from Royston to Newmarket, near to a field the property of the Right Honourable Thomas Lord Dacre, and now in the occupation of Thomas Symm Maling, and passing thence from, in, through, or into, or being situate within the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say, Royston, Bassingbourn, and Melbourn in the said county of Cambridge; and terminating by a junction with the Royston and Hitchin Railway as at present authorised to be made in the parish of Bassingbourn, in the said county of Cambridge, at the turnpike road leading from Royston to Huntingdon, near to a field the property of Joseph Phillips, and now in his occupation.

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

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

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament, local and personal, following; that is to say, of the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201, and 9th and 10th Victoria cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

And notice is hereby further given, that maps, plans, and sections shewing the direction, situation, and levels of the said intended railways and works, and the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the county of Hertford, at his office at St. Alban's, in the same county, and with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said works are intended to be made, will be deposited on or before the said thirtieth day of November with the Parish Clerks of those parishes respectively at their respective residences.

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

John Duncan, Solicitor, 7, New Palace Yard, Westminster.

Eastern Counties Railway.

(Branch from Stratford to the Victoria Park, and Junction by means of three diverging lines with the East and West India Docks, and Birmingham Junction Railway.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorise the construction

and maintenance of a railway, with all proper works, stations, approaches, and conveniences connected therewith, in extension of the Eastern Counties Railway, commencing by a junction with the last-mentioned railway at or near a field in the parish of West Ham, in the county of Essex, the property of the master, wardens, and commonalty of the Mystery of Freeman of the Carpentry of the City of London, and now in the occupation of Thomas Geere, passing thence through the parishes of West Ham, in the county of Essex, and Saint Mary Stratford le Bow, in the county of Middlesex, and terminating at or near a pond or slip of marsh land in the parish of Saint Mary Stratford le Bow aforesaid, the property of George Weston, or the East and West India Docks and Birmingham Junction Railway Company, and now in the occupation of Henry John May; also a railway commencing by a junction with the Eastern Counties Railway near to a field in the aforesaid parish of Saint Mary Stratford le Bow, in the county of Middlesex, the property of John Ismay French, and now in the occupation of William Collingwood, passing thence wholly through, and terminating in the parish of Saint Mary Stratford le Bow aforesaid by a junction with the intended East and West India Docks and Birmingham Junction Railway at or near a field in the said parish of Saint Mary Stratford le Bow, the property of the Right Honourable Charles Shaw Leleuvre, or the East and West India Docks and Birmingham Junction Railway Company, and now in the occupation of Frenham Flowers; also a railway commencing from and out of the Eastern Counties Railway at or near a field or market garden ground in the said parish of Saint Mary Stratford le Bow, the property of Sir Charles Morgan, and now in the occupation of Isaac Ratford, passing thence wholly through, and terminating in the said parish of Saint Mary Stratford le Bow by a junction with the intended East and West India Docks and Birmingham Junction Railway in or near a flower garden abutting on the Bow-road, the property of Sir Charles Morgan, or the East and West India Docks and Birmingham Junction Railway Company, and now in the occupation of Richard Sims; and also another railway commencing by a junction with the Eastern Counties Railway at or near the bridge which carries the Eastern Counties Railway over the Old Ford Lane, in the said parish of Saint Mary Stratford le Bow, passing thence wholly through and terminating in the said parish of Saint Mary Stratford le Bow at the flower garden in the said parish hereinbefore described.

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

And it is also intended by such Act to take powers for the purchase of lands and houses, by

compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose.

And it is also intended by such Act to authorise the Eastern Counties Railway Company to let on building leases any surplus lands which may have been purchased, or which they may purchase under the powers of the said Act for the purposes of the said Act.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament, local and personal, following; that is to say, the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

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

Dated the 7th day of November, 1846.

John Duncan, 7, New Palace Yard,
Westminster, Solicitor.

London and South Western Railway Widening.

(Widening thereof between Wandsworth and Nine Elms, and enlargement of the York-road Station, and amendment of London and South Western Railway Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to enable the London and South Western Railway Company to alter, widen, and enlarge the line of the London and South Western Railway, and the stations and works connected therewith, and to make an additional line, or additional lines of railway, with all proper works and conveniences connected therewith, along and on the north side of the London and South Western Railway, within the parishes of Wimbledon, Wandsworth, Battersea, and Saint Mary Lambeth; some or one of them in the county of Surrey, commencing from the point of junction of the Richmond Railway, with the London and South Western Railway, at or near the bridge under the London and South Western railway, called Falcon Bridge, in the said parish of Battersea, and terminating at the present termination of the said London and South Western Railway, at Nine Elms in the same parish, and which said intended additional line or lines of railway will be made in, or pass, from, through, or into the said parishes of Wimbledon, Wandsworth, Battersea, and St. Mary Lambeth, some or one of them.

And also to enable the London and South Western Railway Company to alter, extend, and enlarge the intended station of the said Company authorized by "the London and South Western Railway Metropolitan Extensions Act, 1845," called the York-road Station, and to construct and maintain such additional works as may be necessary for the purposes within the parish of Saint Mary Lambeth, in the county of Surrey. And it is also intended to apply for powers to make lateral deviations from the said intended railway, and other works to the extent, or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, canals, sewers, pipes, navigations, bridges, railways and tramroads, within the said parishes, townships, extra parochial, and other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up, for the purposes of the said railway and other works.

And notice is hereby further given, that a plan of the said intended railway and other works, and also a duplicate of such plan and section and duplicate thereof, together with books of reference thereto, and also maps, plans, and sections, so far as the same may be required by the standing orders of Parliament, together with a book of reference thereto, of the said intended enlargement of the York-road Station aforesaid; and also a published map with the line of railway delineated thereon, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey at his office at North-street, Lambeth, in the said county, on or before the

thirtieth day of November 1846, and on or before the said thirtieth day of November, a copy of so much of the plans and sections as relates to each parish, in or through which the said works, or any of them, are intended to be made, together with a hook of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

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

And for the purposes aforesaid, it is intended to alter, amend, and enlarge the powers and provisions of the several Acts following, that is to say, "The London and South Western Railway Act, 1834;" "The London and South Western Railway Deviations Act, 1837;" "The Portsmouth Branch Railway Act, 1839;" "The London and South Western Railway Company's Amendment Act, 1841;" "The London and South Western Railway Company's Wandsworth Water Act, 1841;" "The Salisbury Branch Railway Act, 1844;" "The London and South Western Railway Company's Amendment Act, 1844;" "The London and South Western Railway Metropolitan Extensions Act, 1845;" "The London and South Western Railway Company's Amendment Act, 1845;" "The Southampton and Dorchester Railway Company's Act, 1845;" "The London and South Western Railway Company's Amendment Act, 1846;" "The London and South Western Railway Chertsey and Egham Branch Act, 1846;" "The London and South Western Railway Farnham and Alton Branch Act, 1846;" "The London and South Western Railway Hampton Court Branch Act, 1846;" "The London and South Western Railway Company's London Bridge Extension Act, 1846;" "The London and South Western Railway Company's Basingstoke and Salisbury Extension Act, 1846;" and "The Direct London and Portsmouth Railway Act, 1845."

Dated this 2nd day of November 1846.

Bircham, Dalrymple, and Drake, Bedford-row, London, Solicitors to the said Bill.

Herne Bay and Canterbury Junction Railway.

(For making a Railway from the Town of Herne Bay to a Junction with the Canterbury and Whitstable Railway at Broad-street, in the parish of Whitstable, in the county of Kent.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for making and maintaining a railway, with all proper and convenient stations, works, roads, and conve-

niences connected therewith, to commence in or near a garden or plot of ground at Herne Bay, in the town of Herne Bay, and parish of Herne, in the county of Kent, and numbered 1 in the same parish of Herne, on the plan hereafter referred to, and to terminate by a junction with the line of the Canterbury and Whitstable Railway, at or near Broad-street, in the parish of Whitstable, in the said county of Kent, at or upon the plot of ground numbered 30, in the same parish of Whitstable, in the said plans hereinafter mentioned, and which said railway and works will be situated in and pass from, in, through, or into the several parishes, townships, hamlets, and extra-parochial and other places following, that is to say, Herne Bay, Herne, Swalecliffe, and Whitstable, or some of them, all in the said county of Kent.

And it is intended to apply for powers in the said Bill to make lateral deviations from the line of the proposed railway and works to the extent or within the limits defined or shown upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike-roads, parish and other roads, streets, and highways, streams, sewers, canals, rivers, navigations, bridges, railways or tramroads within the said parishes, townships, hamlets, and extra-parochial or other places aforesaid, or such or so many of them as it may be necessary or expedient to cross, divert, alter, or stop up for the purposes of the said railway and works. And also to authorize a junction with the said Canterbury and Whitstable Railway, at the termination or on the line or course of the said intended railway, as before described in the parish aforesaid.

And it is also proposed in and by the said Bill to empower the said Company to be thereby incorporated to let on lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to the Canterbury and Whitstable Railway Company, or the South Eastern Railway Company, or any other Railway Company or Companies with whose line the said intended railway and works, or any part thereof, may unite, and to delegate to the said Canterbury and Whitstable Railway Company, or to the said South Eastern Railway Company, or either of them, or such other Company or Companies as aforesaid, the execution of all or any of the powers of the said intended Bill, and to authorise the said Canterbury and Whitstable Railway Company, or the said South Eastern Railway Company, or either of them, or such other Company or Companies as aforesaid, out of their corporate or other funds, and either jointly or severally to take shares in and subscribe for or towards the making, maintaining, working, and using the said intended railway and works, or any part thereof, or to purchase, rent, work, or construct and use the said intended railway and works, or any part of the same, and to take tolls and duties upon or in respect thereof, or to guarantee to the said intended Company such interest or profit upon their outlay as may be agreed upon, and to raise money for the purposes aforesaid by the creation of new shares or

otherwise, as may be deemed expedient, and generally to authorise the Company to be incorporated as aforesaid, and the said Canterbury and Whitstable Railway Company, or the South Eastern Railway Company, or such other Company or Companies as aforesaid, to enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railway and works, or any part thereof, and of the traffic passing or which may pass on the lines or works of the said Canterbury and Whitstable Railway Company, and the said South Eastern Railway Company, or such other Railway Company or Companies as aforesaid, and of the said proposed Railway Company, and of the tolls, rates, and duties payable in respect thereof.

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

And notice is hereby further given, that duplicate plans and sections of the said railway and works connected therewith, and of the lands proposed to be taken for the purposes aforesaid, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands, together with a published map, showing the general direction of such railway and works, will be deposited on or before the thirtieth day of November instant, for public inspection, with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the same county, and that a copy of so much of the said maps or plans and sections and books of reference as relates to each of the parishes in or through which the said proposed railway and works are intended to be made, will be deposited, on or before the same thirtieth day of November, with the parish clerks of such parishes at their respective places of abode.

Dated this 9th day of November 1846.

Thomas Pocock, Solicitor, Bartholomew Close.

York and North Midland Railway.

(Harrogate Branch, Boroughbridge and Knaresborough Extension.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to alter, amend, enlarge, and repeal some of the powers and provisions of the several Acts relating to the York and North Midland Railway Company, passed respectively in the sixth year of the reign of his late Majesty King

William the Fourth, and in the first, fourth, seventh, eighth, ninth, and tenth years of the reign of Her present Majesty; and to enable the said York and North Midland Railway Company to make the railway hereinafter mentioned, together with all necessary works and conveniences connected therewith, and approaches thereto respectively, that is to say:—

A railway from and out of the line of the Harrogate Branch Railway, belonging to the York and North Midland Railway Company, now in course of construction, commencing by a junction with the same branch, at or near a point marked A on the plans to be deposited as hereinafter mentioned, in the township and parish of Pannal, in the West Riding of the county of York, and terminating by a junction with the present authorised line of the Boroughbridge Branch Railway, belonging to the York and Newcastle Railway Company, at or near the terminus of the said last-mentioned branch railway, near the road leading from Boroughbridge to Northallerton, in the townships of Milby and Humberton-cum-Milby, or one of them, in the parish of Kirby-on-the-Moor, otherwise Kirby Hill, in the North and West Ridings of the county of York, or one of them; which said intended railway and other works will pass from, in, through, or into, or be situate within, the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say,) Pannal, Spofforth, Plumpton, Bilton with Harrogate, Bilton, High Harrogate, Low Harrogate, Knaresborough, Scriven, Scriven with Tentergate, Farnham, Goldsborough, Ferrensby, Flasby, Conyesthorpe, Claretton, Arkendale, Staveley, Aldborough, Copgrove, Minskip, Roecliffe, and Boroughbridge, in the said West Riding; Kirby Hill, otherwise Kirby-on-the-Moor, Langthorpe, Humberton, and Milby, in the said West and North Ridings, or one of them.

And it is proposed to apply for powers in the said Act so to be applied for to divert, alter, and stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, canals, navigations, and railways within the said parishes, townships, extra-parochial or other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up, for the purposes of such proposed railway and other works. And also to take powers for the purchase (by compulsion or otherwise) of lands and houses for all or any of the purposes of the said intended railway and works, or any of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the same railway and works, and to grant other rights and privileges. And also to levy tolls, rates, or duties for or in respect of the use of the said intended railway and works, and to confer such exemptions from the payment of such tolls or duties as may be thought expedient. And it is also proposed by the said intended Act to authorise the said York and North Midland Railway Company to raise a further sum of money for the purposes of the said intended

railway and works, and for the general purposes of the said undertaking.

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

Dated this 2nd day of November 1846.

<i>Richardson and Gutch,</i>	} Solicitors, York.
and <i>Henry Newton,</i>	
<i>Thomas Knox Holmes, Law,</i>	} Parliamentary Agents.
<i>Auton, and Turnbull,</i>	
Fludyer Street, Westminster.	

Blandford and Bruton Railway.

From Blandford, to join the Wilts, Somerset, and Weymouth Railway at Bruton, in the county of Somerset; with powers for the London and South Western Railway Company to make or purchase, or hire the same.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to enable the London and South Western Railway Company, or a Company to be incorporated by the said Bill, to make and maintain the Railway hereinafter mentioned, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, that is to say, a railway commencing at or near a house and premises situate in East-street, in the town of Blandford Forum, in the county of Dorset, belonging to Mr. Septimus Smith, late in the occupation of Henry Lees, M.D., and now unoccupied, and passing thence in, from, through, or into the several parishes, townships, and extra-parochial or other places following, that is to say, Blandford Saint Mary, Blandford Forum, Bryanstone, Pimperne Warnership, Pimperne, Nutford, France, Durweston Stourpaine, Ash, Lazerton, Endford Bottom, Hanford, Steepleton, Ranston, Shroton alias Iwerne Courtney, Turnwood alias Turnworth, Child Okeford, Farrington, Little Fontmell, Shillingstone alias Shilling Okeford, Beer Marsh, Hammoon, Manston, Higher Manston, West Orchard, Okeford Fitzpaine, Belchalwell, Banbury Common, Fiddleford, Sturminster-Newton Castle, Newton, Pentridge Farm, Bagber, Hinton Saint Mary, Yewstock, King's Mill, Marnhull, Lydlinch, Thornhill, Stock Galard, Stourton Caundle, Gomershay, Stalbridge, West Stalbridge,

Fifehead otherwise Fifehead Magdalen, Kington Magna, and Nyland, or some of them, in the said county of Dorset, and Henstridge, Whitchurch, Yenson, Temple Combe otherwise Abbas Combe otherwise Temple and Abbas Coombe, Stowell, Charlton Horethorne, Horsington, South Cheriton, North Cheriton, Holton, Lattiford, Maperton, Wincanton, Charlton Musgrove, Bratton otherwise Bratton Seymour, Wyke Champflower, Stoke and Knowle, Shepton Montague, Hadspen, Castle Cary, Pitcombe, Eastrip and Bruton, or some of them, in the said county of Somerset, and terminating in the said parish of Bruton, by a junction with the Wilts, Somerset, and Weymouth Railway, in a field called the Park, situate in the parish of Bruton, in the county of Somerset, abutting on the west side of the turnpike road leading from Bruton to Wincanton, in the occupation of Harry Harrington.

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

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

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

And it is also proposed, in and by the said Bill, if the said railway and works shall be made by any other Company or Companies than the said London and South-Western Railway Company, to autho-

rise such other Company or Companies to lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to the London and South Western Railway Company, and to delegate to the London and South Western Railway Company the execution of all or any of the powers of the intended Bill or Bills, and to authorize the London and South Western Railway Company, out of their corporate or other funds, to take shares in and subscribe for or towards the making, maintaining, working, and using the said intended railway and works, or any part thereof, or to purchase and take on lease, rent, work, or construct the said intended railway and works, or any part of the same, and to take tolls and duties upon or in respect thereof, or to guarantee to such other Company or Companies such interest or profit upon their outlay as may be agreed upon, and to raise money by shares, mortgage, or otherwise, for the purposes aforesaid, or some of them: And it is further proposed by the said Bill to authorize the union and amalgamation of such other Company or Companies, or either of them, with the said London and South Western Railway Company, upon such terms and conditions as may be mutually agreed upon, and to authorize such Company when so united or amalgamated to use and work the said proposed railway and works, and to take tolls upon or in respect thereof.

And notice is hereby further given, that for carrying into effect all or any of the above objects, it is intended to apply for powers to alter, amend, extend, and enlarge the powers and provisions of the several Acts following relating to the said London and South Western Railway, that is to say, "The London and South Western Railway Act, 1834," "The London and South Western Railways Deviations Act, 1837," "The Portsmouth Branch Railway Act, 1839," "The London and South Western Railway Company's Amendment Act, 1841," "The London and South Western Railway Company's Wandsworth Water Act, 1841," "The Salisbury Branch Railway Act, 1844," "The London and South Western Railway Company's Amendment Act, 1844," "The London and South Western Railway Company's Amendment Act, 1845," "The London and South Western Railway Metropolitan Extensions Act, 1845," "The Southampton and Dorchester Railway Act, 1845," "The London and South Western Railway Company's Amendment Act, 1846," "The London and South Western Railway Chertsey and Egham Branch Act, 1846," "The London and South Western Railway Farnham and Alton Branch Act, 1846," "The London and South Western Railway Hampton Court Branch Act, 1846," "The London and South Western Railway Company's London Bridge Extension Act, 1846," and "The London and South Western Railway Company's Basingstoke and Salisbury Extension Act, 1846."

And also the powers and provisions of the following Acts relating to the said Wilts, Somerset, and Weymouth Railway, that is to say, "The Wilts, Somerset, and Weymouth Railway Act, No. 20677.

1845," and "The Wilts, Somerset, and Weymouth Railway Amendment Act, 1846."

Dated this 2nd day of November, 1846.

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

The Eastern Union and the Ipswich and Bury Saint Edmund's Railways Amalgamation.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to authorise and empower the union and consolidation into one undertaking of the Eastern Union Railway and the Ipswich and Bury Saint Edmund's Railway, and the respective capital stock, shares, property, and effects of the Eastern Union Railway Company and of the Ipswich and Bury Saint Edmund's Railway Company, and the vesting in one Company of all the capital stock, shares, property and effects, powers and privileges, now vested, or which during the next session of Parliament may become vested, in the said two Companies, or either of them, and to authorise the incorporation of a new Company for the purposes above mentioned, with powers to exercise and enjoy all the rights, powers, and privileges now vested in them respectively, or which may become vested in them by any Act or Acts which may be passed in the next session of Parliament.

And it is also intended by the same Act so to be applied for to enable such new Company to levy tolls, rates, and duties for and in respect of the use of the said Eastern Union Railway and the Ipswich and Bury Saint Edmund's Railway respectively, or any of the branches thereof, and to alter the tolls, rates, or duties now existing upon the same railways respectively, and to confer, vary, or extinguish exemptions from payments of tolls, rates, or duties, and other rights and privileges. And for the purposes aforesaid, it is intended to alter, amend, and enlarge some of the powers and provisions of an Act passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for making a Railway from Colchester to Ipswich;" of an Act passed in the eighth and ninth years of the same reign, intituled "An Act to amend the Act relating to the Eastern Union Railway Company, and to raise a further sum of money for the purposes of the said undertaking;" and of another Act passed in the ninth and tenth years of the same reign, intituled "An Act to empower the Eastern Union Railway Company to complete the Eastern Union Railway from the junction thereof with the line of the Eastern Counties Railway at Ardleigh to Colchester." And also to alter, amend, and enlarge the powers and provisions of an Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for making a Railway from the Eastern Union Railway at Ipswich to Bury Saint Edmunds;" and of another Act passed in the ninth and tenth years of the same reign, and intituled "An Act to amend the Ipswich and Bury Saint Edmund's Railway Act 1845, and for making

a railway from the said Ipswich and Bury Saint Edmund's Railway to Norwich, with a branch therefrom."

Dated November 1846.

Few and Co., Covent Garden.
W. O. and W. Hunt, 10, Whitehall.

Reading, Guildford, and Reigate Railway.

(Deviations and repeal of restriction in Reading, Guildford, and Reigate Railway Act, 1846, as to construction of a portion of the line.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, and enlarge some of the powers and provisions of the "Reading Guildford, and Reigate Railway Act, 1846," and to enable the Company incorporated by such Act to abandon certain portions of the line of the said railway as at present authorised to be made, that is to say, from a certain point thereon, in or near a field, in the parish of Ash and county of Surrey, numbered 40 on the plans referred to in the said Act, to a certain other point thereon, in or near a field, in the parish of Worplesdon and county of Surrey, numbered 75 on the said plans, and from a certain other point thereon, in or near a field, in the parish of Albury and county of Surrey, numbered 53 on the said plans, to a certain other point thereon, in or near a field in the parish of Shiere and said county of Surrey, numbered 11 on the said plans, and to make and maintain, altered, or new lines of railway hereinafter described, together with all proper bridges, roads, works, stations, and conveniences connected therewith, and approaches thereto, respectively, in lieu of those parts of the said railway so proposed to be abandoned, that is to say, one of such new or altered lines of railway commencing by a junction with the line of the said Reading, Guildford, and Reigate Railway as at present authorised to be made in or near the said field, in the parish of Ash and county of Surrey, numbered 40 on the said plans, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial, and other places of Ash, Worplesdon and Wyke, or some or one of them, in the said county of Surrey, and terminating by a junction with the line of the Farnham and Alton branch of the South Western Railway, in or near a field in the said parish of Worplesdon and county of Surrey, numbered 70 on the plans referred to in "The London and South Western, Farnham, and Alton Branch Act, 1846," and the other of such new or altered lines of railway, commencing by a junction with the line of the said Reading, Guildford, and Reigate Railway as at present authorised to be made near the said field, in the parish of Albury and county of Surrey, numbered 53 on the plans referred to in the said first-mentioned Act, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial places of Albury and Shiere, or one of them in the said county of Surrey, and terminating by a junction with the line of the Direct London and Portsmouth Railway, as at present authorised

to be made in or near a piece of land in the parishes of Albury and Shiere, and county of Surrey, numbered 65 in the parish of Shiere, and numbered 2 in the parish of Albury, on the plans referred to in "The Direct London and Portsmouth Railway Act, 1846,"

And it is also intended by such Act to take power to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads, and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, townlands, and extra-parochial or other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works, or any of them. And it is also intended by such Act to enable the said Company to purchase lands by compulsion or agreement, for the purposes aforesaid, and to levy tolls, rates, and duties, in respect of the use of the said proposed works, and to grant certain exemptions from such tolls, rates, and duties. And it is further intended by such Act to vary or extinguish all existing rights, or privileges, in any manner connected with the lands proposed to be purchased, or taken for the purposes of the said intended works, or which should in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges. And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels of the said intended alterations or new lines of railway and works, and of the lands proposed to be taken for the purposes thereof respectively, together with books of reference to such plans, containing the names of the reputed owners, lessees, and of the occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, in the said county of Surrey; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes, in or through which the said intended alterations and new lines of railway and works are intended to be made, will be deposited on or before the said thirtieth day of November, with the parish clerks of those parishes, respectively, at their respective residences. And notice is hereby also given, that it is proposed in and by the said intended Act, to repeal so much of the said first-mentioned Act as restricts the Reading, Guildford, and Reigate Railway Company, under certain circumstances, from purchasing the land for, or constructing a certain portion of the railway thereby authorized, as lies between Gomshall and Dorking, in the county of Surrey.

Dated this 5th day of November 1846.

Hodgson, Concanen, and Noyes, Solicitors
to the Bill, 5, Lincoln's Inn-fields.

Coventry, Baubury, and Oxford Junction Railway.

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

struction and maintenance of a railway and branches, with all proper works, stations, approaches, communications, bridges, erections, and conveniences connected therewith, that is to say, a railway to commence at or near a place called Mier Bridge, in the parish of Napton-on-the-Hill, and Southam, or one of them, in the county of Warwick, by a junction with the authorised line of the Oxford and Rugby Railway, and to terminate in the parish of Saint Michael, Coventry, in the county of Warwick, by a junction with the line of the London and North Western Railway, at or near the commencement of the Leamington Branch of the said railway; and also diverging branches to connect the main line with the line of the Oxford and Rugby Railway, in the parish of Southam and Napton-on-the-Hill, or one of them; and with the line of the Rugby, Leamington, and Warwick Railway, in the parish of Marton and Long Itchington, or one of them, described in the plans and books of reference hereinafter mentioned, which said line of railway and branches will pass and be made from, in, through, and into the several parishes, townships, townlands, and extra-parochial and other places following, or some of them, that is to say, Napton-on-the-Hill, Southam, Ladbroke, Stockton, Long Itchington, Burbury otherwise Birdingbury, Bascote, Snowford, Humingham, Marton, Eathorpe, Wappenbury, Frankton, Princethorpe, Stretton-upon-Dunsmore, Bubbenhall, Ryton-upon-Dunsmore, Bagniton, Stoneleigh, Willenhall, Pinley, Stivichall, and Whitley, and Saint Michael, Coventry, Saint John Baptist, Coventry, and the Holy Trinity, Coventry, all in the said county of Warwick.

And it is intended to apply for and obtain powers in the said Act to authorise the construction and maintenance of a branch line of railway, with all requisite communications, approaches, stations, and other works and conveniences, to commence at and diverge from and out of the said intended line of railway, at or near the point where the said intended line of railway will cross the river Sherbourne, and to terminate at a point near to the south end of Much Park-street, otherwise Midsford-street, in the city of Coventry, which intended line of branch railway will lie in or pass through or into the parishes, townships, townlands, extra-parochial and other places following, or some of them, that is to say, Saint Michael Coventry, Saint John Baptist Coventry, or Saint Michael and Saint John Baptist Coventry, the district of Saint Thomas in the parish of Saint John Baptist Coventry, and certain Lamas lands in the parish of Saint Michael Coventry, or Saint John Baptist Coventry, or Saint Michael and Saint John Baptist Coventry, or the district of Saint Thomas in the parish of Saint John Baptist Coventry, all in the said county of Warwick.

And it is proposed in and by the said intended Act, to apply for powers to make lateral deviations from the line of the said proposed railway, and branches and works to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, either temporarily or permanently, all such turnpike and other roads, highways, streets, passages, railways, tramways, and other ways, aqueducts,

streams, canals, rivers, and watercourses within the said parishes, townships, townlands, extra-parochial and other places aforesaid, or any of them, or any part or parts thereof which it may be necessary or expedient to cross, divert, alter, or stop up for the purposes of the said works.

And it is also intended by such Act to incorporate a Company for the purpose of carrying into effect the said intended undertaking, or some part or parts thereof, and to apply for powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof, and to vary and extinguish all rights and privileges connected with the houses and lands to be so taken, and also to levy tolls, rates, and duties in respect of the use of the said railway, branches, and works, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from the payment of the tolls, rates, and duties and other rights and privileges.

And notice is hereby also given, that maps or plans and sections of the said intended railway, branches, and works, and duplicates thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers, will on or before the thirtieth day of November, 1846, be deposited for public inspection with the Clerk of the Peace for the county of Warwick, at his office at Stratford-upon-Avon in the same county; and that on or before the thirtieth day of November, 1846, a copy of so much of the said maps or plans, sections, and books of reference as relates to each parish, in or through which the said intended railway, branch railways, and works, are intended to pass and be made, will be deposited with the parish clerk of each such parish at his place of abode.

And it is further intended by such Act, to enable the Company to be thereby incorporated to sell, or let, or transfer the said intended railway, branches, and works, or any part or parts thereof, and the tolls thereof, and to delegate the execution of all or any of the powers to be granted by any such Act, to any other Railway Company or Companies, or persons with whose line the said railway and branches hereby contemplated, or any of them may unite, and to authorise such Company or Companies or persons, to purchase, rent, work or construct the said proposed railway and branches, or any part or parts thereof, or to unite or to amalgamate with any such Company or Companies and persons as aforesaid, and to take tolls and duties in respect thereof, and to exercise such powers or any of them as may be delegated to them as aforesaid, and generally to enter into and carry into effect such agreements and arrangements in reference to the objects aforesaid as may be or may have been agreed on, and to enable any such Company or Companies or persons to raise money for the purposes aforesaid.

Dated this 10th day of November, 1846.

John Chinery, Leamington.

M. Browne and Son, Parliamentary Agents,
Parliament-street, London.

York and North Midland and Manchester and
Leeds Railways.

(Hull Station and Branches.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to alter, amend, enlarge, and repeal some of the powers and provisions of the several Acts following, or some of them; (that is to say,) the Acts relating to the York and North Midland Railway Company, passed respectively in the 6th and 7th years of the reign of His late Majesty King William the Fourth, and in the 1st, 4th, 7th, 8th, 9th, and 10th years of the reign of Her present Majesty, and the Acts relating to the Manchester and Leeds Railway Company, passed respectively in the 6th and 7th years of the reign of His late Majesty King William the Fourth, and in the 2nd, 3rd, 4th, 7th, 8th, 9th, and 10th years of the reign of Her present Majesty; and to enable the said York and North Midland Railway and Manchester and Leeds Railway Companies, either jointly or separately, to make and maintain the railways and works hereinafter mentioned, with all necessary conveniences connected therewith, and approaches thereto; that is to say,

First. A railway from and out of the Bridlington branch of the Hull and Selby Railway, commencing by a junction therewith at or near the point where the turnpike-road, called or known as the Hessle road, crosses the said Bridlington Branch Railway, in the township of Willerby, and parish of North Ferriby, in the East Riding of the county of York; thence passing from, in, through, or into the townships, parishes, and extra-parochial or other places of Willerby, Swanland, Kirk Ella, West Ella, South Ella, and North Ferriby, all in the said East Riding, and in the township and parish of Holy Trinity, in the town or borough of Kingston-upon-Hull, in the county of the same town or borough, or some of them, and terminating at or near the west end of a certain street or place, called Paragon-street, in the said township and parish of Holy Trinity.

Second. A railway from and out of the said first-mentioned intended railway, commencing by a junction therewith, at or near to a point to be marked D on the plans to be deposited as hereinafter mentioned, in the township and parish of Holy Trinity aforesaid; thence passing from, in, through, or into the townships, parishes, and extra-parochial or other places of Holy Trinity aforesaid, Swanland, North Ferriby, and Cottingham, all in the said East Riding, or some of them, and terminating by a junction with the said Bridlington branch of the Hull and Selby Railway at or near a point to be marked E on the said plans, in the township and parish of Cottingham aforesaid.

Third. A railway from and out of the said first-mentioned intended railway, commencing by a junction therewith, at or near to a point to be marked A on the plans to be deposited as hereinafter mentioned, in the township and parish of Holy Trinity aforesaid; thence passing in or through the said township and parish of Holy Trinity, and terminating by a junction with the said secondly-mentioned intended railway, at or near to a point

to be marked B on the said plans, in the township and parish of Holy Trinity aforesaid.

Fourth. A railway from and out of the said Hull and Selby Railway, commencing by a junction therewith at or near to a point to be marked C on the plans to be deposited as hereinafter mentioned, in the township and parish of Hessle, in the said East Riding; thence passing from, in, through, or into the townships, parishes, and extra-parochial or other places of Hessle, Swanland, Anlaby, and North Ferriby, or some of them, all in the said East Riding, and terminating by a junction with the said Bridlington branch of the Hull and Selby Railway, at or near to the point where the same branch railway crosses the road, called or known as the Hessle turnpike-road, in the township of Swanland, and parish of North Ferriby aforesaid.

And also a station, with all proper conveniences connected therewith, and approaches thereto, at or near the terminus of the said first-mentioned proposed railway, in the township and parish of Holy Trinity aforesaid.

And it is intended to apply for powers in the said Act, so to be applied for, to stop up, divert, or alter, whether temporarily or permanently, all such turnpike-roads, parish roads, and other highways, streams, canals, navigations, railways, and tramways, within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to stop up, divert, or alter, for the purposes of such proposed railways, station, and other works respectively.

And also to take powers for the purchase, by compulsion or otherwise, of lands and houses for all or any of the purposes of the said intended railways, station, and works, or any of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the same railways, station, and works, and to confer other rights and privileges, and also to levy tolls, rates, or duties for, or in respect of, the use of the said intended railways, station, and works, and to confer such exemptions from the payment of such tolls, rates, or duties as may be thought expedient.

And it is also proposed by the said intended Act to authorise the said York and North Midland Railway Company and Manchester and Leeds Railway Company, or one of them, to raise a further sum of money for the purpose of or towards constructing and maintaining the said intended railways, station, and works, or any of them, and for the general purposes of the said undertaking.

And notice is hereby further given, that duplicate plans and sections of the said intended railways, station, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, will be deposited, for public inspection, with the respective Clerks of the Peace for the town and county of the town of Kingston-upon-Hull, at his office in the town of Kingston-upon-Hull aforesaid, and for the East Riding of the county of York, at his office in Beverley, in the same Riding, on or before the thirtieth day of November in this present year; and that, on or

before the said thirtieth day of November, a copy of so much of the said plans and sections as relates to each parish in or through which the said intended railways, station, and works are proposed to be made (with a book of reference thereto), will be deposited with the parish clerk of each such parish at his place of abode.

Dated the 2nd day of November, 1846.

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

York and North Midland Railway.

(Hull Station and Branches.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to alter, amend, enlarge, and repeal some of the powers and provisions of the several Acts relating to the York and North Midland Railway Company, passed respectively in the sixth year of the reign of His late Majesty King William the Fourth, and in the 1st, 4th, 7th, 8th, 9th, and 10th years of the reign of Her present Majesty, and to enable the said York and North Midland Railway Company to make and maintain the railways and works hereinafter mentioned, with all necessary conveniences connected therewith and approaches thereto, that is to say:—

1st. A railway from and out of the Bridlington branch of the Hull and Selby Railway, commencing by a junction therewith at or near the point where the turnpike-road, called or known as the Hessele-road, crosses the said Bridlington Branch Railway, in the township of Willerby, and parish of North Ferriby, in the East Riding of the county of York, thence passing from, in, through, or into the townships, parishes, and extra-parochial, or other places of Willerby, Swanland, Kirk Ella, West Ella, South Ella, and North Ferriby, all in the said East Riding, and in the township and parish of Holy Trinity, in the town or borough of Kingston-upon-Hull, in the county of the same town or borough, or some of them, and terminating at or near the west end of a certain street or place called Paragon-street, in the said township and parish of Holy Trinity.

2nd. A railway from and out of the said first-mentioned intended railway, commencing by a junction therewith, at or near to a point to be marked D on the plans, to be deposited as hereinafter mentioned, in the township and parish of Holy Trinity aforesaid, thence passing from, in, through, or into the townships, parishes, and extra-parochial or other places of Holy Trinity aforesaid, Swanland, North Ferriby, and Cottingham, all in the said East Riding, or some of them, and terminating by a junction with the said Bridlington branch of the Hull and Selby Railway, at or near a point to be marked E on the said plans, in the township and parish of Cottingham aforesaid.

3rd. A railway from and out of the said first-mentioned intended railway, commencing by a junction therewith, at or near to a point to be marked A on the plans to be deposited as herein-

after mentioned, in the township and parish of Holy Trinity aforesaid, thence passing in or through the said township and parish of Holy Trinity, and terminating by a junction with the said secondly-mentioned intended railway, at or near a point to be marked B on the said plans, in the township and parish of Holy Trinity aforesaid.

4th. A railway from and out of the said Hull and Selby Railway, commencing by a junction therewith, at or near to a point to be marked C on the plans to be deposited as hereinafter mentioned, in the township and parish of Hessele, in the said East Riding, thence passing from, in, through, or into the townships, parishes, and extra-parochial or other places of Hessele, Swanland, Anlaby, and North Ferriby, or some of them, all in the said East Riding, and terminating by a junction with the said Bridlington branch of the Hull and Selby Railway, at or near the point where the same branch railway crosses the road, called or known as the Hessele turnpike-road, in the township of Swanland, and parish of North Ferriby aforesaid.

And also a station, with all proper conveniences connected therewith, and approaches thereto, at or near the terminus of the said first-mentioned proposed railway, in the township and parish of Holy Trinity aforesaid.

And it is intended to apply for powers in the said Act, so to be applied for to stop up, divert, or alter, whether temporarily or permanently, all such turnpike-roads, parish roads, and other highways, streams, canals, navigations, railways, and tramways within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to stop up, divert, or alter, for the purposes of such proposed railways, station, and other works respectively.

And also to take powers for the purchase by compulsion or otherwise, of lands and houses for all, or any of the purposes of the said intended railways, station, and works, or any of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or, which would in any manner impede or interfere with the construction, maintenance, and use of the same railways, station, and works, and to confer other rights and privileges, and also to levy tolls, rates, or duties for, or in respect of the use of the said intended railways, station, and works, and to confer such exemptions from the payment of such tolls, rates, or duties, as may be thought expedient.

And it is also proposed by the said intended Act to authorise the said York and North Midland Railway Company, to raise a further sum of money for the purpose of, or towards constructing and maintaining the said intended railways, station, and works, or any of them, and for the general purposes of the said undertaking.

And it is intended by such Act to alter, amend, enlarge, and repeal some of the powers and provisions of the several Acts relating to the Manchester and Leeds Railway Company, passed respectively in the 6th and 7th years of the reign

of His late Majesty King William the Fourth ; and in the 2nd, 3rd, 4th, 7th, 8th, 9th, and 10th years of the reign of Her present Majesty, and to enable the York and North Midland Railway Company to demise and lease, and also to sell, convey, and transfer the said intended railways and works, or any part thereof, or their or any part of their interest therein, or all or any of the powers, rights, and privileges to be conferred upon the said York and North Midland Railway Company, in connexion therewith, or in relation thereto, to the said Manchester and Leeds Railway Company ; and to enable the said last-mentioned railway company to accept and take such demise, lease, purchase, and transfer, and to exercise such powers, rights, and privileges, or any of them, and also to raise and contribute funds for, or towards such purchase and transfer, or for or towards the construction, maintenance, and use of the said intended railways and works, or any part thereof, or for any of the purposes aforesaid, and generally to enter into, and carry into effect such arrangements in reference thereto as may be mutually agreed upon between the said Manchester and Leeds Railway Company and the said York and North Midland Railway Company.

And notice is hereby further given, that duplicate plans and sections of the said intended railways, station, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, will be deposited for public inspection with the respective Clerks of the Peace, for the town and county of the town of Kingston-upon-Hull, at his office in the town of Kingston-upon-Hull aforesaid, and for the East Riding of the county of York, at his office in Beverley, in the same Riding, on or before the thirtieth day of November, in this present year, and that on or before the said thirtieth day of November, a copy of so much of the said plans and sections as relates to each parish, in or through which the said intended railways, station, and works are proposed to be made, with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

Dated this 2nd day of November 1846.

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

Imperial Continental Gas Association.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, for an Act to alter, amend, and enlarge some of the powers and provisions of two Acts passed respectively in the 3rd and 6th years of the reign of his late Majesty King William the Fourth, and of an Act passed in the 6th year of the reign of Her present Majesty Queen Victoria, relating to the Imperial Continental Gas Association.

Dated this 10th day of November 1846.

Pearce, Phillips, and Winckworth, 10,
St. Swithin's-lane, Solicitors.

Swansea Vale Railway and Branches.

Incorporation of Swansea Vale Railway Company, and construction of a Railway from Abercrave Farm in Ystradgunlais, in the county of Brecon, to Swansea, with Branches ; to the old Rolling Mill, to Ystralyfera Works, to the Cwmtwrch Railway, and to the Ynisedwyn Iron Works, with powers to alter the Swansea Vale Railway, and to sell or lease to or amalgamate with the South Wales and Great Western Railway Companies or either of them ; and amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate the Company of Proprietors of the Swansea Vale Railway, now acting as a corporate body under the powers and provisions of a certain Act of Parliament passed in the session held in the seventh and eighth years of Her present Majesty, intitled "An Act for the Registration, Incorporation, and Regulation of Joint Stock Companies," and to enable such Company to make and maintain the railway and branch railways hereinafter particularly described, with all proper wharfs, basins, works, approaches, and conveniences connected therewith respectively, that is to say, a railway commencing at or near to Abercrave Farm House, in the parish of Ystradgunlais, in the county of Brecon, and terminating at or near to the commencement of the new or navigable cut in Fabians Bay, in the harbour of Swansea, in the hamlet of St. Thomas, in the parish of Swansea, in the said county of Glamorgan.

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

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

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

Also another branch railway, diverging from the line of the first-mentioned intended railway at or near to Ynisyci House, in the said parish of Killybebill, in the said county of Glamorgan, and terminating at or near to the 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 constructing the hereinbefore-men-

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

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

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

And it is also proposed by such intended Act to enable the said Swansea Vale Railway Company to raise capital for the purpose of carrying into effect the said intended railway, branch railways, alterations, and works, and to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof, and for the levying tolls, rates, and duties in respect of the use of the said intended railway, branch railways, and works, as also of the said Swansea Vale Railway, and to grant exemptions from such tolls, rates, and duties, and to alter existing tolls, rates, and duties.

And it is further intended by such Act to empower the Company of proprietors of the said Swansea Vale Railway, when so incorporated as aforesaid, to sell, let, or transfer to the South Wales and Great Western Railway Companies, or either of them, the said intended railway, branch railways, alterations, and works, as also the said private railway or tramway known as the Swansea Vale Railway, and all and every the works, property, rights, powers, interests, and privileges of such first-mentioned Company in connexion therewith; and to enable the South Wales and Great Western Railway Companies, or either of them, to purchase, rent, use, exercise, and enjoy the same respectively, and to raise funds for such purpose, or to raise and

contribute funds for or towards the construction, maintenance, and use of the said intended railway, branch railways, alterations, and works; and it is also intended by such Act to vary or extinguish all existing rights and privileges connected with or arising out of the said railway so to be purchased.

And it is further proposed by the said intended Act to authorise the union or amalgamation of the said Swansea Vale Railway Company, with the said South Wales and Great Western Railway Companies, or either of them, and to authorise the Company to be formed by such union or amalgamation, to construct, use, and work the said intended railway, branch railways, and works, and to take tolls in respect thereof, and to grant certain exemptions from such tolls.

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

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels, of the said private railway, and of the said intended railway, branch railways, alterations, and works hereinbefore referred to, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of the lands proposed to be taken for the purposes aforesaid, will be deposited on or before the thirtieth day of November 1846, with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; and with the Clerk of the Peace for the county of Brecon, at his office in Brecon; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said private railway, intended railway, branch railways, alterations, and works are

proposed to be made, will be deposited, on or before the said thirtieth day of November 1846, with the parish clerk of each such parish, at his residence.

W. O. W. Hunt, Whitehall.

November, 1846.

Colchester, Stour Valley, Sudbury, and Halstead Railway.

Extension Railway from Lavenham to Bury Saint Edmunds.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for making and maintaining a railway from Lavenham to Bury Saint Edmunds, both in the county of Suffolk, commencing at the two several points hereinafter specified, that is to say, one of such intended points to commence in or near a certain enclosure of land (part arable and part pasture) in the parish of Lavenham aforesaid, the property of, and in the occupation of Robert Howard, Esquire, near to and on the Alpheaton side of the public road leading from Lavenham to Bury Saint Edmunds; and the other of such intended points of the said intended railway to commence at a certain road or highway in the said parish of Lavenham, lying to the north of the town of Lavenham aforesaid, and leading therefrom to Preston, otherwise Preston Saint Mary, (on the southern side of a certain arable field there, belonging to and in the occupation of the said Robert Howard,) and which said railway is intended to pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them (that is to say) Lavenham, Preston, otherwise Preston Saint Mary, Brent Eleigh, otherwise Brent Illeigh, Monk's Eleigh, otherwise Monk's Illeigh, Melford, otherwise Long Melford, Alpheton, otherwise Alpheaton, Stanstead, Shimpling, otherwise Shimplingthorne, Hartest, Lawshall, Brockley, Cockfield, Thorpe Morieux, Brettenham, Felsham, Gedding, Stanningfield Whepstead, Hawstead, Hardwick, Bradfield Combust, Bradfield Saint Clare, Bradfield Saint George, Hessett, Beighton, otherwise Beyton, Rushbrook, Sicklesmere, Rougham, Great Whelnetham, Little Whelnetham, Nowton Horningsheath, otherwise Horringer, Horsecroft, Ickworth, Great Barton, Fornham Saint Martin, Fornham All Saints, Fornham Saint Genovieve, Westley, and Risby, in the county of Suffolk; and the parishes of Saint Mary and Saint James, or one of them, in the borough of Bury Saint Edmunds, in the said county of Suffolk, and terminating at the station of the Ipswich and Bury Saint Edmunds Railway, at or near the bridge, by which the said last-mentioned railway is carried over the river Lark, in the said parish of Saint James, in the borough of Bury Saint Edmunds aforesaid.

And it is intended to take powers to construct stations, communications, works, and other conveniences in the several parishes, townships, and extra-parochial places before mentioned, or some of them, for the making and using the said proposed railway, and also to authorize junctions with

any railway or railways at the commencement or termination, or in the line, or course of the said proposed railway, as before described, in the several parishes, townships, and extra-parochial places aforesaid: and in the said Bill powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and to alter, divert, or stop up, whether permanently or temporarily, all such turnpike-roads, aqueducts, canals, navigations, and railways within the parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to alter, divert, or stop up for the purposes of such proposed railway.

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

And it is also intended by such Bill to enable the Colchester, Stour Valley, Sudbury, and Halstead Railway Company, incorporated by an Act passed in the last session of Parliament, intituled "The Colchester, Stour Valley, Sudbury, and Halstead Railway Act, 1846," to carry into effect the said proposed railway, and other works; and to raise such additional capital as may be necessary for that purpose, and to enable such Company to sell or lease such railway, or any part thereof, to the Ipswich and Bury Saint Edmunds Railway Company; and to enable the said last-mentioned Company to purchase, or rent the same, and to exercise all powers and authorities to be conferred by the said Bill, in connexion with the said proposed railway, and other works; and for the purpose of effecting the several objects aforesaid, it is intended to alter amend and enlarge the powers and provisions of the said Colchester, Stour Valley, Sudbury, and Halstead Railway Act, 1846; and also of the several Acts relating to the said Ipswich and Bury Saint Edmunds Railway Company, passed respectively in the session of Parliament held in the seventh and eighth years of the reign of Her present Majesty, intituled "The Ipswich and Bury Saint Edmunds Railway Act, 1845." And also an Act passed in the ninth and tenth years of the reign of Her present Majesty, intituled, "An Act to amend the Ipswich, and Bury Saint Edmunds Railway Act, 1845, and for making a railway from the said Ipswich and Bury Saint Edmunds Railway to Norwich, with a branch therefrom."

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said proposed railway and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, together also, with a published map, whereon the general course or direction of the said railway will be defined, will, on, or

before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the said county of Suffolk, at his office at Bury Saint Edmunds, in the said county of Suffolk; and on or before the said thirtieth day of November, a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes in or through which the said proposed railway will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this 9th day of November, 1846.

F. and H. Philbrick, } Colchester.
J. S. Barnes, }
Rixon and Son, 11, King William Street,
London.

Ipswich and Bury Saint Edmund's Railway.
(Branch from Ipswich to Woodbridge.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to amend and enlarge some of the powers and provisions of an Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled, "An Act for making a railway from the Eastern Union Railway at Ipswich to Bury Saint Edmunds;" and of another Act passed in the ninth and tenth years of the same reign, intituled, "An Act to amend the Ipswich and Bury Saint Edmund's Railway Act 1845, and for making a railway from the said Ipswich and Bury Saint Edmund's Railway to Norwich, with a branch therefrom;" and to authorise the construction and maintenance by the said Ipswich and Bury Saint Edmund's Railway Company of a branch railway, with all proper works, approaches, and conveniences connected therewith, diverging from the line of the Ipswich and Bury Saint Edmund's Railway near the town of Ipswich, at or near the bridge over the Ipswich and Bury Saint Edmund's Railway, on the road from Ipswich to Hadleigh, in the parish of Saint Mary Stoke otherwise Saint Mary at Stoke, in the borough of Ipswich, and county of Suffolk, passing thence from, through, or into the several parishes, townships, and extra-parochial or other places of Sproughton, Saint Matthew Ipswich, Bramford, Whitton otherwise Whitton-cum-Thurleston, Saint Margaret Ipswich, Westerfield, Tuddenham otherwise Tuddenham Saint Martin, Rushmere otherwise Rushmere Saint Andrew, Playford, Kesgrave, Bealings Parva otherwise Little Bealings, Bealings Magna otherwise Great Bealings, Martlesham, and Woodbridge, or some of them, in the county of Suffolk, and terminating in a field called "The Marsh," in the occupation of Mr. Alexander Jesup, near to Quay-lane, in the said parish of Woodbridge.

And it is also intended by such Act to take power to alter, divert, or stop up, whether temporarily or permanently, all turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, and extra-parochial or other

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places, or any of them, with which it may be necessary to interfere in the construction of the said intended Branch Railway and other works.

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

And it is also intended by such Act to enable the Ipswich and Bury Saint Edmund's Railway Company to raise money for the purposes aforesaid, and to take powers for the purchase of lands and houses by compulsion or agreement, and for levying tolls, rates, and duties in respect of the use of the said Branch Railway and other works, and to grant exemptions from such tolls, rates, and duties.

And notice is hereby further given, that maps, plans, and sections of the said intended Branch Railway and other works hereinbefore referred to, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands proposed to be taken for the purposes of the said Branch Railway and other works, will be deposited on or before the thirtieth day of November in the present year with the Clerk of the Peace for the county of Suffolk, at his office in Bury St. Edmund's; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended Branch Railway and other works are intended to be made, will be deposited on or before the said thirtieth day of November with the parish clerks of those parishes respectively at their respective residences.

Dated November 1846.

Few and Co., Covent-garden, } Soli-
W. O. and W. Hunt, 10, Whitehall, } citors.

Ipswich and Bury Saint Edmund's Railway Bill
No. 3.

(Extension from Bury Saint Edmund's to Thetford.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to amend the powers and provisions of an Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled, "An Act for making a Railway from the Eastern Union Railway at Ipswich to Bury Saint Edmund's;" and of another Act passed in the ninth and tenth years of the same reign, intituled, "An Act to amend the Ipswich and Bury Saint Edmund's Railway Act, 1845, and for making a Railway from the said Ipswich and Bury Saint Edmund's Railway to Norwich, with a Branch therefrom;" and to authorise the construction and maintenance by the Ipswich and Bury Saint Edmund's Railway Company of a railway, commencing from the terminus of the Ipswich and Bury Saint

Edmund's Railway, in the parish of Saint James Bury Saint Edmund's, and terminating by a junction with the line of the Norfolk Railway at or near the half-mile mark, between the ninety-fifth and ninety-sixth mile thereon from London, which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places of Saint James Bury Saint Edmunds, Fornham All Saints, Fornham Saint Martin, Fornham Saint Genevieve, Timworth, Ingham, Culford, Ampton, Great Livermere, Little Livermere, Troston, Honnington, Rymer, Euston, Fakenham, Barnham Saint Martin, Barnham Saint Gregory, Barnham All Saints, and Elvedon, or some of them, in the county of Suffolk; Thetford Saint Mary, Thetford Saint Nicholas, or some of them, Thetford Saint Peter, Great Snarehill, Little Snarehill, and Kilverstone, in the county of Norfolk.

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

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

And it is also intended by such Act to enable the Ipswich and Bury Saint Edmund's Railway Company to raise money for the purposes aforesaid, and to take powers for the purchase of lands and houses by compulsion or agreement, and for levying tolls, rates, and duties in respect of the use of the said intended railway and other works, and to grant exemptions from such tolls, rates, and duties.

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

Dated November 1846.

Few and Co., Covent Garden,
W. O. and W. Hunt, 10, Whitehall, } Solicitors.

Eastern Union and Hadleigh Junction Railway.

Alteration of Levels and Extension Railway to Lavenham.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of "The Eastern Union and Hadleigh Junction Railway Act, 1846," and for enabling the Company incorporated by such Act to alter the levels of so much of the said railway as lies between a certain public road in the parish of Hadleigh, in the county of Suffolk, numbered 27 on the deposited plans of such railway in the said Act referred to, and the termination of such railway in the said parish at a certain field (part of the farm, called Clay Wall Farm,) whereof Robert Kersey, Esquire, is owner and occupier, and near to the road leading from Hadleigh to Ipswich; also to make and maintain a railway with all proper works, stations, approaches, communications, and conveniences connected therewith, in extension of the said Eastern Union and Hadleigh Junction Railway, commencing by a junction therewith at the last-mentioned field in the said parish of Hadleigh, passing from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Hadleigh, Layham, Aldham, Whatfield, Kersey, Semer, Chelsworth, otherwise Chellesworth, Naughton, Nedging, Bildeston, otherwise Bilston, Kettlebaston, otherwise Kettlebarston, Monks Eleigh, otherwise Monks Elleigh, Brent Eleigh, otherwise Brent Elleigh, Milden, Hitcham, Preston, otherwise Preston Saint Mary, Thorpe Morieux, Little Waldingfield, and Lavenham, all in the county of Suffolk, and terminating in a certain field in the said parish of Lavenham, belonging to and in the occupation of Robert Howard, Esq., and adjoining to and on the Alpheaton side of the public road leading from Lavenham to Bury Saint Edmunds.

And in the said Bill powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned to the extent thereon defined, and to alter, divert, or stop up, whether temporarily or permanently, all such turnpike and other roads, aqueducts, canals, navigations, and railways within the places aforesaid, as it may be necessary so to alter, divert, or stop up, by reason of the construction of the said intended railway and works.

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

And notice is hereby given, that power will be applied for by such Bill enabling the said Eastern Union and Hadleigh Junction Railway Company to sell or lease the said intended railway or any

part thereof to the Eastern Union Railway Company, and to enable the said Eastern Union Railway Company to purchase or rent the same, or otherwise to enter into such other arrangements, whether for the contribution of funds or otherwise, towards the construction of the said railway and the works connected therewith as may be mutually agreed upon, and for effecting such objects it is intended by such Bill to enable the said Eastern Union and Hadleigh Junction Railway Company to increase their capital; and it is further intended to alter, amend, and enlarge the powers and provisions of an Act passed in the session of Parliament held in the seventh and eighth years of Her present Majesty's reign, intituled "An Act for making a railway from Colchester to Ipswich," and of two other Acts passed respectively in the two subsequent sessions of Parliament for amending and enlarging the powers granted to the said Eastern Union Railway Company, and to enable the said Eastern Union Railway Company to increase their capital for the purpose of effecting any of the objects aforesaid.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway and works, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and together also with a published map with the line of the intended railway delineated thereon, will on or before the thirtieth day of November instant, be deposited, for public inspection, at the office of the Clerk of the Peace for the county of Suffolk, at Bury Saint Edmunds, in the said county of Suffolk; and that on or before the same thirtieth day of November, a copy of so much of the said plans and sections as relates to each of the parishes aforesaid in or through which the said railway will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish.

Dated this 9th day of November 1846.

George Josselyn, Ipswich, Suffolk.
Rixon and Son, 11, King William-street,
London.

Woodford Metropolitan Cemetery.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company, and to give to such Company power to form and maintain a cemetery or burial-ground on a certain estate or farm called or known by the name of Milk Well Farm, in the parish of Woodford, in the county of Essex, bounded on the south by the high-road leading from London to Woodford Bridge; and in the said Bill powers will be contained for enabling the said Company to levy or collect rates, duties, or fees in respect of the said cemetery or burial-ground.

Dated the 7th day of November 1846.

Bourdillon and Sons, Great Winchester-street, London.

Manchester, Buxton, Matlock, and Midlands Junction Railway Deviations.

(Amendment of Act, Deviations, in Line, with power to the Sheffield, Ashton-under-Lyne, and Manchester Railway Company to subscribe.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of the Manchester, Buxton, Matlock, and Midlands Junction Railway Act 1846; in which said Bill it is intended to apply for powers to deviate certain parts or portions of the line of the said Manchester, Buxton, Matlock, and Midlands Junction Railway, authorised by the said Act, and to construct in lieu thereof the several portions of railway hereinafter described, with all necessary stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith, that is to say, a deviated line, commencing in a field, in the township of Bramhall otherwise Bramall, in the parish of Stockport, in the county of Chester, numbered 55 in the said parish, in the original Parliamentary plan of the said railway, deposited with the Clerk of the Peace for the county of Chester, in the month of November 1845, and belonging to the representatives of Sir Salisbury Davenport, and in the occupation of Rebecca Thompson, and terminating in a wood in the parish of Matlock, in the county of Derby, numbered 137 in the said parish, on the said plan, and belonging to and occupied by Peter Arkwright, which said deviated line of railway and works will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Stockport, Cheadle, Cheadle Bulkeley, Handforth-cum-Bosden otherwise Handford-cum-Bosden, Bramall otherwise Bramhall, Hazel Grove, Torkington, Norbury, Marple, Disley-Stanley, Prestbury, Poynton otherwise Pointon, Lyme, Lyme-Handley, Furness, Hockerley otherwise Hockerley Hall, Taxall, Whaley, Whaley-bridge, Yardsley-cum-Whaley, and Goyts-bridge, in the county of Chester; and Chapel-en-le-Frith, Bowden Edge, Bradshaw Edge, Combs Edge otherwise Comb Edge, Whaley, Whaley Bridge, Horwich otherwise Horwich End, Bunsar otherwise Bonsall, Hope, Fernilee, Fairfield Hartington, Hartington upper quarter, Goyt's Bridge, Goyt's Moss, Burbage otherwise Burbage Edge, Bake-well, Buxton, Cowdale, Cowlow, Woolow, Foolow, Pictor otherwise Pictor, Chelmorton otherwise Chelmerton, Kingsterndale, Blackwell, Taddington, Priestcliffe, otherwise Taddington and Priestcliffe, Millersdale otherwise Milnhouse Dale, Brushfield, Little Longstone, Monsal Dale otherwise Little Longstone and Monsal Dale, Edgestones Head, Tideswell, Wormhill, Litton, Cressbrook otherwise Litton and Cressbrook, Ashford otherwise Ashford in the Water, Churchdale, Rowdale, Great Longstone, Holme otherwise Great Longstone and Holme, Rowland, Hassop, Parsons Bubnell, Bram-lay Bubnell, Baslow, Beeley, Edensor, Chatsworth, Pilsley, Birchall otherwise Birchell, Calton Lees

otherwise Caulton Lees, Edensor and Chatsworth, Over Haddon, Upper Haddon, Nether Haddon, Great Rowsley, Little Rowsley, Youlgreave, Stanton, Darleigh or Darley otherwise Darley Dale or Darley in the Dale, Wensley, Snitterton, Tinkersley, Darley Flash, Farleigh, Lumsdale, Tansley, Matlock, Matlock Bridge, Matlock Bath, Wirksworth, and Cromford, in the county of Derby.

Another deviated line, commencing in a field in the township of Cromford, and parish of Wirksworth, in the county of Derby, numbered 5 in the said parish, on the said original Parliamentary plan so deposited as aforesaid, and belonging to, and occupied by Peter Arkwright, and terminating in a field in the township and parish of Wirksworth, in the said county of Derby, numbered 35 in the said parish, on the said plan so deposited as aforesaid, belonging to Francis Green Goodwin, and occupied by George Higgott, which said deviated line of railway and works will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Matlock, Cromford, Wirksworth, Alderwasley, Ashover, Lea, Dethick, Holloway, Crich, Heage otherwise High Edge, and Duffield, in the county of Derby.

Another deviated line, commencing in a field in the parish of Crich, in the county of Derby, numbered 84 in the said parish, on the said plans so deposited as aforesaid, belonging to and occupied by Phoebe Poyser, and terminating in the township of Heage otherwise High Edge, in the parish of Duffield, at a point on the Midlands Railway, at or near the place where the same crosses the turnpike-road, leading from Ambergate to Chesterfield and Nottingham, belonging to the Trustees of the Cromford and Belper Turnpike-road, numbered 3 B in the said parish of Duffield, on the said plan so deposited as aforesaid; which said deviated line of railway and works will be made in, or pass, from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Lea, Dethick, Holloway, Crich Duffield, and Heage otherwise High Edge, in the county of Derby.

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

And notice is hereby further given, that a plan of the said railway, deviations and works, and also a duplicate of such plan, and a section and duplicate thereof, together with books of reference thereto, and also a published map with the line of railway

deviations delineated thereon, will be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office at Chester, in the same county; and with the Clerk of the Peace for the county of Derby, at his office at Chesterfield, in the same county, on or before the thirtieth day of November 1846; and on or before the said thirtieth day of November 1846, a copy of so much of the plan and section as relates to each parish in or through which the said work is intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode. And notice is hereby further given, that it is intended in the said Bill to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties upon or in respect of the said railway deviations and works, and to alter existing or authorized tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is also proposed in and by the said Bill, to enable the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, or the Company or Companies with or into which the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, on and after the first day of January next, will become incorporated under the title of the Manchester, Sheffield, and Lincolnshire Railway Company, by virtue of an Act passed in the last session of Parliament, entitled "An Act to amalgamate the Sheffield, Ashton under-Lyne, and Manchester Railway Company, the Sheffield and Lincolnshire Junction, the Sheffield and Lincolnshire Extension, and the Great Grimsby and Sheffield Railway Companies, and the Grimsby Dock Company," out of their corporate or other funds, to take shares in or subscribe for, or towards the making and maintaining, working and using the said authorized railway, and the said intended railway deviations and works, or any part thereof, and to raise money by shares, mortgage, or otherwise, for the purposes aforesaid, or some of them, and generally to carry into effect or confirm such mutual arrangements and agreements as may be deemed expedient; and for carrying into effect all or any of the above objects, it is intended to apply for powers to alter, amend, extend, and enlarge the provisions of, or contained in, the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, passed in the sessions of Parliament held respectively in the 7th year of the reign of His late Majesty King William the Fourth, the 5th and 6th, the 6th and 7th, the 7th and 8th, and the 9th and 10th years of the reign of Her present Majesty; in the Acts relating to the Great Grimsby and Sheffield Junction Railway, passed respectively in the sessions of Parliament held in the 8th and 9th, and the 9th and 10th years of the reign of Her present Majesty; in the Act relating to the Grimsby Docks, passed in the session of Parliament held in the 8th and 9th years of the reign of Her present Majesty; in the Act passed in the last session of Parliament, authorizing

the construction of the Sheffield and Lincolnshire Junction Railway; in the Act passed in the last-mentioned session, authorising the construction of the Sheffield and Lincolnshire Extension Railway; in the several Acts relating to the Company of Proprietors of the Peak Forest Canal, passed respectively in the sessions of Parliament held in the 34th, the 39th, and 40th, and the 45th years of the reign of His late Majesty King George the Third; in the Act relating to the Company of Proprietors of the Macclesfield Canal, passed in the 7th year of the reign of King George the Fourth; in the Act passed in the last session of Parliament, for vesting in the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, the said Peak Forest and Macclesfield Canals; and in the said Act passed in the last session of Parliament, for the amalgamation of the said Sheffield, Ashton-under-Lyne, and Manchester, Sheffield, and Lincolnshire Junction, Sheffield and Lincolnshire Extension, and Great Grimsby and Sheffield Junction Railway Companies, and the said Grimsby Dock Company.

Dated this 9th day of November, 1846.

James Wheeler, Manchester,
Solicitor for the proposed Bill.

Colchester, Stour Valley, Sudbury, and Halstead Railway.

Lease to the Ipswich and Bury Saint Edmunds Railway Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, and enlarge some of the powers and provisions of "The Colchester, Stour Valley, Sudbury, and Halstead Railway Act, 1846;" and that by the said intended Act it is intended to apply for powers, enabling the Colchester, Stour Valley, Sudbury, and Halstead Railway Company, incorporated by such Act, to lease their undertaking and all works connected therewith, and also all their rights, estates, and interests in the said undertaking, or which they may hereafter acquire in the navigation of the River Stour, from Manningtree in the county of Essex to Sudbury in the county of Suffolk, and all hereditaments belonging thereto, by virtue of any Act of Parliament to be passed in the ensuing Session of Parliament, to the Ipswich and Bury Saint Edmunds Railway Company; and to enable the said Ipswich and Bury Saint Edmunds Railway Company to accept such lease, and, during the continuance thereof, to exercise all the powers and privileges which now are, or hereafter may be vested in the said Colchester, Stour Valley, Sudbury, and Halstead Railway Company. And for the purpose of enabling the said Ipswich and Bury Saint Edmunds Railway Company to accept such lease, it is intended to amend and enlarge the powers of the Acts relating to such last-mentioned railway, passed in the Session of Parliament held in the 8th and 9th years of the reign of Her present Majesty, entitled, "The Ipswich and Bury Saint Edmunds Railway Act,

1845;" and also of another Act, made and passed in the last Session of Parliament, entitled, "An Act to amend the Ipswich and Bury Saint Edmunds Railway Act, 1845; and for making a railway from the said Ipswich and Bury Saint Edmunds Railway to Norwich, with a branch therefrom."

And it is intended by such Act, to alter, amend, extend, and enlarge, for the purposes aforesaid, the powers and provisions of an Act passed in the 4th and 5th years of the reign of Her Majesty Queen Anne, intitled, "An Act for making the River Stower Navigable from the Town of Manningtree in the County of Essex to the Town of Sudbury in the County of Suffolk;" and another Act passed in the 21st year of the reign of His late Majesty King George the Third, intitled, "An Act for appointing new Commissioners for continuing to carry into execution the trusts and powers of an Act passed in the 4th and 5th years of the reign of Her late Majesty Queen Anne, intitled, 'An Act for making the River Stower Navigable from the town of Manningtree in the County of Essex to the town of Sudbury in the County of Suffolk,' in the room and place of those named in the said Act, who are since dead, and for explaining and amending the said Act, and for other purposes therein mentioned." And it is further intended by such Act, to vary or extinguish all rights, powers, or privileges which might impede or interfere with the objects aforesaid.

Dated this 9th day of November, 1846.

Few and Co., Covent Garden.
F. and H. Philbrick, Colchester.
W. O. and W. Hunt, 10, Whitehall.
J. S. Barnes, Colchester.
Rixon and Son, 11, King William-street.

Eastern Union Railway.
(Ipswich to Woodbridge.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to amend and enlarge some of the powers and provisions of an Act passed in the 7th and 8th years of the reign of Her present Majesty, intitled "An Act for making a Railway from Colchester to Ipswich;" of an Act passed in the 8th and 9th years of the same reign, intitled "An Act to amend the Act relating to the Eastern Union Railway Company, and to raise a further sum of money for the purposes of the said undertaking;" and of another Act passed in the 9th and 10th years of the same reign, intitled "An Act to empower the Eastern Union Railway Company to complete the Eastern Union Railway from the junction thereof with the line of the Eastern Counties Railway at Ardleigh to Colchester;" and to authorise the construction and maintenance, by the Eastern Union Railway Company, of a Railway, with all proper works, approaches, and conveniences connected therewith, diverging from the line of the Ipswich and Bury Saint Edmund's Railway in the parish of Saint Mary Stoke, in a field late in the

occupation of James Haxell, and now in the occupation of the Ipswich and Bury Saint Edmund's Railway Company, which said intended railway will pass from, through, or into Saint Mary at Stoke Ipswich, Saint Matthew's Ipswich, Saint Peter's Ipswich, Extra-parochial Ipswich, Saint Stephen's Ipswich, Saint Helen's Ipswich, Wix Ufford Ipswich, Saint Clement's Ipswich, Rushmere Saint Andrew, Foxhall, Brightwell, Kesgrave, Martlesham, and Woodbridge, or some of them, in the county of Suffolk, and terminating in a field called "The Marsh," in the occupation of Mr. Alexander Jesup, near to Quay-lane in the said parish of Woodbridge.

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

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

And it is also intended by such Act to enable the Eastern Union Railway Company to raise money for the purposes aforesaid, and to take powers for the purchase of lands and houses by compulsion or agreement, and for levying tolls, rates, and duties in respect of the use of the said railway and other works, and to grant exemptions from such tolls, rates, and duties.

And notice is hereby further given, that maps and plans of the said intended railway and other works hereinbefore referred to, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands proposed to be taken for the purposes of the said railway and other works, and sections of the said intended railway, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Suffolk, at his office in Bury Saint Edmund's in that county; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways and other works are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.

Few and Co., Covent Garden,
W. O. and W. Hunt, 10, Whitehall, } Solicitors.

Dated November 1846.

Great Western Railway.

(Extension of the Berks and Hants Railway from Hungerford to Westbury, with a Branch to Devizes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorise the construction and maintenance by the Great Western Railway Company of a Railway, with all proper works, approaches, and conveniences connected therewith, commencing from the line of the Berks and Hants Railway, at the western end of a certain inclosure in the parish of Hungerford, in the counties of Berks and Wilts, or one of them, numbered 37 in such parish on the plans of the said Berks and Hants Railway referred to in the Berks and Hants Railway Act 1845, and terminating by a junction with the line of the Wilts, Somerset, and Weymouth Railway, as now authorised to be made in a certain field in the parish of Westbury, in the county of Wilts, numbered 44 in such parish on the plans of the Wilts, Somerset and Weymouth Railway referred to in the Wilts, Somerset, and Weymouth Railway Act 1846, which said intended Railway, and other works connected therewith, will pass from, in, through, or into, or be situated within the several parishes, townships, and extra-parochial places following, or some of them; that is to say, Hungerford, Hungerford Town Tything, Sanden Fee otherwise Sanham Fee, Edington and Newtown, and Charnham-street, in the counties of Berks and Wilts, or one of them; Froxfield, Oakhill, Rudge, Little Bedwin, Chisbury, Great Bedwin, Wootton Rivers, South Savernake, Brimslade, Grafton, Burbage, Easton, Pewsey, Milton Lilbourne otherwise Middleton Lislebourne, Manningford Abbots, Manningford Bruce, Huish, Wilcot otherwise Welcot, Oare and Draycott alias Draycott Foliat, Overton, Rainscombe, East Stowell, West Stowell, Alton Priors, Woodborough, Alton Barnes, North Newton and Hilcot, Charlton, Rushall, Beechingstoke, Wivelsford otherwise Wilsford, Manningford Bohun, Marden, Patney, Cherington otherwise Chirton, Conock, Stanton, Saint Bernard, All Cannings, Etchilhampton, Fullaway, Urchfont, Stert, Wedhampton, Eascott, Bishop's Cannings, Saint James otherwise Southbroom, Potterne, Worton, Marston, West Lavington, Fiddington, Littleton Pannel, Market Lavington, Easterton, Great Cheverell, Little Cheverell, Melksham, Erlestoke, East Coulston, Edington, Worwelsdown, West Coulston, West Coulston-cum-Baynton, Tinhead, Baynton, Westbury, Bratton, Stoke in Bratton, Heywood, Hawkeridge, Westbury Leigh, Westbury Priory, Westbury Chantry, Brook-house, Storridge, Brook, Penleigh, Bailiwick of Leigh, and Eden Vale, in the county of Wilts, together with a Branch Railway, diverging from the line of such intended Railway, in a certain field in the occupation of Richard Giddings, situate in Fullaway, in the parish of All Cannings, and county of Wilts, known as Chapel Ground, and terminating by a junction with a line of the Wilts, Somerset, and Weymouth Railway, in a certain field.

in the parish of Saint John the Baptist, Devizes, and county of Wilts, numbered 52 in such parish on the plans of the Wilts, Somerset, and Weymouth Railway referred to in the said Wilts, Somerset, and Weymouth Railway Act 1846, which said intended branch railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, All Cannings, Fullaway, Potterne, Urchfont, Stert, Etchilhampton, Bishop's Cannings, Saint James, otherwise Southbroom, and Saint John the Baptist, Devizes, in the county of Wilts.

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

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

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

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

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

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

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

Dated November 1846.

Proposed Railway from Yeovil and Bridport to Exeter, with Branches.

(Proposed Railways, from the Wilts, Somerset, and Weymouth Railway, near Yeovil and near Bridport, to the South Devon and Bristol and Exeter Railways, at Exeter, with Branches to Sidmouth and to Charmouth, near Lyme, and to the Chard Canal Railway, at Ilminster, and to the Crewkerne Branch of the Bristol and Exeter Railway, near Crewkerne, with powers of sale and lease to; and contribution by, the Great Western Railway Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorise the construction of the several railways hereinafter mentioned, with all proper works and conveniences, roads and approaches connected therewith, that is to say:—

A railway commencing by a junction with the Wilts, Somerset, and Weymouth Railway, in the parish of Bradford Abbas, in the county of Dorset, in or near to a field in that parish, distinguished by the number 24 on the plans of the said railway referred to in the Act authorising the construction thereof, passing thence in, through, or into, the several parishes, townships, and extra-parochial or other places of Bradford Abbas and Clifton Maybank, in the county of Dorset; Yeovil, Berwick, otherwise Barwick, Stoford, Clossworth, Sutton Bingham, Pendomer, Hardington Mandeville, West Coker, East Coker, East Chinnock, Haselbury Plucknett, and North Perrott, or some of them, in the county of Somerset; Mosterton, South Perrott, and Broadwinsor, or some of them, in the county

of Dorset; Misterton, Crewkerne, Wayford, Winsham, Cricket Saint Thomas, Seaborough, and Chard, or some of them, in the county of Somerset; Thorncombe, Chardstock, Hawkchurch, Stockland, and Dalwood, or some of them, in the counties of Devon and Dorset, or one of them; Axminster, Kilmington, Shute, Wilmington, Widworthy, Cotleigh, Offwell, Monkton, Honiton, Honiton Borough, Awliscombe, Buckereil, Feniton, Gittisham, Ottery Saint Mary, Tallaton, Whimble, Broadclist, Poltimore, Honiton, Clist, Pinhoe, and Heavitree, or some of them, in the county of Devon; Saint Sidwell and Saint David, in the county of the City of Exeter; Saint Paul, Allhallows on the Walls, and Saint Edmund on the Bridge, or some of them, in the City and County of the City of Exeter; and Saint Thomas the Apostle, in the county of Devon; and terminating in the last-named parish at or near Saint Thomas, otherwise Cowick-street, by a junction with the line of the South Devon Railway.

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

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

Also a railway diverging out of the said first-mentioned intended railway in or near to a field called Common Mead, otherwise Lower Mead, now or lately belonging to and in the occupation of William Notley, situate in the parish of Chard, in the county of Somerset, passing thence in, through, or into, the several parishes, townships, and extra-parochial, or other places of Thorncombe, in the counties of Devon and Dorset, or one of them, Chard, Cricket Saint Thomas, Winsham, Chard Borough, Chaffcombe, Knoll Saint Giles, Cricket Malherbe, East Dowlish, otherwise Dowlish Wake, West Dowlish, Kingston, Donyatt,

Broadway, Ilminster, and Ilton, or some of them, in the county of Somerset, and terminating in the said parish of Ilminster in or near to a field in that parish distinguished by the number 41a in the plans of the Chard Canal Railway referred to in the Act authorising the construction thereof, and in or near to which field the said intended railway is intended to form a junction with the said Chard Canal Railway.

Also a railway diverging out of the said firstly-mentioned intended railway, in or near to an arable field situate partly in the parish of Crewkerne, in the county of Somerset, and partly in the parish of Misterton, in the same county, now or lately belonging to William Hallet deceased, and occupied by William Aplin, and situate on the east side of the road leading from Crewkerne to Bridport; passing thence in, through, or into, the several parishes of Misterton, Crewkerne, North Perrott, Haselbury Plucknett, and Merriott, in the county of Somerset, and South Perrott, in the county of Dorset, or some of them, and terminating in the said parish of Crewkerne in or near to a field in that parish distinguished by the number 53 on the plans of the Crewkerne branch of the Bristol and Exeter Railway referred to in the Act authorising the construction thereof, and in which field the said intended railway is intended to form a junction with the said Crewkerne branch.

Also a railway commencing by a junction with the said Wilts, Somerset, and Weymouth Railway, in the parish of Bradpole, in the county of Dorset, in or near to a field in that parish distinguished by the number 15 on the plans of the said Wilts, Somerset, and Weymouth Railway hereinbefore referred to, passing thence in, through, or into, the several parishes, townships, and extra-parochial, or other places of Bradpole, Bridport, Walditch, Bothenhampton, Burton Bradstock, Allington, Loders, Symondsburry, Whitechurch, Canoncorum, Netherbury, Pillesdon otherwise Pilsdon, Broadwingsor, 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 lastly-mentioned intended railway, in the parish of Marshwood, in the county of Dorset, at or near to a place called Shaves Cross; passing thence in, through, or into, the several parishes, townships, and extra-parochial, or other places of Marshwood, Pillesdon, otherwise Pilsdon, Bettiscombe, Whitechurch Canoncorum, Wootton Fitzpaine, Wootton Abbots, Catherstone Lewiston, Charmouth, and Lyme Regis, or some of them, in the county of Dorset, and terminating in the said parish of Charmouth, in or near to a meadow field now or lately belonging to the Rev. John Dixon Hales, and occupied by William Vallins, and abutting on the eastern side of the road leading from Charmouth to the sea.

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

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

And it is further intended by such Act to incorporate a Company, and to enable such Company to purchase lands and houses by compulsion or agreement for the purposes of the said proposed railway, branch railway, and works, and to levy tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties. And to sell, or let on lease the said undertaking, with all or any of their powers in relation thereto to the Great Western Railway Company, and to enable the said last-mentioned Company to purchase or rent, and if need be, to execute the said railway, and to use, exercise, and enjoy such powers, and to raise capital for the purpose, or for the purpose of contributing towards the establishment of and becoming shareholders in the said undertaking.

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

And for the purposes aforesaid, it is further intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts hereinafter mentioned, or some of them, (that is to say) the several Acts relating to the Great Western Railway, and the railways and branch railways forming part of that undertaking, and

belonging to the Great Western Railway Company, bearing date as follows, (that is to say) an Act of the 5th and 6th years of the reign of His late Majesty King William the Fourth, cap. 107; an Act of the 6th year of the same reign, cap. 38; an Act of the 1st year of the reign of Her present Majesty Queen Victoria, cap. 91; an Act of the 1st year of the same reign, cap. 92; an Act of the 2nd year of the same reign, cap. 27; an Act of the 6th and 7th years of the reign of His said late Majesty King William the Fourth, cap. 77; an Act of the 1st and 2nd years of the reign of Her said present Majesty Queen Victoria, cap. 24; an Act of the 5th year of the same reign, cap. 28; an Act of the 6th year of the same reign, cap. 10; an Act of the 7th year of the same reign, cap. 3; an Act of the 8th and 9th years of the same reign, cap. 40; an Act of the 8th and 9th years of the same reign, cap. 188; an Act of the 8th and 9th years of the same reign, cap. 191; and an Act of the 9th year of the same reign, cap. 14; "The Wilts, Somerset, and Weymouth Railway Act, 1845," "The Wilts, Somerset, and Weymouth Railway (Amendment) Act, 1846;" an Act of the 7th and 8th years of the reign of Her said present Majesty, cap. 68, and an Act of the 9th and 10th years of the same reign, cap. 402, relating to the South Devon Railway; an Act of the 6th year of the reign of His late Majesty King William the Fourth, cap. 36; and an Act of the 1st year of the reign of Her present Majesty, cap. 26; an Act of the 3rd year of the same reign, cap. 47; an Act of the 4th and 5th years of the same reign, cap. 41; an Act of the 8th and 9th years of the same reign, cap. 155; and an Act of the 9th and 10th years of the same reign, cap. 181; severally relating to the Bristol, and Exeter Railway. And also the Acts relating to the West London Railway, which bear date as follows: An Act of the 3rd year of the reign of His late Majesty King William the Fourth, cap. 36; an Act of the 6th year of the same reign, cap. 79; an Act of the 3rd and 4th year of the reign of Her present Majesty, cap. 105; an Act of the 8th and 9th years of the same reign, cap. 156; and an Act of the 9th and 10th years of the same reign, cap. 369.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels, of the said intended railways and works, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands proposed to be taken for the purposes thereof, will on or before the thirtieth day of November instant be deposited for public inspection, at the respective offices of the Clerks of the Peace, following; (that is to say,) at the office of the Clerk of the Peace for the county of Devon, at the Castle of Exeter in that county; at the office of the Clerk of the Peace of the city and county of the city of Exeter, at Exeter; at the office of the Clerk of the Peace for the county of Somerset, at Taunton in that county; and at the office of the Clerk of the Peace for the county of Dorset, at Sherborne in that county; and that on or before the said

thirtieth day of November, a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railways and works are intended to be made, or maintained, or will pass, or be situate, will be deposited with the parish clerks of such parishes respectively, at their respective residences.

Dated November 1846.

Eastern Counties Railway Extension.

(Ilford to Tilbury Fort and Southend, with a Branch from Vange to Battle Bridge.)

NOTICE is hereby given, That application is intended to be made to Parliament in the next Session for an Act to authorize the construction and maintenance of a Railway, with all proper works, stations, approaches, and conveniences connected therewith, in extension of the Eastern Counties Railway, commencing by a junction with the last-mentioned Railway at or near the second bridge over the Eastern Counties Railway to the eastward of the Forest Gate station, passing from, in, through, or into, or situate within the several parishes, townships, and extra-parochial and other places following, or some of them, (that is to say) East Ham, Little Ilford, Great Ilford, Barkington, Dagenham, Hornchurch, Rainham, Wennington, Aveley, West Thurrock, Stifford, Grays Thurrock, Little Thurrock, Chadwell, West Tilbury otherwise Tilbury cum Lee, East Tilbury, Mucking, Muckingford, Horndon on the Hill, Stanfordsle-Hope, Hassenbroke, Corringham, Langdon Hill otherwise Landon Hill, Fobbing, Vange, Pitsea, Bowers Gifford otherwise Buers Gifford, South Benfleet otherwise South Benfleet, Hadleigh otherwise Hadlee, Leigh otherwise Lee, Milton, Southend, and Prittlewell, all in the county of Essex, and terminating at or near the pier-head at Southend, in the parish of Prittlewell, in the county of Essex; and also a Branch Railway commencing at Tilbury Fort, in the county of Essex, and terminating by a double junction with the last-mentioned proposed Railway, one of such junctions being at or near a field in the parish of Chadwell, in the county of Essex, the property of George Henry Errington, and now in the occupation of Robert Surridge; and the other junction being at or near a field in the said parish of West Tilbury, in the same county, the property of William Baker, and now in the occupation of Edward Kelly, which said Branch Railways will be wholly constructed within the said parishes of Chadwell and West Tilbury.

And also another Branch Railway commencing from or out of the said first-mentioned intended Railway, at or near Vange wharf, in the parish of Vange, in the county of Essex, passing in or through or situate within the parishes, townships, or extra-parochial places following; that is to say, Pitsea, Vange, North Benfleet otherwise North

Benfleet, Basildon, Nivendon, Runwell, Ramsden, Bellhouse, South Hanningfield, Wickford, Rawreth, South Lands and Rettenden, all in the county of Essex, and terminating on the west side of the public road at or near to Battle Bridge over the River Crouch, in the parish of Rawreth, in the said county.

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

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

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

And it is also intended by such Act to enable the Eastern Counties Railway Company to carry into effect the said proposed works, and to raise such additional capital as may be necessary for the purpose; and also to grant building leases of surplus lands.

And it is also intended by such Act to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament, local and personal, following, that is to say, of the 6th and 7th William the Fourth, cap. 106; 1st and 2nd Victoria, cap. 81; 4th Victoria, cap. 14; 7th Victoria, cap. 20; 7th and 8th Victoria, cap. 62; 8th and 9th Victoria, caps. 110 and 201; and 9th and 10th Victoria, cap. 258; 6th and 7th William the Fourth, cap. 103; 2nd and 3rd Victoria, caps. 77 and 78; 3rd Victoria, cap. 52; 4th Victoria, cap. 24; 4th and 5th Victoria, cap. 42; 6th Victoria, cap. 28; and 7th Victoria, cap. 35.

And notice is hereby further given, that maps, plans, and sections, showing the direction, situation, and levels, of the said intended works, and the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in the

same county; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said works are intended to be made, will be deposited on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.

Dated the 7th day of November 1846.

John Duncan, Solicitor,
7, New Palace Yard, Westminster.

Blackburn Improvement Market, &c., Intended Act for enlarging the Powers of the existing Act.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill and obtaining an Act for altering, amending and enlarging the powers and provisions of an Act passed in the session of Parliament holden in the 4th and 5th years of the reign of Her present Majesty, intituled "An Act for improving the streets and public places, and erecting a town-hall, and improving the markets in the township of Blackburn, in the county Palatine of Lancaster;" or for repealing the said Act, and obtaining another Act in lieu thereof, with altered, amended, and enlarged powers and provisions, by which Bill and Act, it is intended to obtain enlarged and additional powers for flagging, paving, and repairing the footways in the said town and township; and improving the streets, squares, market-places, lanes, roads, and other public passages and places, and removing and preventing projections, obstructions, annoyances, and nuisances therein, and opening and making new streets, passages, and places in the said town and township, and making and repairing drains and sewers within the said town and township, and carrying and extending the same into and through lands beyond the limits of the said township, into the adjoining parish of Witton, and for cleansing, scouring, deepening, widening, altering, diverting, straightening, and improving the waterway or bed and course of the brook or stream, called the Blakeburn or Blakewater, in the said town and township, and improving, widening, enlarging, extending, erecting, and repairing the culverts, arches, or bridges over and across the same; and for culverting or arching over the whole or any part of the same; and removing ancient wears and buildings in, across, or over the same; and it is also intended to obtain powers for the compulsory purchase of lands and of wears, messuages, buildings, and tenements in the said town and township to be taken down for widening or improving the streets or public passages therein, and for effecting the several purposes aforesaid; and it is also intended to increase or alter the existing rates, and the existing market dues, and to obtain powers for assessing and levying increased or other rates on the occupiers and

owners of all messuages, houses, buildings, tenements, gardens, garden-grounds, lands and premises in the said town and township of Blackburn, and for levying increased or other market rents, tolls, stallages, or duties, for raising money for effecting the improvements and other purposes aforesaid; and defraying the costs and expenses of obtaining the intended Act, and paying off all monies advanced or borrowed, or to be advanced or borrowed for the purposes of the existing Act, or of the intended Act, and of carrying the same respectively into execution; and also powers for borrowing monies (exceeding the sum limited by the existing Act) on the credit of such increased or altered rates, market rents, tolls, stallages, or duties, for the more speedy execution of the several purposes aforesaid.

J. Hargreaves, Solicitor, Blackburn.
Machley Browne and Son, Parliamentary Agents, Parliament-street, London.

Ipswich and Bury St. Edmund's Railway Bill,
No. 2.

(Extension from Bury St. Edmund's to New market and Ely.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to amend the powers and provisions of an Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled, "An Act for making a Railway from the Eastern Union Railway at Ipswich to Bury St. Edmund's;" and of another Act passed in the ninth and tenth years of the same reign, intituled, "An Act to amend the Ipswich and Bury Saint Edmund's Railway Act, 1845, and for making a Railway from the said Ipswich and Bury Saint Edmund's Railway to Norwich, with a Branch therefrom;" and to authorize the construction and maintenance by the Ipswich and Bury Saint Edmund's Railway Company of the branch railways and extensions hereinafter mentioned, with all proper works, approaches, and conveniences connected therewith, viz., first, a railway from the Ipswich and Bury Saint Edmund's Railway, at the termination thereof in the parish of Saint James, Bury Saint Edmund's, and county of Suffolk, to a point in the parish of Gazeley, in the county of Suffolk, where the parish road from Gazeley diverges to Cavenham and Herringswell; and thence by two diverging lines, the first thereof to terminate by a junction with a line of the Newmarket and Chesterford Railway, in a certain inclosure in the parish of Wood Ditton and county of Cambridge, numbered 46 in such parish on the plans relating to such railway referred to in the Newmarket and Chesterford Railway Act, 1846; and the second thereof to terminate by a junction with the Brandon and Peterborough Extension of the Eastern Counties Railway, at or near to the Ely Station on such line,

in the parishes of the Holy Trinity and Saint Mary, in Ely, or one of them, in the isle of Ely and county of Cambridge; which said intended railway or railways will pass from, in, through, or into, or be situated within the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say, Saint James Bury Saint Edmund's, Saint Mary Bury Saint Edmund's, Fornham Saint Martin, Fornham All Saints, Hengrave, Westley, Risby, Cavenham, Tuddenham, Herringswell, Kentford, Gazeley, Upper Higham, Lower Higham, and Moulton, or some of them, in the county of Suffolk; Freckenham, Kennet, Carrops, or No Man's Land, or one of them, in the counties of Suffolk and Cambridge, or one of them; Ashley-cum-Sylverly, Cheveley, Wood Ditton, Saxon-Street, All Saints Newmarket, Chippenham, Badlingham, Fordham, Isleham, Soham, otherwise Monk Soham, Barraway otherwise Barway, or some of them, in the county of Cambridge; Stuntney, The Holy Trinity and Saint Mary in Ely, or some of them, in the Isle of Ely, in the county of Cambridge.

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

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

And it is also intended by such Act to enable the Ipswich and Bury Saint Edmund's Railway Company to raise money for the purposes aforesaid, and to take powers for the purchase of lands and houses by compulsion or agreement, and for levying tolls, rates, and duties in respect of the use of the said intended railways and other works, and to grant exemptions from such tolls, rates, and duties.

And notice is hereby further given, that maps, plans, and sections of the said intended railways and works, together with the books of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of the lands proposed to be taken for the purposes thereof, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Suffolk, at his office in Bury St. Edmund's; with the Clerk of the Peace for the county of Cambridge, at his office in Cambridge; with the Clerk of the Peace for the Isle of Ely, in the county of Cambridge, at his office in Wisbeach; and that a copy of so much

of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railways and works are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.

Dated November 1846.

*Few and Co., Covent Garden,
W. O. and W. Hunt, 10, Whitehall,* } Solicitors.

Newbury Cemetery.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the establishment of a cemetery for the burial of the dead, with chapels annexed thereto, within the borough and parish of Newbury, in the county of Berks, which said intended cemetery and chapels are proposed to be made, constructed, and erected in and upon certain pieces or parcels of land in the said borough, and parish, and county, belonging respectively to the trustees of a certain charity called "Saint Bartholomew's Charity," and to the trustees of a certain other charity called "Coxedd's Charity;" and which said pieces or parcels of land together contain four acres one rood and thirty-three perches, or thereabouts, and are both in the occupation of John Shaw, seedsman, and are bounded on the several sides thereof as hereinafter mentioned; that is to say, the said piece or parcel of land belonging to the said trustees of Saint Bartholomew's Charity is bounded on the east by the new public road leading from Newbury to Newtown, in the county of Southampton, and on the west by the said other piece or parcel of land belonging to the trustees of Coxedd's Charity; and the last-mentioned piece or parcel of land belonging to the trustees of Coxedd's Charity is contiguous to, and bounded on the east by, the first-mentioned piece or parcel of land belonging to the said trustees of Saint Bartholomew's Charity, and on the west by the old public road leading from Newbury to Newtown aforesaid, and both of which said pieces or parcels of land are bounded on the north by land of Charles Lemon Greaves, and on the south by a bridle-road connecting the old and new roads leading from Newbury to Newtown aforesaid.

And it is also intended by such Act to incorporate a Company for the purpose of carrying the said undertaking into effect, and to take powers for the purchase, by compulsion or agreement, of the lands on which it is proposed to construct the said cemetery, and to vary or extinguish all existing rights or privileges connected with such lands, and also to authorise the said Company to demand and receive fees and other payments for or in respect of the said cemetery.

Dated this 6th day of November 1846.

*Bunny and Son,
Gray and Godwin,* } Solicitors, Newbury.

The Wakefield Gas Light Act Amendment.
(Extension of Works.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to alter, amend, extend, and enlarge, and to repeal all or some of the powers and provisions of an Act passed in the 3rd year of the reign of King George the Fourth, intituled "An Act for Lighting with Gas the town and neighbourhood of Wakefield in the West Riding of the county of York," and to make other powers and provisions in the place or stead thereof.

And it is proposed by the said intended Act to grant to "the Wakefield Gas Light Company," incorporated by the said recited Act, further and additional powers for lighting with gas the parish of Wakefield, and the township of Sandal Magna in the parish of Sandal Magna, and the township of Warmfield, otherwise Warmfield-cum-Heath, in the parish of Warmfield, or some part or parts thereof, in the West Riding of the county of York, and for supplying with gas the inhabitants thereof, and for making and levying rates, rents, or charges for such purposes, and to alter or vary the existing rates, rents, or charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, or charges, and other rights or privileges as may be found expedient, and also to lay down through any public or private streets, roads, lanes, and thoroughfares within the said several parishes and townships, all necessary mains, pipes, and other works and apparatus.

And it is also proposed by the said intended Act to enable the said Company to purchase by agreement the fee simple and inheritance of and in all lands, tenements, and hereditaments now held by them, or in their occupation, and to purchase as aforesaid all such other lands, tenements, and hereditaments as may be necessary for the purposes of the said recited and the said intended Acts, or either of them, and to vary or extinguish all existing rights and privileges connected with such lands, tenements, and hereditaments respectively, which would impede or interfere with the purposes aforesaid.

And it is also proposed by the said intended Act to enable the said Company to increase their present capital by converting into capital the monies which have been expended by them over and above the capital authorised to be raised by the said recited Act, and also by the creation of new shares, or by mortgage, or by such other means as Parliament shall direct, and also to limit the future profits of the proprietors of shares in the said Company, in such manner and to such extent as to Parliament shall seem meet.

Dated the 9th day of November 1846.

Henry Lumb and Sons, Solicitors, Wakefield.

Eastern Union Railway.

(Branch from Manningtree to Harwich).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for an Act to amend and enlarge some of the powers and provisions of an Act passed in the 7th and 8th years of the reign of Her present Majesty, intituled "An Act for making a Railway from Colchester to Ipswich;" of an Act passed in the 8th and 9th years of the same reign, intituled "An Act to amend the Act relating to the Eastern Union Railway Company, and to raise a further sum of money for the purposes of the said undertaking; and of another Act passed in the 9th and 10th years of the same reign, intituled "An Act to empower the Eastern Union Railway Company to complete the Eastern Union Railway from the junction thereof with the line of the Eastern Counties Railway at Ardleigh to Colchester;" and to authorise the construction and maintenance by the Eastern Union Railway Company of a railway, with all proper works, approaches, and conveniences connected therewith, diverging from the line of the Eastern Union Railway at two separate points in the parish of Lawford and county of Essex, the first of such points at the crossing, by the said railway, of the road from Manningtree to Ipswich, and the second of such points at or immediately adjoining the western end of the viaduct over the river Stour on the said railway, which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places of Lawford, Manningtree, Mistley-cum-Manningtree, Mistley, Bradfield, Wrabness, Ramsey, Dovercourt, Dovercourt-cum-Harwich, Saint Nicholas Harwich, and Harwich, or some of them, all in the county of Essex, and will terminate at the Bathside Road near the Bath-house, in the parish of Saint Nicholas Harwich and county of Essex, together with a pier or jetty commencing at the last-described termination, and projecting into and terminating in the bed or shores of the sea, or of the river Stour, adjoining thereto, with all proper works and conveniences appertaining thereto, in connection with the said intended railway, which said pier, jetty, and other works will be situate entirely in the said parish of Saint Nicholas Harwich, or on the bed and shores of the sea, or of the said river Stour aforesaid; also a railway diverging from the line of the said intended railway in an arable field, in the said parish of Mistley, of which John Mann is the owner, passing through and terminating in the same parish upon a wharf or quay near to the coke ovens adjacent thereto, the property of the said John Mann; and also a railway diverging from the line of the first-mentioned intended railway, near to the centre of Mistley Park, in the parish of Mistley, and terminating in the same parish, upon a piece of land abutting on the river Stour, belonging to Thomas Taylor.

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

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

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

And it is also intended by such Act to enable the Eastern Union Railway Company to raise money for the purposes aforesaid, and to take powers for the purchase of lands and houses by compulsion or agreement, and for levying tolls, rates, and duties in respect of the use of the said railways, pier, and other works, and to grant exemptions from such tolls, rates, and duties.

And it is further intended by such Act to enable the Eastern Union Railway Company to let, either for a limited term of years, or in perpetuity, the said intended railways, pier, and other works, or any part thereof, and all or any powers of such Company in connection therewith or in relation thereto, to the Eastern Counties Railway Company, and to enable such last-mentioned company to lease the said intended railways, pier, and other works, or any part thereof, and to exercise such powers, or any of them, and generally to enter into and carry into effect such arrangements in reference to the said railways, pier, and other works, and to the maintenance thereof, and to the traffic which may pass over the same, as may be mutually agreed on between the said two Companies.

And for the purposes aforesaid, it is proposed to alter, repeal, amend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts relating to the said Eastern Counties Railway, passed respectively in the 6th and 7th years of the reign of His late Majesty King William the Fourth, and in the 1st and 2nd, the 4th, the 7th and 8th, and the 8th and 9th, and 9th and 10th years of the reign of Her present Majesty.

And notice is hereby further given, that maps and plans of the said intended railways and other works hereinbefore referred to, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands proposed to be taken for the purposes of the said railways, pier, and other works; and sections of the said intended railways will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Essex, at his office in Chelmsford; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways, pier, and other works

are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.

Dated November, 1846.

Few and Co., Covent Garden, } Solicitors.
W. O. and W. Hunt, 10, Whitehall, }

Kings Norton, Northfield, Beoley, Edgbaston, and Harborne Rates Bill. (For Rating to the Relief of the Poor and other Parochial and Local Rates the owners of certain Property within the Parishes of Kings Norton, Northfield, and Beoley in the county of Worcester, Edgbaston in the county of Warwick, and Harborne in the county of Stafford, in lieu of the occupiers thereof.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the rating to the relief of the poor, and the rates for the repair of the highways, and all other parochial and local rates within the several parishes, townships, extra-parochial and other places of Kings Norton, Northfield, and Beoley in the county of Worcester, the parish of Edgbaston in the county of Warwick, and the parish of Harborne in the county of Stafford, the landlords, owners, and proprietors of all houses, buildings, lands, tenements, and hereditaments assessable to such rates respectively, the clear annual value of which shall not exceed the sum of £7. 10s. in lieu of the occupiers thereof; and also to authorise the reduction, increase, or alteration of all or any of the existing rates or assessments for the purposes aforesaid in respect of such houses, buildings, lands, tenements, and hereditaments, or the making of compositions with the landlords, owners, and proprietors thereof in respect thereto, and for conferring, varying, or extinguishing exemptions from the payment of rates and other rights and privileges. And it is also intended that by the said Act it shall be provided that all the costs, charges, and expenses of passing the said Act, and all preliminary and other charges and expenses incident to or attending the obtaining thereof, or in any manner relating thereto, shall be borne, paid, and defrayed out of the poor rates and county rates of the said several parishes and counties in certain proportions.

Dated this 11th day of November 1846.

Ralph Docher, Solicitor, Birmingham.
Joseph Fallows, 198, Piccadilly, London Agent.

Berks and Hants Railway.

(Proposed Extension of the Berks and Hants Railway from Hungerford to Westbury and Devizes, with powers of Sale and Lease to and Contribution by the Great Western Railway Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to authorise the con-

struction and maintenance of a railway, with all proper works, approaches, and conveniences connected therewith, commencing from the line of the Berks and Hants Railway, at the western end of a certain inclosure in the parish of Hungerford, in the counties of Berks and Wilts, or one of them, numbered 37 in such parish on the plans of the said Berks and Hants Railway referred to in the Berks and Hants Railway Act, 1845, and terminating by a junction with the line of the Wilts, Somerset, and Weymouth Railway, as now authorised to be made in a certain field in the parish of Westbury, in the county of Wilts, numbered 44 in such parish on the plans of the Wilts, Somerset, and Weymouth Railway, referred to in the Wilts, Somerset, and Weymouth Railway Act, 1846, which said intended railway, and other works connected therewith, will pass from, in, through, or into, or be situated within the several parishes, townships, and extra-parochial places following, or some of them; (that is to say) Hungerford, Hungerford Town Tything, Sanden Fee, otherwise Sanham Fee, Edington and Newtown, and Charnham-street, in the counties of Berks and Wilts, or one of them; Froxfield, Oakhill, Rudge, Little Bedwin, Chisbury, Great Bedwin, Wootton Rivers, South Savernake, Brimslade, Grafton, Babbage, Easton, Pewsey, Milton Lilbourne otherwise Middleton Lislebourne, Manningford Abbots, Manningford Bruce, Huish, Wilcot otherwise Welcot, Oare and Draycott alias Draycott Foliat, Overton, Rainscombe, East Stowell, West Stowell, Alton Priors, Woodborough, Alton Barnes, North Newnton and Hilcot, Charlton, Rushall, Beechingstoke, Wivelsford otherwise Wilsford, Manningford Bohun, Marden, Patney, Cherington otherwise Chirton, Conock, Stanton, Saint Bernard, All Cannings, Etchilhampton, Fullaway, Urchfont, Stert, Wedhampton, Eastcott, Bishop's Cannings, Saint James otherwise Southbroom, Potterne, Worton, Marston, West Lavington, Fiddington, Littleton Pannel, Market Lavington, Easterton, Great Cheverell, Little Cheverell, Melksham, Erlestoke, East Coulston, Edington, Whorwelsdown, West Coulston, West Coulston-cum-Baynton, Tinhead, Baynton, Westbury, Bratton, Stoke in Bratton, Heywood, Hawkeridge, Westbury Leigh, Westbury Priory, Westbury Chantry, Brook-house, Storridge, Brook, Penleigh, Bailiwick of Leigh and Eden Vale, in the county of Wilts, together with a branch railway, diverging from the line of such intended railway, in a certain field in the occupation of Richard Giddings, situate in Fullaway, in the parish of All Cannings, and county of Wilts, known as Chapel Ground, and terminating by a junction with the line of the Wilts, Somerset, and Weymouth Railway, in a certain field in the parish of Saint John the Baptist, Devizes, and county of Wilts, numbered 52 in such parish on the plans of the Wilts, Somerset, and Weymouth Railway referred to in the said Wilts, Somerset, and Weymouth Railway Act, 1846, which said intended branch railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them; (that is to say) All Cannings, Fullaway, Potterne,

Urchfont, Stert, Etchilhampton, Bishop's Cannings, Saint James otherwise Southbroom, and Saint John the Baptist, Devizes, in the county of Wilts.

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

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

And it is further intended by such Act to incorporate a Company, and to enable such Company to purchase lands and houses by compulsion or agreement for the purposes of the said proposed railway, branch railway, and works, and to levy tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties. And to sell, or let on lease the said undertaking, with all or any of their powers in relation thereto to the Great Western Railway Company, and to enable the said last-mentioned Company to purchase or rent, and if need be, to execute the said railway, and to use, exercise, and enjoy such powers, and to raise capital for the purpose, or for the purpose of contributing towards the establishment of and becoming shareholders in the said undertaking.

And it is further intended by such Act to alter, amend, and enlarge, so far as may be necessary for the objects aforesaid, the powers and provisions of the several Acts relating to the said Great Western Railway, and to the several railways now forming part of that undertaking, and belonging to the Great Western Railway Company, which several Acts bear date as follows: (that is to say,) An Act of the fifth and sixth years of the reign of His late Majesty King William the Fourth, cap. 107; an Act of the sixth year of the same reign, cap. 38; an Act of the first year of the reign of Her present Majesty Queen Victoria, cap. 91; an Act of the first year of the same reign, cap. 92; an Act of the second year of the same reign, cap. 27; an Act of the sixth year of the reign of King William the Fourth, cap. 77; an Act of the first year of the reign of Her present Majesty Queen Victoria, cap. 24; an Act of the fifth year of the same reign, Session 2, cap. 28; an Act of the sixth year of the same reign, cap. 10; an Act of the seventh year of the same reign, cap. 3; an Act of the eighth and ninth years of the same reign, cap. 40; an Act of the eighth and ninth years of the same reign, cap. 188; an Act of the eighth and ninth years of the

same reign, cap. 191; an Act of the ninth year of the same reign, cap. 14; and the several Acts relating to the West London Railway, which bear date as follows—viz., an Act of the third year of the reign of His late Majesty King William the Fourth, cap. 36; an Act of the sixth year of the same reign, cap. 79; an Act of the third and fourth years of the reign of Her present Majesty, cap. 105; an Act of the eighth and ninth years of the same reign, cap. 156; and an Act of the ninth and tenth years of the same reign, cap. 369.

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

*Wilts, Somerset, and Weymouth Railway,
(Amendment) No. 2.*

(Proposed Railways from Bleadon to Blandford, and from Compton, near Yeovil, to Wilton, with branches to Glastonbury and Gillingham.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to alter, amend, and enlarge some of the powers and provisions of "The Wilts, Somerset, and Weymouth Railway Act, 1845;" and "The Wilts, Somerset, and Weymouth Railway (Amendment) Act, 1846;" and to enable the Wilts, Somerset, and Weymouth Railway Company to make the several new lines of railway, together with all proper works and conveniences connected therewith, hereinafter mentioned, that is to say,

A railway to commence by a junction with the line of the Bristol and Exeter Railway in the parish of Bleadon in the county of Somerset, in or near to a field in that parish distinguished by the number 10 on the plans of the said Bristol and Exeter Railway referred to in the Act authorising the construction thereof; and passing thence in, through, or into, the several parishes, townships, and extra-parochial or other places of Bleadon, Uphill, Locking, Hutton, Christon, Banwell, Loxton, Biddesham, Lympsham, Badgworth, Weare, Compton Bishop, Cross, Winscombe, Axbridge, Cheddar, Wedmore, Draycot, Nyland and Batcombe, Rodney Stoke,

Westbury, Easton, Wookey, the out-parish of Saint Cuthbert-in Wells, the in-parish of Saint Cuthbert-in-Wells, the liberty of Saint Andrew-in-Wells, North Wootton, Dinder, Croscombe, Pilton, Shepton Mallett, Doulting, Chesterblade, Evercreech, Milton Clevedon, Lamyatt, Ditcheat, Almsford, Pitcombe, Wyke Champflower, Bruton, Shepton Montague, otherwise Shepton Montacute, Bratton Seymour, otherwise Bratton Saint Maur, Charlton Musgrave, Wincanton, Maperton, Holton, North Cheriton, South Cheriton, Charlton Horethorne, Horsington, Stowell, Temple Coombe, and Henstridge, or some of them in the county of Somerset; Stalbridge, Kington Magna, otherwise Keinton Magna, West Stower, Fifehead Magdalen, Todbere, Marnhull, Hinton Saint Mary, Sturminster Newton, Manston, Hammoun, otherwise Hammoun, Child Okeford, Shilling Okeford, otherwise Shillingstone, Belchallwell, Okeford Fitzpaine, Hanford, Stowerpaine, Durweston, Pimperne, Bryanston, and Blandford Forum, or some of them, in the county of Dorset; to terminate in the said parish of Blandford Forum, in or near to a field called Picked Close, in the occupation of Isaac William Tupper, situate near the Cricket Ground, on the east side of the road leading from Blandford to Sherborne.

A branch railway to diverge out of the intended line of railway hereinbefore described, at Portway, in the in-parish of Saint Cuthbert-in-Wells, in the county of Somerset; and passing thence in, through, or into, the in-parish of Saint Cuthbert-in-Wells, the out-parish of Saint Cuthbert-in-Wells, the parishes of Wookey, Pilton, Meare, and Godney, and the united parishes of Saint John the Baptist and Saint Benedict in Glastonbury, or some of them, in the county of Somerset; to terminate in the town of Glastonbury, in the last-mentioned parishes, on the east side and near the south end of Northload-street.

A railway to commence upon the line of railway from Melcombe Regis to Upton Scudamore, secondly described in the "Wilts, Somerset, and Weymouth Railway Act, 1845," in the parishes of Trent, in the county of Somerset, and Over Compton in the county of Dorset, in or near to a field in the first-mentioned parish, distinguished by the number 4, and in or near to a field in the said last-mentioned parish distinguished by the number 8, on the plans of the said railway referred to in the said Act; and passing thence in, through, or into, the several parishes, townships, and extra-parochial or other places, of Trent, in the county of Somerset; Over Compton otherwise Compton Haway, Nether Compton, Sherborne, Castleton, and Osborne, in the county of Dorset; Pointington, Milborne Port, Charlton Horethorne, Stowell, Horsington, Abbas Combe, Temple Combe, and Henstridge, or some of them in the county of Somerset; Stalbridge, Buckhorn Weston, Kington Magna, otherwise Keinton Magna, Fifehead Magdalen, West Stower, Marnhull, Todbere, Stower Provost, East Stower, Saint Margaret's Marsh, Gillingham, the liberty of Alcester, Shaston Saint James, and Motcombe,

or some of them, in the county of Dorset; Mere, Sedgehill, East Knoyle, Semley, Donhead Saint Mary, Donhead Saint Andrew, Wardour, West Tisbury, East Tisbury, Ansty, Sulton Mandeville, Chilmark, Fovant, otherwise Foffant, Teffont Evias, Dinton, Compton Chamberlain, Baverstock, Barford Saint Martin, South Burcombe, North Burcombe, Wilton, South Newton, Ditchampton, and Fugglestone Saint Peter, or some of them, in the county of Wilts; to terminate in the said parish of Fugglestone Saint Peter, in or near to a field numbered 15 on the aforesaid plans of the said Wilts, Somerset, and Weymouth Railway.

And a branch railway to diverge out of the last-mentioned intended railway, in or near to a field in the parish of Motcombe, in the county of Dorset, called Long Mead or Great Mead, situate near to and on the north side of Sherborne Causeway, and in the occupation of John Stacey; passing thence in, through, or into the parishes of Motcombe, Shaston Saint James, East Stower, and Gillingham, or some or one of them, in the county of Dorset, and terminating in the last-named parish, in a field called Dryleaze, situate near to, and on the south side of Gillingham-street, and in the occupation of John Dunn.

And it is intended by such Act, to take powers to abandon such part or parts of the line of the Wilts, Somerset, and Weymouth Railway, in the parishes of Bradford Abbas, and Sherborne, in the county of Dorset, as will be rendered useless by reason of the intended line of railway from Compton to Fugglestone Saint Peter, hereinbefore described.

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

And it is further intended by such Act, to vary, repeal, or extinguish all existing rights or privileges which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges, and also to confer on the said Wilts, Somerset, and Weymouth Railway Company powers for raising additional capital, and also for the purchase of lands, by compulsion or agreement, for the purposes of the said intended works, and for levying tolls, rates, and duties, in respect of the use thereof, and to confer such exemptions from such tolls, rates, or duties as to such Company may seem meet.

And it is further proposed by such intended Act, to extend to the said intended new lines of railway and works, the several powers and provisions of the said "Wilts, Somerset, and Weymouth Railway Act, 1845," and of the said "Wilts, Somerset, and Weymouth Railway (Amendment) Act, 1846."

And it is further intended by such Act, to enable the said Wilts, Somerset, and Weymouth Railway Company, to sell or let the said intended railways

and works, or any of them, to the Great Western Railway Company; and also to enable the said Great Western Railway Company to purchase or take on lease the said intended railways and works, or any of them, and to raise and contribute funds for or towards the construction or maintenance thereof, and to exercise all or any powers which may be conferred by the said Act in connection therewith, or in relation thereto.

And for the purposes aforesaid, it is further intended by the said Act, to alter, amend, and enlarge, so far as may be necessary, some of the powers and provisions of the said "Wilts, Somerset, and Weymouth Railway Act, 1845," and of the said "Wilts, Somerset, and Weymouth Railway (Amendment) Act, 1846," and of the several Acts relating to the Great Western Railway, and the railways and branch railways, forming part of that undertaking, and belonging to the Great Western Railway Company, bearing date as follows, that is to say, an Act of the 5th and 6th years of the reign of His late Majesty King William the Fourth, cap. 107; an Act of the 6th year of the same reign, cap. 38; an Act of the 1st year of the reign of Her present Majesty Queen Victoria, cap. 91; an Act of the 1st year of the same reign, cap. 92; an Act of the 2nd year of the same reign, cap. 27; an Act of the 6th and 7th years of the reign of His said late Majesty King William the Fourth, cap. 77; an Act of the 1st and 2nd years of the reign of Her said present Majesty Queen Victoria, cap. 24; an Act of the 5th year of the same reign, cap. 28; an Act of the 6th year of the same reign, cap. 10; an Act of the 7th year of the same reign, cap. 3; an Act of the 8th and 9th years of the same reign, cap. 40; an Act of the 8th and 9th years of the same reign, cap. 188; an Act of the 8th and 9th years of the same reign, cap. 191; and an Act of the 9th year of the same reign, cap. 14. And also the Acts relating to the West London Railway, which bear date as follows: an Act of the 3rd year of the reign of His late Majesty King William the Fourth, cap. 36; an Act of the 6th year of the same reign, cap. 79; an Act of the 3rd and 4th year of the reign of Her present Majesty, cap. 105; an Act of the 8th and 9th year of the same reign, cap. 156; and an Act of the 9th and 10th year of the same reign, cap. 369.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels, of the said intended railways and works, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees or reputed lessees, and occupiers of the lands proposed to be taken for the purposes thereof, will be deposited on or before the thirtieth day of November instant with the Clerk of the Peace for the county of Somerset, at his office at Taunton, in that county; with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, in that county; with the Clerk of the Peace for the county of Wilts, at his office at Wilton, in that county. And that a copy of so much of the said plans and sections, and books of reference, as relates to each of the parishes, in or through which the said intended railways and works are respectively intended to be made,

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

Dated this 5th November 1846.

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

Wilts, Somerset, and Weymouth Railway, (Amendment), No. I.

Bruton (Pitcombe and Rodden) and Bradford Deviations.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, for an Act to alter, amend, and enlarge some of the powers and provisions of "The Wilts, Somerset, and Weymouth Railway Act, 1845," and "The Wilts, Somerset, and Weymouth Railway (Amendment) Act, 1846," and to enable the Wilts, Somerset, and Weymouth Railway Company to make the two several alterations hereinafter particularly mentioned in certain of the lines of railway authorised to be made by the said Acts; that is to say, one of such alterations to commence in the parish of Pitcombe, in the county of Somerset, on the line of railway from Upton Scudamore to Melcombe Regis, secondly described in the firstly above-mentioned Act, in or near to a field in the said parish numbered 2 on the plans of the said railway referred to in the said Act, and passing thence in, through, or into, the several parishes, townships, and extra-parochial or other places of Pitcombe, Bruton, Wyke Champflower, Sheephouse Farm, North Brewham, Witham Friary, Marston Bigot, Frome Selwood, and Rodden, or some of them, in the county of Somerset, to terminate in the said parish of Rodden, in or near to a field in that parish numbered 1 on the said last-mentioned plans.

And the other of such alterations to commence in the parish of Bradford, in the county of Wilts, on the line of railway from Bradford to Bathampton, described in the secondly above-mentioned Act at a road in the said parish numbered 125 in the plans of the said railway referred to in the said last-mentioned Act, and to pass in or through and to terminate within the same parish at the Avon Cliff Aqueduct of the Kennet and Avon Canal.

And it is also intended by such Act to take powers to abandon such part or parts of the lines of railway, respectively authorised by the said firstly and secondly above-mentioned Acts as will be rendered useless by reason of the aforesaid intended alterations respectively.

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

And it is further intended by such Act to obtain powers for the purchase of lands, by compulsion or agreement, for the purposes of the said intended

works, and to vary, repeal, or extinguish all existing rights or privileges which would in any manner impede or interfere with the construction, maintenance, or use of the said intended works, and to confer other rights and privileges. And also to levy tolls, rates, and duties, in respect of the use of the said intended works, and to confer such exemptions from such tolls, rates, or duties, as to the said Wilts, Somerset, and Weymouth Railway Company may seem meet.

And it is further proposed by such intended Act to extend to the said proposed alterations and works the powers of sale and lease to the Great Western Railway Company, and the powers of purchase and renting, and of contributing capital by that Company, which are contained in the said "Wilts, Somerset, and Weymouth Railway Act, 1845," with reference to the undertaking thereby authorised.

And for the purposes aforesaid, it is further intended by the said intended Act to alter, amend, and enlarge, so far as may be necessary, the powers and provisions of the said "Wilts, Somerset, and Weymouth Railway Act, 1845," and of the said "Wilts, Somerset, and Weymouth Railway (Amendment) Act, 1846," and of the several Acts relating to the Great Western Railway, and of the railways and branch railways forming part of that undertaking, and belonging to the Great Western Railway Company, bearing date as follows; that is to say, an Act of the 5th and 6th years of the reign of His late Majesty King William the Fourth, cap. 107; an Act of the 6th year of the same reign, cap. 38; an Act of the 1st year of the reign of Her present Majesty Queen Victoria, cap. 91; an Act of the 1st year of the same reign, cap. 92; an Act of the 2nd year of the same reign, cap. 27; an Act of the 6th and 7th years of the reign of His said late Majesty King William the Fourth, cap. 77; an Act of the 1st and 2nd years of the reign of Her said present Majesty Queen Victoria, cap. 24; an Act of the 5th year of the same reign, cap. 28; an Act of the 6th year of the same reign, cap. 10; an Act of the 7th year of the same reign, cap. 3; an Act of the 8th and 9th years of the same reign, cap. 40; an Act of the 8th and 9th years of the same reign, cap. 188; an Act of the 8th and 9th years of the same reign, cap. 191; and an Act of the 9th year of the same reign, cap. 14; and also the Acts relating to the West London Railway, which bear date as follows:—An Act of the 3rd year of the reign of His late Majesty King William the Fourth, cap. 36; an Act of the 6th year of the same reign, cap. 79; an Act of the 3rd and 4th years of the reign of Her present Majesty, cap. 105; an Act of the 8th and 9th years of the same reign, cap. 156; and an Act of the 9th and 10th years of the same reign, cap. 369.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels of the said intended works, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands proposed to be taken for the purposes thereof, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace for the county

of Somerset, at his office at Taunton, in that county; and with the Clerk of the Peace for the county of Wilts, at his office at Wilton, in that county; and that a copy of so much of the said plans and sections and books of reference as relates to each of the parishes in or through which the said intended works are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of such parishes respectively at their respective residences.

Dated this 2nd day of November 1846.

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

Great Western Railway Amendment and Extensions.

(Proposed Railways from the Great Western Railway at Twyford to Henley, and from Newton Saint Loe to Radstock, and enlargement of the Great Western Railway at Bathampton, and from a Point in the Parish of Acton to near Old Oak Common; with powers to lease, purchase, or amalgamate with the Birmingham and Oxford, and the Birmingham, Wolverhampton, and Dudley Railways, and to purchase the Great Western and Uxbridge and the Wycombe Railways; also for amendment of Acts and alteration of Tolls.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to alter, amend, and enlarge the powers and provisions of the several Acts relating to the Great Western Railway, and to the several railways now forming part of that undertaking, and belonging to the Great Western Railway Company, which several Acts bear date as follows: (that is to say), An Act of the fifth and sixth years of the reign of His late Majesty King William the Fourth, chapter 107,—An Act of the sixth year of the same reign, chapter 38,—An Act of the first year of the reign of Her present Majesty Queen Victoria, chapter 91,—An Act of the first year of the same reign, chapter 92,—An Act of the second year of the same reign, chapter 27,—An Act of the sixth year of the reign of King William the Fourth, chapter 77,—An Act of the first year of the reign of Her present Majesty Queen Victoria, chapter 24,—An Act of the fifth year of the same reign, session 2, chapter 28,—An Act of the sixth year of the same reign, chapter 10,—An Act of the seventh year of the same reign, chapter 3,—An Act of the eighth and ninth years of the same reign, chapter 40,—An Act of the eighth and ninth years of the same reign, chapter 188,—An Act of the eighth and ninth years of the same reign, chapter 191,—An Act of the ninth year of the same reign, chapter 14; and also the Acts relating to the West London Railway, which bear date as follows: An Act of the third year of the reign of his late Majesty King William the Fourth, chapter 36,—An Act of the sixth year of the same reign, chapter 79,—An Act of the third and fourth years of the reign of Her present Majesty, chapter 105,—An Act of the eighth and

ninth years of the same reign, chapter 156,—and An Act of the ninth and tenth years of the same reign, chapter 369; and to authorise the construction and maintenance, by the Great Western Railway Company, of the railways and works hereinafter mentioned, with all proper works, approaches, and conveniences connected therewith, viz.—First. A railway diverging from the line of the Great Western Railway at or immediately adjoining to the Twyford Station thereof, and in the parishes of Hurst and Ruscomb, or one of them, in the counties of Wilts and Berks, or one of them, passing from, through, or into the several parishes, townships, and extra-parochial or other places of Broad Hinton, Whistley, Hurst, and Ruscombe, or some of them, in the counties of Wilts and Berks, or one of them; Wargrave and Sonning, or one of them, in the county of Berks; Shiplake Harpsden, Harpsden-cum-Bolney, Rotherfield Peppard, Rotherfield Grays, and Henley, or some of them, in the county of Oxford; and terminating in the said parishes of Rotherfield Grays and Henley, or one of them, at or near a certain street in the town of Henley, known as Friday-street. Second. A railway, with all proper works and conveniences connected therewith, diverging from the line of the Great Western Railway, in the parish of Newton Saint Loe, in the county of Somerset, at or near the west end of the Railway Tunnel, known as the Tiverton Tunnel, and terminating by a junction with the line of the Wilts, Somerset, and Weymouth Railway, in a field situated in the parish of Radstock, in the said county of Somerset, and numbered 28 on the plans of the Wilts, Somerset, and Weymouth Railway referred to in the Wilts, Somerset, and Weymouth Railway Act, 1845; together with certain branches or connecting or side lines, which will be defined on the plans to be deposited as hereinafter mentioned, to connect the said last-mentioned intended Railway with various collieries lying adjacent thereto, and which said last-mentioned railway, and the said proposed branch or connecting or side lines connected therewith, will pass from, in, or through, or be situate within the several parishes of Twiverton otherwise Twerton, Newton Saint Loe, English Combe-Stanton Prior, Preston, Farmborough High Littleton, Clutton, Timsbury, Paulton, Dunkerton, Camerton Wellow, Farrington Gurney, Midsomer Norton, Cameley, Hallatrow, Radstock, Writhlington, Foxcote, and Kilmersdon, or some of them, in the county of Somerset. Third. A railway in enlargement of and to form part of the line of the Great Western Railway, commencing in the parish of Bathampton and county of Somerset, at a point where the said railway crosses a certain field numbered 11 in such parish on the plans of the Great Western Railway, deposited with the Clerk of the Peace of the said county of Somerset, and referred to in the Act authorising the construction of the said railway, passed in the fifth and sixth years of the reign of His late Majesty King William the Fourth, passing in or through and terminating in the said parish of Bathampton, at a point where the said railway crosses a certain field numbered 28 in the same parish on such last-men-

tioned plans. Fourth. A railway in enlargement or extension of the line of the said Great Western Railway, commencing in the parish of West Acton and county of Middlesex, at or near the fourth mile and fifth furlong thereon from London, and passing in or through the parishes, townships, extra-parochial and other places of West Acton and East Acton, in the county of Middlesex, and terminating at the third mile and second furlong from London, on the said Great Western Railway, in East Acton aforesaid.

And power is intended to be taken by the said Act to alter the mode in which the several roads hereinafter mentioned are now carried across the line of the Great Western Railway on the level or surface thereof, and to carry the same across the said railway by means of arches or bridges, with all proper works and approaches connected therewith, within the several parishes, townships, and places next hereinafter mentioned, viz.—First, the road which crosses the said railway in the parish of Ealing, in the said county of Middlesex, near the six-and-a-half mile from London on the said railway. Second, the road which crosses the said railway in the parish of Langley Marsh, otherwise Langley Marish, in the county of Bucks, at the Langley station, near the sixteenth mile from London on the said railway. Third, the road which crosses the said railway in the parish of Bassildon, in the county of Berks, near the forty-third-and-a-half mile from London on the said railway.

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

And it is also intended by such Act to alter the tolls, rates, and duties at present levied or leviable for the use of the Great Western Railway, and to enable the Great Western Railway Company to raise money for the purposes aforesaid, and to purchase lands and houses by compulsion or agreement, for the purposes of the said proposed railways and other works, and to levy tolls, rates, and duties in respect of the use thereof, and to grant exemption from such tolls, rates, and duties.

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

And it is further intended by such Act to enable the Great Western Railway Company to sell, or let, or transfer the proposed branch railways, or connecting or side lines from the intended railway from Newton Saint Loe to Radstock hereinbefore described, or some of them, and all or any of their powers in relation thereto, to the owners of or others interested in the collieries adjoining the last-men-

tioned intended railway, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed upon between them and the owners or other parties so interested as aforesaid.

And notice is hereby further given, that maps, plans, and sections of the said intended railways and works, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands proposed to be taken for the purposes thereof, will be deposited on or before the thirtieth day of November instant with the Clerk of the Peace for the county of Berks, at his office in Abingdon in that county; with the Clerk of the Peace for the county of Wilts, at his office in Wilton in that county; with the Clerk of the Peace for the county of Oxford, at his office in the city of Oxford; with the Clerk of the Peace for the county of Somerset, at his office in Taunton in that county; with the Clerk of the Peace for the county of Bucks, at his office in Aylesbury; and with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways and works are intended to be made or to be situate, will be deposited, on or before the said thirtieth day of November instant, with the parish clerks of those parishes respectively, at their respective residences.

And it is also proposed by the said intended Act to empower the Birmingham and Oxford Junction and the Birmingham, Wolverhampton, and Dudley Railway Companies to lease, sell, or transfer the railways and works belonging to them respectively, or any part of the same, or the tolls thereof, to the Great Western Railway Company, and to enable the Great Western Railway Company to purchase or rent the same, and to carry into execution all or any of the powers of the several Acts relating to such railways, and to enable the Great Western Railway Company to raise additional capital for the purposes aforesaid, or to become holders of shares or capital stock in such undertakings, or to authorise the amalgamation of the said Companies and the capital stock thereof respectively.

And it is further intended by such Act to enable the Great Western and Uxbridge Railway Company and the Wycombe Railway Company, or either of them, to sell and transfer the railways and works belonging to them respectively, or any part thereof, and all or any of their powers in connection therewith or in relation thereto to the Great Western Railway Company, and to enable such last-mentioned Company to purchase and construct the said last-mentioned railways and works, or either of them, or any part thereof, and to exercise such powers or any of them, and to raise additional capital for such purpose; and for all or any of the purposes aforesaid it is intended to alter, repeal, amend, and enlarge, as far as may be necessary, the powers and provisions of the Birmingham and Oxford Junction Railway Act, 1846; the Birmingham, Wolverhampton, and Dudley Railway Act, 1846; the

Great Western and Uxbridge Railway Act, 1846;
and the Wycombe Railway Act, 1846.

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

Dated November, 1846.

Leicester Water Works,

For supplying the Inhabitants of Leicester and its
Vicinity with Water.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill or Bills to obtain an Act or Acts for supplying with water the inhabitants of the several parishes, townships, hamlets, precincts, and extra-parochial or other places of Saint Mary Bromkingsthorpe, Saint Martin, Saint Margaret, Saint Nicholas, All Saints, Saint Leonards, Leicester Abbey, and Woodgate, the Black Friars, the Augustine Friars, the Grey Friars, the White Friars, the Castle View, the New Works or Newark (all of which are situate in or near the borough of Leicester), and likewise the parishes of Knighton and Belgrave, adjacent thereto, all in the county of Leicester; and for that purpose to make and construct a reservoir or reservoirs at or near a certain bridge called Locky Bridge, in the parish of Thornton, in the said county of Leicester, and a reservoir or reservoirs at, near, or upon a certain place called the Racecourse, in the parish of Saint Mary, in the said borough of Leicester; and to lay mains and pipes and make cuts, aqueducts, and other works to, through, into, or near the several parishes, townships, and extra-parochial or other places of Thornton Bagworth, Merry Lees, Botcheson, Desford, Baron Park, Ratby, Newtown Unthank, Glenfield, Kirby Muxloe, Kirby Frith, Leicester Forest, Braunstone, and New Parks, in the said county of Leicester, and the aforesaid parishes, extra-parochial, or other places of Bromkingsthorpe, Saint Mary, the Black Friars, the Augustine Friars, Saint Nicholas, Saint Martin, and Saint Margaret, all in or near the said borough of Leicester. And the termini of the said intended works are respectively the said first mentioned reservoir at or near the village of Thornton, in the parish of Thornton aforesaid, and the said reservoir at or near the Racecourse, in the said parish of Saint Mary, in or near the borough of Leicester aforesaid. And also to take powers for collecting, obtaining, and using the waters (or some portion thereof) from certain lauds, brooks, and streams situate in or near the parish of Thornton aforesaid, called respectively Thornton Brook and Carr Brook, otherwise Markfield Brook, the waters of which now flow to or into the brook or stream running from thence through, into, or near the said respective parishes or places of Merry Lees, Botcheson, Newtown Unthank, Desford, Baron Park, Ratby, Kirby Muxloe, and Glenfield, and from thence through, into, or near the parishes of Ansty, Cropstone, Thurcaston, Rothley Temple, and Rothley, or some of them, in the

county of Leicester, and from thence into the River Soar, otherwise called the Leicester Navigation, at or near Rothley aforesaid, and thence into the Loughborough Canal, in or near the town of Loughborough, in the said county of Leicester, and thence into the River Trent, in or near the parish of Lockington, in the said county of Leicester. And it is intended to obtain powers by the said Act or Acts to incorporate a Company for carrying out the above-mentioned objects, with power to levy, charge, and collect rates, rents, and remunerations for such supply of water as aforesaid, and to take by compulsion or agreement; and to hold lands, buildings, and other property necessary and proper for making and completing the above-mentioned works or any part thereof, and also to vary or extinguish all existing rights and privileges connected with such lands, buildings, and other property, or which would in any way impede or interfere with the objects aforesaid, or contemplated by the said Act or Acts or any of them, and to confer, vary, or extinguish other rights and privileges. And notice is hereby also given, that duplicate plans and sections of the said reservoirs, cuts, aqueducts, and other works to be made and maintained as aforesaid, together with a book of reference thereto, will be deposited for public inspection at the office of the Clerk of the Peace for the said county of Leicester, at his office in New-street, in the borough of Leicester aforesaid, on or before the thirtieth day of November instant; and a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes in or through which the said reservoirs, cuts, aqueducts, and works are intended to be made and maintained, will also be deposited for public inspection with the parish clerk of each such parish on or before the said thirtieth day of November instant. And it is also proposed in and by the said Act or Acts to empower the said Company to be thereby incorporated to let on lease, sell, or transfer the above-mentioned works or any part thereof, or the rents, rates, and remunerations to be thereby authorised to be taken and received for the supply of water as aforesaid to the mayor, aldermen, and burgesses of the said borough of Leicester, and to enable the said mayor, aldermen, and burgesses to purchase or lease the same, upon such terms and conditions as may be mutually agreed upon by and between the said Company and the said mayor, aldermen, and burgesses, or as may be determined by such referee or referees as shall be mentioned in the said Act or Acts.

Dated the 7th day of November 1846.

John Loseby, Solicitor, Leicester.

Ipswich and Bury St. Edmund's Railway, No. 5.
(Extension to East Dereham, and to Aylsham, in
Norfolk.)

NOTICE is hereby given, That application is intended to be made to Parliament in the ensuing Session for an Act to amend the powers

and provisions of an Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for making a Railway from the Eastern Union Railway at Ipswich to Bury St. Edmund's;" and of another Act passed in the last Session of Parliament, intituled "An Act to amend the Ipswich and Bury St. Edmund's Railway Act, 1845, and for making a Railway from the said Ipswich and Bury St. Edmund's Railway to Norwich, with a Branch therefrom;" and to authorise the construction and maintenance by the said Ipswich and Bury St. Edmund's Railway Company of the following railways, with all proper works and conveniences connected therewith; that is to say, First, a railway diverging from and out of the intended Norwich Extension of the said Ipswich and Bury St. Edmund's Railway at or near to the Victoria Gardens, in the parish or hamlet of Lakenham, and county of the city of Norwich, and terminating by a junction with an intended railway from Wells to Dereham, at or near to Girling's Pit, near the road from Swanton Morley to East Dereham, in the parish of East Dereham, in the county of Norfolk; which said intended railway will pass from, in, through, or into Lakenham, Heigham, Eaton, Earliam, Hellesdon otherwise Hellesden, Saint Stephens, Saint Benedict, Saint Giles, Saint Swithien, Saint Margaret, Saint Lawrence, Saint Michael at Coslany, Costessey otherwise Cossey, Saint Gregory, Saint John Maddermarket, Saint Peters of Mancroft, the Town Close and the Liberty thereof, all in the said city of Norwich, and county of the said city; Hellesdon otherwise Hellesden, Costessey otherwise Cossey, Drayton, Earliam, Taverham, Felthorpe, Swannington, Ringland, Attlebridge, Morton otherwise Morton-on-the-Hill, Weston otherwise Weston Longville, Whitwell, Lenwade, Alderford, Great Witchingham, Little Witchingham, Ling otherwise Lyng, Bawdeswell, North Tuddenham, Sparham, Bylaugh otherwise Belaugh, Elsing, Swanton Morley, Hoe otherwise Hoo, and East Dereham, or some of them, all in the said county of Norfolk. Second, a railway diverging from and out of the line of the said intended railway last above described, at or near to a certain field adjoining the turnpike-road leading from Drayton to Attlebridge, and known as the Taverham Glebe land, in the parish of Drayton and county of Norfolk, and terminating at or near to a certain field, known as the Barn Close, adjoining the turnpike road from Norwich to Aylsham in the parish of Aylsham and county of Norfolk aforesaid, which said intended railway will pass from, in, through, or into Taverham, Drayton, Felthorpe, Horseford, Haveringland, Hevingham, Brixton, Burgh, Brampton, Marsham, Aylsham, or some of them, in the said county of Norfolk. Third, a railway diverging from and out of the line of the said intended railway first above described, in the parish of Elsing and county of Norfolk, in a certain field in the occupation of Esther Miles, known as the Ten Acres field, adjoining the road from Elsing to Swanton Morley, and terminating by a junction with the line of an intended railway from Wells to Dereham, in the parish of North Elmham and county of Norfolk, at or near to a certain arable

field in the occupation of John Alesbrook and James Alesbrook, lying between Elmham Little Heath, and Worthing Church, which said intended railway will pass from, in, through, or into Elsing, Swanton Morley, Bylaugh otherwise Belaugh, Hoe otherwise Hoo, Worthing, Beetley and North Elmham, or some of them, in the county of Norfolk.

And it is also intended by such Act to take power to alter, divert, or stop up, whether temporarily or permanently, all turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers, within or adjoining to the aforesaid places, with which it may be necessary so to interfere in the construction of the said intended railways and works.

And it is also intended by such Act to enable the Ipswich and Bury St. Edmund's Railway Company to raise money for the purposes aforesaid, and to take powers for the purchase of lands and houses by compulsion, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken, or which would in any manner interfere with the construction, maintenance, or use of the said intended railways and works, and to levy tolls, rates, and duties, in respect of the use of the said railways and other works, and to grant certain exemptions from such tolls, rates, and duties, and to confer other rights and privileges.

And notice is hereby further given, that plans and sections, describing the line and levels of the said intended railways and works, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands proposed to be taken for the purposes thereof, together also with a published map showing the general directions of the intended railways and works, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Norfolk, at his office in Norwich; and with the Clerk of the Peace for the county of the city of Norwich, at his office in that city; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railways and works are intended to be made, will be deposited, on or before the same thirtieth day of November, with the parish clerk of those parishes respectively, at their respective residences.

Dated November, 1846.

Few & Co., Covent Garden, } Solicitors.
W. O. & W. Hunt, 10, Whitehall, }

Ipswich and Bury St. Edmunds Railway, No. 1.
(Extension to Yarmouth.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to amend the powers and provisions of an Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for making a Railway from the Eastern Union Railway at Ipswich to Bury St. Edmunds;" and of another Act passed in the last session of Parliament, intituled "An Act to amend the Ipswich and Bury St. Edmunds Railway Act 1845, and for making a Railway from the said Ipswich and Bury St. Edmunds Railway to Norwich, with a branch therefrom;" and to authorise the construction and maintenance by the Ipswich and Bury St. Edmunds Railway Company of an Extension or Branch Railway, with all proper works, approaches, and conveniences connected therewith, to diverge from the line of the Norwich Extension of the Ipswich and Bury St. Edmunds Railway at two points; the first thereof at or near to Blackthorn Farm, in the parish of Diss, in the county of Norfolk; and the second thereof in a certain field called "The Meadow," adjoining the Hill Farm, in the occupation of Robert Carter, in the parish of Burston, in the same county; which two diverging lines or forks will converge in a certain field known as Plumpire field, in the occupation of the said Robert Carter, in the last-mentioned parish, and to terminate at a point in the hamlet or township of South Town otherwise West Town otherwise Little Yarmouth, in the parish of Gorleston, in the county of Suffolk, at or near the Yarmouth drawbridge; which said intended railway and works will pass in, from, through, or into Diss, Burston, Thelveton otherwise Thelton, Shimpling, Dickleburgh, Langmere otherwise Dickleburgh-with-Langmere, Rushall, Pulham St. Mary the Virgin, and Pulham St. Mary Magdalen, Needham, Starston, Harleston, Redenhall, Redenhall-with-Harleston, Redenhall-with-Harleston-and-Wortwell, Wortwell, Alburgh, Denton, Earsham, Ditchingham, Broome, Ellingham, Geldeston, Gillingham, Gillingham St. Mary, Gillingham All Saints, Aldeby otherwise Alderby otherwise Aldby otherwise Aldeburgh, Toft otherwise Toft Monks, Raveningham, Thorpe St. Matthias otherwise Thorpe by Haddiscoe otherwise Haddiscoe Thorpe otherwise Thorpe next Haddiscoe, Haddiscoe, Wheatacre, Wheatacre All Saints, in the county of Norfolk; The Holy Trinity, Bungay, St. Mary Bungay, Bungay, Bungay Common, Outney Common, Herringfleet otherwise Herlingfleet, Fritton, Ashby, Belton, Lound, Hopton, Bradwell, Burgh otherwise Burgh Castle, Hopland otherwise Hobland, Browston, South Town otherwise West Town otherwise Little Yarmouth, and Gorleston, in the county of Suffolk; and also to make and maintain a short branch railway to communicate with the Lowestoft and Reedham Railway, now in course of construction, commencing at a certain field, known as "Newman's Marsh," in the occupation of Robert Newman, in the parish of Haddiscoe, and terminating by a junction with the last-named railway at or

near a certain field in the occupation of William Jex, and to be constructed wholly in the said parish of Haddiscoe and in the county of Norfolk: and also another short branch railway to the said Lowestoft and Reedham Railway, commencing at a certain field, known as "The Second Toft Town Marsh," in the said parish of Haddiscoe, terminating by a junction with the said last-named railway at or near a certain field, in the occupation of Jonathan Farrow, in the parish of Raveningham, and to be constructed wholly in the parishes of Haddiscoe, Thorpe, and Raveningham, and county of Norfolk.

And it is also intended by such Act to take power to alter or divert, or stop up, whether temporarily or permanently, all turnpike and other roads, railways, tramways, aqueducts, canals, streams and rivers, within or adjoining to the aforesaid places, with which it may be necessary so to interfere in the construction of the said intended railways and works.

And it is also intended by such Act to enable the Ipswich and Bury St. Edmunds Railway Company to raise money for the purposes aforesaid, and to take powers for the purchase of lands and houses by compulsion, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken, or which would in any manner impede the construction, maintenance, or use of the said intended railways and works, and to levy tolls, rates, and duties in respect of the use of the said intended railways and other works, and to grant exemptions from such tolls, rates, and duties, and to confer other rights and privileges.

And notice is hereby further given, that plans and sections describing the line and levels of the said intended railways and works, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands proposed to be taken for the purposes thereof, and together also with a published map showing the general direction of the said railway and works, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Norfolk, at his office at Norwich; and with the Clerk of the Peace for the county of Suffolk, at his office at Bury St. Edmunds; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railways and works are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.

Dated November, 1846.

Few and Co., Covent-garden,
W. O. and W. Hunt, 10, Whitehall, } Solicitors.

Norwich Small Tenements.

(Assessment of Landlords to Poor and other Rates, and Exemption of Occupiers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill to exempt from the payment of poor's rates the occupiers of houses, cottages, or tenements not exceeding the clear annual rent or value of five pounds and five shillings, situate within the several parishes, hamlets, liberties, townships, and places of Saint Peter of Mancroft, Saint Peter per Moutergate, Saint Stephen, the Liberty called the Town Close, Saint Giles, Saint Andrew, Saint George of Tomblaud, Saint George of Colegate, Saint Peter of Southgate, Saint Etheldred, Saint Julian, Saint John of Sepulchre, Saint Michael at Thorn, Saint John of Timberhill, All Saints, Saint Benedict, Saint Swithen, Saint Margaret, Saint Lawrence, Saint Gregory, Saint John of Maddermarket, Saint Michael at Plea, Saint Peter of Hungate, Saint Simon and Jude, Saint Martin at Palace, Saint Helen, the hamlet of Thorpe, Saint Michael of Coslany, Saint Mary of Coslany, Saint Martin at Oak, Saint Augustine, Saint Clement, Saint Edmund, Saint Saviour, Saint Paul, Saint James, the hamlets of Pockthorpe, Eaton, Earham, Hellesdon, Lakenham, Heigham, Trowse Millgate, Carrow, and Bracondale, within the city of Norwich and county of the same city; or to authorize the rating and assessing to the relief of the poor the landlords, owners, or proprietors of such houses, cottages, or tenements, and any other houses, cottages, or tenements within the several parishes, hamlets, liberties, townships, and places aforesaid, not exceeding the annual rent or value of six pounds, in lieu of the several occupiers thereof; and for repealing or for altering, amending, and rendering more effectual some of the powers or provisions of an Act passed in the session of Parliament held in the first and second years of the reign of his late Majesty King William the Fourth, intituled, "An Act for the better management of the poor in the several parishes and hamlets in the city of Norwich, and county of the same city," relating to the said rates for the relief of the poor, and to the assessment, collection, and recovery thereof, or of any compositions for the same; and also for exempting from the payment of church, borough, watch, highway, and other parochial and local rates, such occupiers as shall be exempted from the payment of poor's rates by the proposed Bill; and also the occupiers of houses, cottages, or tenements not exceeding the clear annual rent or value of five pounds and five shillings, within the precincts of the Cathedral Church, otherwise the parish of Saint Mary in the Marsh, in the said city of Norwich and county of the same city; or to empower the several persons authorised by law to make and assess church, borough, watch, highway, and other parochial and local rates, to assess to such rates the landlords, owners, or proprietors of houses, cottages, or tenements within the several parishes, hamlets, liberties, townships, and places within the said city and county of the same city,

and within the precincts of the Cathedral Church, otherwise the parish of Saint Mary in the Marsh, in the said city and county of the same, not exceeding the clear annual rent or value of six pounds; and in which Bill provisions are intended to be inserted for levying rates, for making and assessing the same, and for compounding for rates and altering existing rates, and for conferring, varying, and extinguishing exemptions from the payment of rates, and other rights and privileges.

Dated this ninth day of November 1846.

E. C. Bailey, Solicitor, Norwich.

Norwich Paving and Improvement Acts Amendment.

(Power to extend provisions of Acts, and to make a new Street or Streets between the Market-place and the Foundry Bridge.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next Session, for an Act to alter, amend, extend, enlarge, or repeal the powers and provisions (or some of them), of an Act of Parliament passed in the 46th year of the reign of His Majesty King George the Third, intituled "An Act for better paving, lighting, cleansing, watching, and otherwise improving the City of Norwich;" and of another Act of Parliament passed in the 6th year of the reign of His Majesty King George the Fourth, intituled "An Act for amending and enlarging an Act of His late Majesty, for better paving, lighting, cleansing, watching, and otherwise improving the City of Norwich;" and to extend the provisions of the said Acts to, and otherwise provide for, the paving, lighting, and improving the several parishes, hamlets, liberties, precincts, and places within the county of the city of Norwich, and to authorize the construction of one or more communication or communications, by one or more new street or streets, or carriage-way or ways, between the Market-place, in the said city of Norwich, and the bridge over the river Wensum called the Foundry Bridge; and the improvement of the existing communications between the said Market-place and bridge, and for the purposes aforesaid, to authorize the commissioners or other persons who may be empowered to carry the said intended Act into effect, to purchase and take lands and buildings by compulsion or agreement, and to vary or extinguish existing rights or privileges in any manner connected with the lands and buildings to be so purchased, and to confer other rights and privileges, and to borrow money and levy rates or duties on the owners or occupiers of houses, lands, tenements, and hereditaments within the said city and county, or certain parts thereof, and to alter existing rates or duties, and to effect other improvements within the said city and county.

Dated this 10th day of November 1846.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, enlarge, and repeal some of the powers and provisions of the Acts relating to the Newcastle and Berwick Railway Company, passed respectively in the ninth and tenth years of the reign of Her present Majesty, and to enable the said Newcastle and Berwick Railway Company to make and maintain the several railways, branch railways, and works following, or some of them, together with all proper works and conveniences connected therewith, and approaches thereto respectively, that is to say:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Dated this second day of November, 1846.

Richardson and Gutch,
and

Henry Newton,
York, Solicitors.

Great Northern Railway.

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

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

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

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

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

Dated this tenth day of November, 1846.

Norfolk Railway.

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

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

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

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

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

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

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

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

Dated the fourth day of November, 1846.

Parker, Hayes, Barnwell, and Twisden,
Solicitors,

1, Lincoln's Inn Fields, London.

The Great Northern Railway.

Extension to Leeds and Wakefield,—Deviation of Methley Branch of Wakefield, Pontefract, and Goole Railway.

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

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

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

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

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

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

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

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

And for the purposes aforesaid, it is intended by

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

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

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

last named company touching the abandoned portion of railway.

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

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

And for the purposes aforesaid, it is also intended by the said Act to alter, amend, and enlarge the powers and provisions of the Great Northern Railway Act, 1846, and the Stamford and Spalding Railway Act, 1846. And also to alter, amend, and extend the powers and provisions of the several Acts relating to the said Wakefield, Pontefract and Goole Railway Company: that is to say, "The Wakefield, Pontefract and Goole Railway Act, 1845. The Wakefield, Pontefract and Goole Railway Branches Act, 1846; and the Wakefield, Pontefract and Goole Railway and Port of Goole Act, 1846." And also to alter, amend, and extend the powers and provisions of the several Acts relating to the Manchester and Leeds Railway Company: viz., an Act passed in the 7th year of the reign of King William the Fourth, intituled "An Act for making a Railway from Manchester to Leeds." Also the Manchester and Leeds Railway Act, 1837. The Manchester and Leeds Railway Act, 1839. The Manchester and Leeds Railway Act, 1841. The Manchester and Leeds Railway Act, 1844. The Manchester and Leeds Railway Act, No. 1, 1845. The Manchester and Leeds Railway Act, No. 2, 1845. The Manchester and Leeds Railway Act, 1846. Also, the Ashton, Stalybridge, and Liverpool Junction Railway Act, 1844. And the Ashton, Stalybridge, and Liverpool Junction Railway Act, 1845. Also four several Acts passed in the 10th year of the reign of Her

present Majesty, intituled respectively, "An Act to incorporate the Huddersfield and Sheffield Junction Railway Company with the Manchester and Leeds Railway," "An Act to incorporate the Liverpool and Bury Railway Company with the Manchester and Leeds Railway Company," "An Act to incorporate the company of proprietors of the Manchester, Bolton, and Bury Canal Navigation and Railway with the Manchester and Leeds Railway Company," and "An Act for vesting in the Grand Junction Railway, and in the Manchester and Leeds Railway, the North Union Railway, and all the works, property, and effects appertaining thereto."

And notice is hereby further given, that duplicate plans and sections, describing the lines and levels of the said intended railway and branch railways respectively, and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and together also with a published map with the lines of the said intended railway and branch railways respectively delineated thereon so as to show their general course and direction will on or before the thirtieth day of November instant, be deposited for public inspection at the office of the clerk of the peace of the said West Riding of Yorkshire at his office at Wakefield; and also with the clerk of the peace for the borough of Leeds, at his office at Leeds, in the said West Riding; and that on or before the thirtieth day of November instant a copy of so much of the said plans and sections as relates to each of the parishes aforesaid in or through which the said railway and branch railways respectively and works will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

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

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

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

Leeman and Clark, York,
Solicitors to the Wakefield, Pontefract, and Goole
Railway Company.

Heywood Improvement.

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

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

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

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

And also to enable the said commissioners to remove and prevent obstructions, nuisances, and annoyances in the streets and public passages and places in the said village, and for watching the same, and establishing an effective police therein.

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

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

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

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

Dated this tenth day of November, 1846.

Robert Leigh,
Solicitor for the Bill.

Great Northern Railway.

Deviations between Peterborough, Boston, and Doncaster.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Dated this ninth day of November, 1846.

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

Reading Improvement Market Water Works and Sewage Bill.

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

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

And notice is hereby also given, that it is intended to obtain by such Act or Acts as aforesaid powers for the compulsory purchase of lands and houses, and to levy tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties, and other rights and privileges.

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

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

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

J. J. Blandy, Solicitor, Reading.

Colchester, Stour Valley, Sudbury, and Halstead Railway.

Extension Railway to Melford, Lavenham, and Clare.

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

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

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

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

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

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said proposed railways and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, together with a published map whereon the general course or direction of such railways will be delineated, will on or before the thirtieth day of November instant be deposited for public inspection with the Clerk of the Peace for the county of Essex at his office at Chelmsford, in the said county of Essex, and with the Clerk of the Peace for the said county of

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

Dated this ninth day of November 1846.

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

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

Taunton Improvement and Market Act.

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

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

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

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

Dated this ninth day of November, 1846.

Reeves and Sons, Solicitors, Taunton.

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

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

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

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

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

And it is also proposed to take powers to alter

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

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

And also to enable the said Company to use for their own purposes, or for compensating landowners and others, or to sell, and dispose of such water or any part thereof to the Leeds Water Works Company, and the Town Council of the borough of Leeds, or to either of them, who may be willing to purchase the same for the purpose of distributing it through the borough of Leeds and the several parishes, townships, and places aforesaid, or any or either of them, and to authorise the said parties respectively, or either of them, to purchase the same, or otherwise to enable the said Leeds and Thirsk Railway Company to lay down mains, pipes, and other necessary works and apparatus through private lands, and through or along the public and private streets, roads, lanes, squares, passages, and places within the said borough, parishes, townships, and places respectively, and to supply the said water for public and domestic purposes within the same.

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

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

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

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

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

Dated this second day of November, 1846.

Payne, Eddison, and Ford,
Solicitors, Leeds.

Aylsham and North Walsham Railway.

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

And it is further intended by such Act to alter,

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

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

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

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

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

Norwich; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended railway and works are intended to be made, will be deposited, on or before the same thirtieth day of November, with the parish clerks of those parishes respectively at their respective residences.

Dated this thirty-first day of October, 1846.

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

South London Sewage Company.

NOTICE is hereby given, that application will be made to Parliament, in the next session, for leave to bring in a Bill to incorporate a Company with powers to make, construct, and maintain lines of sewers, drains, and culverts, and other works, on the south side of the river Thames, for intercepting and collecting the sewage from all sewers and drainage emptying into the river Thames, and for conveying the same sewage into reservoirs, receptacles, and depositories, to be constructed for that purpose.

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

gress of the works; also powers for the purchase of lands and houses, by compulsion and otherwise, and to vary and extinguish all rights and privileges connected with said lands and houses; and powers will also be applied for to make lateral deviations from the lines of the proposed works to the extent and within the limits defined upon the plans hereinafter mentioned.

And notice is also given, that duplicate plans and sections describing the lines and levels of the said intended works, together with books of reference thereto, will be deposited for public inspection, on or before the thirtieth day of November, 1846, with the Clerk of the Peace for the county of Surrey, at his office in North-street, Lambeth, in the said county, and with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county; and that on or before the thirtieth day of November instant a copy of so much of the said plans and sections as relates to each parish in or through which any of the said works are intended to be made or carried, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

Dated the tenth day of November, 1846.

Henry E. Brown, 31, Sackville-street.
Wood and Blake, Falcon-street, Aldersgate.

Ryde Esplanade and Pier Street Improvement.

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

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

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

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

Dated this tenth day of November, 1846.

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

London and North Western Railway.

St. Albans, Luton, and Dunstable Branch.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable the London and North Western Railway Company to make and maintain a railway, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the London and North Western Railway, in the parish of Watford, in the county of Hertford, near the south-east side of the Watford station thereon, and passing thence from, in, through, or into the several parishes, townships, and extra parochial or other places following, or some of them, (that is to say) Watford, Leavesden, Cashio, Theobald's Street, Radlett, Saint Alban, Saint Peter, Saint Michael, Saint Stephen, the Liberty of Saint Albans, Tittenhanger, Sleaf and Smallford, Windridge, Ward and Park Ward, Redbourn, Flamstead, Kensworth, Market Street otherwise Markyate Street, Harpenden and Caddington, in the county of Hertford; and East and West Hyde, Leegrave otherwise Lightgrave, Limbury-cum-Biscot, Luton, Stopsley, Caddington, Dunstable, and Houghton Regis, in the county of Bedford; and terminating by a junction with the line of the Dunstable and London and Birmingham Railway as at present authorized to be made on the north side of the town of Dunstable, and in or near a certain field in the said parish of Houghton Regis, numbered 34 on the plans of the said Dunstable and London and Birmingham Railway, deposited with the Clerk of the Peace for the county of Bedford. And it is also intended by such Act to take power to stop up,

alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, and extra-parochial or other places, or any of them which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works, or any of them. And it is further intended by the said Act to enable the London and North Western Railway Company to raise money for the purpose of executing the said intended railway and works, and to levy tolls, rates, and duties, in respect of the use thereof, and to grant certain exemptions from the payment of such tolls, rates, and duties, and also to purchase, by compulsion or agreement, lands and houses necessary for the purposes aforesaid, and to vary or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof; and to confer other rights and privileges. And it is intended by the said Act, to alter, amend, extend, and enlarge, some of the powers and provisions of an Act passed in the session held in the ninth and tenth years of the reign of her present Majesty, entitled "An Act to consolidate the London and Birmingham Grand Junction and Manchester and Birmingham Railway Companies;" and also the several Acts relating to the said London and Birmingham Grand Junction and Manchester and Birmingham Railways, or the London and North Western Railway, or some of them, (that is to say) "local and personal Act, 8th and 9th Victoria, cap. 156, and local and personal Acts, 9th and 10th Victoria, cap. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396."

And notice is hereby further given, that maps, plans, and sections describing the direction line and levels of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the Liberty of Saint Alban, at his office in Saint Albans; with the Clerk of the Peace for the county of Hertford, at his office in Saint Albans; and with the Clerk of the Peace for the county of Bedford, at his office in Bedford; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended railway and works are intended to be made, will also be deposited on or before the said thirtieth day of November with the parish clerks of those parishes respectively at their respective residences.

Dated this fourth day of November, 1846.

*Parker, Hayes, Barnwell, and
Twisden,*

1, Lincoln's Inn Fields,
Samuel Carter, Birmingham,

} Solicitors.

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

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to enable the London and North Western Railway Company to make and maintain a railway, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the London and North Western Railway, in the hamlet or chapelry of Fenny Stratford, in the parish of Bletchley, in the county of Buckingham, near the point where the Bedford and London and Birmingham Railway diverges from the said London and North Western Railway, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say) Bletchley, Fenny Stratford, Sympson, Walton, Woughton on the Green, Loughton, Great Woolston, Little Woolston, Wilken, Bradwell, Great Linford, Caldecot, Little Linford, Stanton otherwise Stantonbury, Newport Pagnell, Lathbury, Sherrington, Tyringham with Filgrave, Filgrave, Emberton, Weston Underwood, Olney, Clifton Reynes, Lavendon, Warrington, or some of them, in the county of Buckingham; and Yardley Hastings, Easton Maudit, Bozeat, Grendon, Strixton, Woolaston, Doddington otherwise Great Doddington, Irchester, Knuston, and Wellingborough, or some of them, in the county of Northampton; and terminating by a junction with the line of the Northampton and Peterborough branch of the said London and North Western Railway, in the parishes of Irchester and Wellingborough, or one or both of them, near the west side of the Wellingborough station of such branch railway, and in or near to a certain field situate partly in the parish of Irchester, and partly in the parish of Wellingborough, which said field is numbered 3 in the parish of Irchester, on the plans of the said Northampton and Peterborough Branch Railway deposited with the Clerk of the Peace for the county of Northampton. And it is also intended by such Act to take power to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works, or any of them. And it is further intended by the said Act, to enable the London and North Western Railway Company to raise money for the purpose of executing the said intended railway and works, and to levy tolls, rates, and duties, in respect of the use thereof, and to grant certain exemptions from the payment of such tolls, rates, and duties, and also to purchase, by compulsion or agreement, lands and houses necessary for the purposes aforesaid; and to vary or extinguish all existing rights or privileges, in any manner connected with the lands proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the con-

No. 20677.

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struction, maintenance, or use thereof, and to confer other rights and privileges. And it is intended by the said Act to alter, amend, extend, and enlarge some of the powers and provisions of an Act passed in the Session held in the 9th and 10th years of the reign of her present Majesty, entitled An Act to consolidate the London and Birmingham Grand Junction and Manchester and Birmingham Railway Companies, and also the several Acts relating to the said London and Birmingham Grand Junction and Manchester and Birmingham Railways, or the London and North Western Railway, or some of them, (that is to say) local and personal Act 8th and 9th Victoria, cap. 156, and local and personal Acts 9th and 10th Victoria, cap. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

And notice is hereby further given, that maps, plans, and sections, describing the direction line and levels of the said intended railway and works, and the lands proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the 30th day of November, in the present year, with the Clerk of the Peace for the county of Buckingham, at his office in Aylesbury, and with the Clerk of the Peace for the county of Northampton, at his office in Northampton; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended railway and works are intended to be made, will also be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.

Dated this fourth day of November, 1846.

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

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

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

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

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

90; and local and personal Acts 9th and 10th Victoria, chapters 51, 102, 156, 167, 163, 203, 243, 254, 255, 311, 326, and 340.

And notice is hereby further given, that maps, plans, and sections of the said intended works, and of the lands proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the 30th day of November, in the present year, with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield; and that a copy of so much of the said plans, sections, and books of reference as relate to each of the parishes in which the said works are intended to be made, will be deposited, on or before the 30th day of November in the present year, with the parish clerks of such parishes respectively, at their respective residences.

Dated this 6th day of November, 1846.

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

Berridge and Macaulay, Leicester,
Samuel Carter, Birmingham.

The Mold Railway.

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

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

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

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

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

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

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

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

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

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

Dated this Ninth day of November, 1846.

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

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

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

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

Dated the ninth day of November, 1846.

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

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

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

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

Dated this seventh day of November, 1846.

Robert Wolsely, Secretary.

East Lancashire Railway,

Clitheroe, Mitton, and Padiham Branches.

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

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

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

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

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

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

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

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

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

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

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

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

Dated the ninth day of November, 1846.

T. J. and G. Grundy, Solicitors.

Shropshire Union Railways—(Shrewsbury to Worcester.)

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

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

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

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

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

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

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

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

And it is also intended by such Act to take power to stop up, alter or divert, temporarily or permanently, all turnpike and other roads, and highways, railways, tramways, aqueducts, canals, sewers, pipes, streams, and rivers, within the

aforesaid parishes, townships, and places, or any of them; which it may be necessary so to stop up, alter, or divert, by reason of the construction of the said intended railways and works, or any of them, and it is also intended, by such Act, to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect thereof, and to grant certain exemptions from such tolls, rates, and duties; and it is further intended by such Act, to vary or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights or privileges.

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

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

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

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

Dated this fourth day of November, 1846.

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

Pott's and Brown, Chester.

Slater and Heelis, Manchester.

James Wheeler, Manchester.

Henry Heane, Newport.

Loxdale and Peete, Shrewsbury.

Sowerby Bridge Improvement and Water Works.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for paving, repairing, lighting, watching, draining, sewerage, cleansing, watering, and improving the roads, streets, lanes, and other, public passages and places within so much of the several townships of Warley, Sowerby, Norland, and Skircoat, in the parish of Halifax in the West Riding of the county of York, as forms the village called or known by the name of Sowerby Bridge, and the environs and neighbourhood thereof, and for removing and preventing nuisances, annoyances, and encroachments therein.

And notice is hereby also given, that in the said Act power will be applied for to supply the inhabitants of the said village and the environs and neighbourhood thereof with water, and for such purpose to construct and maintain reservoirs, aqueducts, and other works in certain fields adjoining or near to Sowerby Bridge church, in the said township of Warley, and to take, collect, and raise water from such fields, and to levy and collect rates or rents in respect of such supply of water; and it is also intended to apply for the powers usually conferred for the compulsory purchase of the lands, houses,

and other property to be described upon the plans hereinafter mentioned, and for power to vary or extinguish any existing rights or privileges which may in any manner interfere with the construction and maintenance of the aforesaid reservoirs, aqueducts, and other works, and to confer other rights and privileges as may be deemed necessary.

And notice is hereby also given, that on or before the thirtieth day of this instant November duplicate plans and sections of the before-mentioned reservoirs, aqueducts, and other works, together with books of reference thereto, will be deposited, for public inspection, at the office of the clerk of the peace for the west riding of the county of York, at Wakefield, and a copy of the same will also be deposited with the parish clerk of the said parish of Halifax.

And notice is hereby also given, that power will be applied for to authorize the levying and collecting of rates upon the owners and occupiers of property within the said village and the environs and neighbourhood thereof, for effecting the several purposes aforesaid.

Dated this ninth day of November, 1846.

George Sutcliffe,
Sowerby Bridge, } Solicitors for
Craven and Rankin, } the Bill.
Halifax,

Clerkenwell Improvement.

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

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

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

Dated this first day of November, 1846.

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

Midland Railway.

(Cheltenham, Warwick, and Leamington Line.)

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

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

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

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

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

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

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

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

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

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

Dated this sixth day of November, 1846.

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

Solicitors.

Midland Railway.

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

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

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

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

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

And it is also intended by such Act to authorize the Midland Railway Company to raise money for the completion of the said railways and works, and to take powers for the purchase of lands, by compulsion or agreement, for the purposes of the said intended railway and works, and for levying tolls, rates, and duties, in respect of the use of the said railways and works, and to grant certain exemptions from such tolls, rates, and duties, and to alter existing tolls, rates, and duties.

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

And it is intended by the said Act to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of an Act passed in the eighth and ninth years of the reign of her present Majesty Queen Victoria, intituled "An Act to empower the Midland Railway Company to extend the said Railway from Nottingham to Newark and Lincoln;" and also the Acts hereinafter mentioned relating to the said Midland Railway Company, or some of them, that is to say, an Act passed in the seventh year of the reign of her said present Majesty Queen Victoria, intituled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways;" and

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

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

Dated the 6th day of November, 1846.

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

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

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

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

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

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

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

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

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

Dated this sixth day of November, 1846.

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

Coventry, Nuneaton, Birmingham, and Leicester
Railway.

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

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

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

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

And it is proposed in and by the said intended Act to alter, amend, and enlarge some of the powers and provisions contained in an Act passed in the last session of Parliament, intituled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies."

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

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

Dated this sixth day of November, 1846.

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

Birkenhead, Lancashire, and Cheshire Junction
Railway,
And Chester and Birkenhead Railway Purchase or
Amalgamation.

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

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

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

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

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

Dated this seventh day of November, 1846.

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

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

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

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

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

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

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

Dated this 10th day of November, 1846.

*Rowland Hacon & Rowland,
William Lewis,*

Solicitors.

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

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

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

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

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

Dated the tenth day of November, 1846.

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

Free Grammar School of Queen Mary at
Walsall.

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

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

Walsall, November 9, 1846.

Charles F. Darwall,
Solicitor.

Liskeard and Launceston Branch Railway.

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

otherwise Launceston, in the said county of Cornwall.

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

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

Dated this ninth day of November, 1846.

Gurney and Lethbridge Cowlard,
Solicitors for the Bill.

Midland Railway.

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

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

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

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

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

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

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

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

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

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

Dated this sixth day of November, 1846.

Parlcer, Hays, Barnwell, and Twisden,
1, Lincoln's Inn Fields, London.

Berridge and Macaulay,
Leicester.

Samuel Carter,
Birmingham.
Solicitors.

Westminster Abbey to James Street
Improvement.

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

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

Dated this 10th day of November, 1846.

Kingston upon Thames Small Tenements.

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

Dated this ninth day of November 1846.

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

Great Northern Railway.

Deviations between London and Grantham.

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

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

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

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

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

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

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

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

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

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

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

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

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

Dated this ninth of November, 1846.

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

London Bridge Railway Termini General
Enlargement.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a station in and near the Borough of Southwark, for the separate, full, and sufficient accommodation of the traffic conveyed by the London, Brighton, and South Coast Railway Company, and of the traffic conveyed by the South Eastern Railway Company.

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

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

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

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

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

And it is proposed to amend and enlarge the powers and provisions of the several Acts following: namely, an Act passed in the last session of Parliament, intituled, "An Act to consolidate and unite the London and Brighton and the London and Croydon Railway Companies, and the undertakings belonging to them:" also some of the provisions of the several Acts relating to the railways united under such Act, passed respectively in the fifth and in the sixth and seventh years of the reign of King William the Fourth; and in the first, the second, the third and fourth, the seventh and eighth, and eighth and ninth, and ninth and tenth years of the reign of Her present Majesty, relating to the London and Croydon Railway Company, and to the making and enlarging a station for such railway at or near London Bridge; and of the Act passed in the seventh and eighth years of the reign of Her present Majesty, relating to the Croydon and Epsom Railway Company; and of the several Acts passed respectively in the sessions held in the seventh year of the reign of His late Majesty King William the Fourth; and in the first year of the reign of Her present Majesty; and also in the sixth and seventh, and in the eighth and ninth, and in the ninth, and in the ninth and tenth years of the reign of Her said present Majesty, relating to the London and Brighton Railway Company; and of the several Acts passed respectively in the seventh and eighth, and in the eighth and ninth, and ninth, and ninth and tenth years of the reign of Her said present Majesty, relating to the Brighton, Lewes, and Hastings Railway Company; and also the several Acts passed in the seventh and eighth, and in the eighth and ninth, and in the ninth, and ninth and tenth years of the reign of Her said present Majesty, relating to the Brighton and Chichester Railway Company; also several Acts passed in the said last session of Parliament relating to such railways, and the London, Brighton, and South Coast Railway; also the Acts relating to the London and Greenwich Railway, and to the station and works for such railway at or near London Bridge, passed respectively in the third and seventh years of the reign of King William the Fourth, and in the first, second, fourth, sixth, and ninth years of the reign of Her said present Majesty; and to the South Eastern Railway, and to the lease of the London and Greenwich Railway and the enlargement thereof, passed respectively in the sixth year of the reign of King William the Fourth, and in the first,

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

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

Dated this second day of November, 1846.

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

Thorne and Crowle Moors Drainage and Improvement Bill.

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

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

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

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

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

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

Dated this ninth day of November, 1846.

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

Great Northern Railway.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to enable the Great Northern Railway Company to make and maintain a branch railway, with all necessary approaches, communications, wharfs, stations, and works, commencing by a junction or junctions with the intended Great Northern Railway, at or near the point where the line of the same railway is, on the plans thereof referred to in "The Great Northern Railway Act, 1846," described as crossing the Horncastle Canal, in the parish of Tattershall, passing thence, from, in, or through the several parishes, townships, and extra-parochial places of Tattershall parish and township, Tattershall Thorpe, Leedsgate, St. Helen's Wood, Toft Hill, Tumby Wood, Fulsby, Troywood, Mareham-le-Fen, Fulsby Wood otherwise Tumby in Reevesby, Kirkby on Bain parish and township, Tumby, Tumby Woodside, Coningsby parish and township, Haltham otherwise Haltham upon Bain parish and township, Roughton parish and township, Scrivelsby parish and township, Dalderby cum Scrivelsby, Dalderby, Martin parish and township, Tower on

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

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

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended branch railways and works, and the lands to be taken for the purposes thereof, together with books of reference to such

plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and together with a published map with the line of the intended branch railways delineated thereon, will, on or before the thirtieth day of November instant, be deposited for public inspection at the office of the clerk of the peace for the said parts of Lindsey, in the county of Lincoln, at Spilsby; and at the office of the clerk of the peace for the county of the city of Lincoln, at Lincoln.

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

Dated this sixth day of November, 1846.

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

Great Northern Railway, (Branches to Sleaford.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to enable the Great Northern Railway Company to make and maintain a branch railway, with all necessary approaches and communications, wharfs, stations, and works, commencing by a junction or junctions with the Great Northern Railway, in the parish of Hougham, in the Kesteven Division of Lincolnshire, at or near a field numbered 3 on the deposited plans of the said Great Northern Railway, referred to in "The Great Northern Railway Act, 1846," passing thence from, in, or through the several parishes, townships, and extra-parochial places of Hougham parish and township, Marston parish and township, Syston parish and township, Barkston parish and township, Garlton Scrope parish and township, Honington parish and township, Aucester parish and township, Sudbrooke, West Willoughby, Wilsford otherwise Willesford parish and township, Hanbeck, Haydor, Kelby, Culverthorpe, South Rauceby parish and township, North Rauceby parish and township, Silk Willoughby parish and township, Scredington, Quarlington parish and township, Old Sleaford parish and township, New Sleaford parish and township, Holdingham, Kirkby Laythorpe, Asgarby, Burton Pedwardine, Boughton-cum-Asgarby, Heckington, Hale Magna, Great Hale, Little Hale, Hellingingham, or some of them, in the said Kesteven Division; Bicker, Donington, Quadring, Wigtoft, Swineshead, Swineshead Marsh, Wigtoft Marsh, Swineshead and Wigtoft Marsh, Sutterton, Gosberton, and Surfleet, or some of them, in the Holland Division of Lincolnshire, and terminating by another junction or junctions with the said Great Northern Railway, in the said parish of Gosberton, at or near a certain field, numbered 13 on the deposited plans of the said Great Northern Rail-

way, referred to in "The Great Northern Railway Act, 1846."

And in the said Bill, powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and to divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, aqueducts, canals, navigations, and railways within the places aforesaid, as it may be necessary so to divert, or stop up for the purposes of such branch railway and works.

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

And it is intended for the purposes aforesaid, to alter, amend, and enlarge the powers and provisions of "The Great Northern Railway Act, 1846," and "The Stamford and Spalding Railway Act, 1846," and to enable the Great Northern Railway Company to raise a further capital by the creation of new shares or otherwise for the said purposes, and for the general purposes of the said Company.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended branch railway and works, and the land to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, together with a published map, with the line of the said branch railway delineated thereon, will, on or before the thirtieth day of November instant, be deposited for public inspection at the respective offices of the clerks of the peace for the said Kesteven Division of Lincolnshire, at Sleaford; and for the said Holland Division of Lincolnshire, at Spalding, and that on or before the same thirtieth day of November, a copy of so much of the said plans and sections, as relates to each of the parishes aforesaid, in or through which the said branch railway will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish.

Dated this sixth day of November, 1846.

Baister, Rose, and Norton,

3, Park Street, Westminster.

Johnston, Farquhar, and Leech,

46, Parliament Street, Westminster.

Rochdale Waterworks Act Amendment and Enlargement of Works.

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

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

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

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

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

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

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

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

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

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

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

Holgate and Roberts,
Solicitors, Rochdale.

The Gloucester and Hereford Railway and Canal Purchase,

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

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

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

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

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

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

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

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

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

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

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

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

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

or other funds to take shares in and subscribe for or towards the making and maintaining of the said intended railway and works, or any part thereof, and to make and enter into such other arrangements and agreements for the working or using the said intended railway as may be deemed expedient, and to raise money for all or any of the purposes aforesaid; and for carrying into effect the last-named objects, it is intended to apply for powers to alter, amend, extend, and enlarge the powers and provisions of an Act passed in the session of Parliament held in the ninth and tenth years of the reign of Her present Majesty, intituled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and also the several Acts relating to the said London and Birmingham, Grand Junction, and Manchester and Birmingham Railways, or the London and North-Western Railway, or some of them, that is to say, Local and Personal Act, eighth and ninth Victoria, chapter 156; and Local and Personal Acts, ninth and tenth Victoria, chapters 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

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

Dated the ninth day of November, 1846.

Spurrier and Chaplin,

Birmingham,

Parker, Hayes, Barnwell, and Twisden,

London,

S. Carter,

Birmingham,

T. F. Addison,

Gloucester.

Great Western Railway

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

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

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

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

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

chase lands and houses by compulsion or agreement for the purposes of the said proposed works, and to levy tolls, rates, and duties in respect of the use thereof, and to grant exemptions from such tolls, rates, and duties.

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

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

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

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels of the said intended railways and works, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands proposed to be taken for the purposes thereof, will be deposited, on or before the thirtieth day of November, in the present year, with the clerk of the peace for the county of Middlesex, at his office at the Sessions house, Clerkenwell Green, in that county, and with the clerk of the peace for the county of Surrey, at his office, No. 1, North Street, Lambeth, in that county; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or

through which the said intended railways and works are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively at their respective residences.

Dated November, 1846.

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

Great Western Railway.

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

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

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

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

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

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

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

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

And it is further intended by such Act to vary, repeal, or extinguish all existing rights or privileges

in any manner connected with the lands proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges.

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

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

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels of the said intended railways and works, and of the proposed widening and enlargement of the said West London Railway, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands proposed to be taken for the purposes thereof, will be deposited, on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell Green, in that county; and with the clerk of the peace for the county of Surrey, at his office, No. 1, North Street, Lambeth, in that county; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways and works, and the said widening and enlargement

of the said West London Railway, are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.

Dated November, 1846.

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

The Croydon Gas and Coke Company.

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

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

And it is also intended to enable such company to break open streets, passages, and highways, and to lay down pipes therein; and also to vary or extinguish all existing rights and privileges which would impede or interfere with the objects aforesaid, and to confer other rights and privileges.

Dated this 10th day of November, 1846.

Robert Russell, Croydon,
Solicitor for the Bill.

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

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

Dated this ninth day of November, 1846.

Samuel Brittain,
Solicitor, Chester.

Great Northern Railway.
Branch to King's Lynn.

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

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

And also to make and maintain a branch railway,

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

And in the said Bill, powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and to divert, alter, or stop up, whether temporarily or permanently, all such turnpike-roads, aqueducts, canals, navigations and railways within the places aforesaid, as it may be necessary so to divert, alter, or stop up for the purposes of such new lines of railway and works.

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

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

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

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

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railways and works, and the land to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, together with published maps, with the lines of the said railways delineated thereon, will, on or before the thirtieth day of November instant, be deposited for public inspection, at the office of the clerk of the peace for the said parts of Holland, at Spalding; and at the office of the clerk of the peace for the said county of Norfolk, at Norwich; and that on or before the same thirtieth day of November, a copy of so much of the said plans and sections as relates to each of the parishes aforesaid, in

or through which the said railways will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish.

Dated this sixth day of November, 1846.

Baxter, Rose, and Norton,

3, Park Street, Westminster.

Johnston, Farquhar, and Leech,

46, Parliament Street, Westminster.

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

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

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

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

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

And it is proposed to amend and enlarge the powers and provisions of the several Acts following: namely, An Act passed in the last Session of Parliament, intituled, An Act to consolidate and unite the London and Brighton and the London and Croydon Railway Companies, and the undertakings belonging to them; also some of the provisions of the several Acts relating to the railways united under such Act, passed respectively in the fifth and in the sixth and seventh years of the reign of King William the Fourth, and in the first, the second, the third and fourth, the seventh and eighth, and eighth and ninth, and ninth and tenth, years of the reign of Her present Majesty, relating to the London and Croydon Railway Company; and of the Act passed in the seventh and eighth years of the reign of Her present Majesty, relating to the Croydon and Epsom Railway Company; and of the several Acts passed respectively in the sessions held in the seventh year of the reign of his late Majesty King William the Fourth; and in the first year of the reign of Her present Majesty; and also in the sixth and seventh, and in the eighth and ninth, and in the ninth, and in the ninth and tenth, years of the reign of Her said present Majesty, relating to the London and Brighton Railway Company; and of the several Acts passed respectively in the seventh and eighth, and in the eighth and ninth, and ninth, and ninth and tenth, years of the reign of Her said present Majesty relating to the Brighton, Lewes, and Hastings Railway Company; and also the several Acts passed in the seventh and eighth, and in the eighth and ninth, and in the ninth, and the ninth and tenth, years of the reign of Her said present Majesty, relating to the Brighton and Chichester Railway Company; also several Acts passed in the said last session of Parliament relating to such railways, and the London, Brighton, and South Coast Railway; also the Acts relating to the London and Greenwich Railway, passed respectively in the third and seventh years of the reign of King William the Fourth, in the first, second, third and fourth, fifth and sixth, eighth and ninth years of the reign of Her said present Majesty; and to the South Eastern Railway, passed respectively in the sixth year of the reign of King William the Fourth, and in the first, the second, the second and third, the third, the fifth, the sixth and seventh, the seventh, the seventh and eighth, the eighth and ninth, the ninth, and the ninth and tenth years of the reign of Her said present Majesty. And it is

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

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

Dated this 2nd day of November, 1846.

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

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

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

Third; of the Act relating to the Company of Proprietors of the Macclesfield Canal, passed in the 7th year of the reign of King George the Fourth; of the Act passed in the last Session of Parliament for vesting in the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company the said Peak Forest and Macclesfield Canals; of the several Acts relating to the Company of Proprietors of the Canal Navigation, from Manchester to or near Ashton-under-Lyne and Oldham, passed respectively in the Sessions of Parliament held in the 32nd, the 33rd, the 38th, the 39th and 40th, and the 45th years of the reign of King George the Third; and of the Act passed in the last Session of Parliament for the amalgamation of the said Sheffield, Ashton-under-Lyne and Manchester, Sheffield and Lincolnshire Junction, Sheffield and Lincolnshire Extension, and Great Grimsby and Sheffield Junction Railway Companies, and the said Grimsby Dock Company, under the name or title of the Manchester, Sheffield, and Lincolnshire Railway Company.

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

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

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

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

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

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

Dated this second day of November, 1846.

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

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

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

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

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

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

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

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

And for the purposes aforesaid, it is intended to alter, amend, extend, and enlarge the powers and provisions of the several Acts of Parliament, local and personal, relating to the Eastern Counties' Railway, hereinafter mentioned, that is to say, of the 6th and 7th Will. 4, cap. 106; 1st and 2nd Vict. cap. 81; 4th Vict. cap. 14; 7th Vict. cap. 20; 7th and 8th Vict. cap. 62; 8th and 9th Vict. caps. 110 and 201; 9th and 10th Vict. cap. 258; 6th and 7th Will. IV., cap. 103; 2nd and 3rd Vict. caps. 77 and 78; 3rd Vict. cap. 52; 4th Vict. cap. 24; 4th and 5th Vict. cap. 42; 6th Vict. cap. 28; and 7th Vict. cap. 35; and also of the several Acts of Parliament, local and personal, relating to the Norfolk Railway, that is to say, of the 7th and 8th Vict. cap. 15; 8th and 9th Vict. caps. 41 and 154; and 9th and 10th Vict. caps. 132 and 169; and also of the several Acts of Parliament, local and personal, relating to the Eastern Union Railway, that is to say, of the 7th and 8th Vict. cap. 85; 8th and 9th Vict. cap. 94; and 9th and 10th Vict. cap. 97.

And notice is hereby lastly given, that maps, plans, and sections shewing the direction line and levels of the said intended railway and works, and the lands required for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners and lessees and of the occupiers of such lands, will be deposited, for public inspection, on or before the thirtieth day of November instant, with the clerk of the peace for the county of Suffolk, at his office at Bury St. Edmunds, and with the clerk of the peace for the county of Norfolk, at his office at Aylsham; and that on or before the said thirtieth day of November instant, a copy of so much of the said plans and sections as relates to each parish in or through which the said railway and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

Dated this tenth day of November, 1846.

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

Derbyshire, Staffordshire, and Worcestershire
Junction Railway,

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction of a railway or railways, and branch railway or branch railways, or some of them, or some part or parts thereof, with all proper works,

approaches; and conveniences connected therewith, and commencing and terminating as hereinafter described, or at some point or points intermediate between such commencements and terminations; that is to say, a railway or railways commencing at or near to a certain street called Stafford-street, and a certain new road leading out of Stafford-street to or into Hatherton-street, in the parish of Walsall, in the county of Stafford, thence proceeding to the parish of Colton, in the said county, where it is proposed to form a junction with a certain railway called the Trent Valley Railway, in a field numbered 50 on the parliamentary plan of the said last-mentioned railway deposited with the Clerk of the Peace for the said county of Stafford, thence running on, over, or along the said last-mentioned railway to a field in the said parish of Colton, numbered 35 on the aforesaid parliamentary plan, leaving the said Trent Valley Railway in the said last-mentioned field, and terminating near to a certain street called High-street, in the said parish of Uttoxeter, in the said county of Stafford.

A branch railway commencing by a junction with the said main line of railway at a point in the parish of Rushall, in the said county, about six furlongs from the commencement of the said main line in a field adjoining to a certain place called 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, Wimblebury, Dugdale, Wilenhall, Darlaston, Rycroft, Huntingdon, Hatherton, Wolseley, 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, Ingestrie, township of Blithfield, Armitage, Armitage with Hansacre, Shugborough, Great

Haywood, The Warren, Little Haywood, Drinton, Newton Hurst, Bagots Bromley, Healey, Hixon, Farley, Newton, P'archfield, 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 incorporate 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 Bainbrigge,

Uttoxeter, and Park-street, Westminster.

Llynvi Valley Railway Extension.

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

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

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

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

And notice is hereby given that duplicate plans and sections, describing the line and levels of the said intended railways, and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and together also with a published map, with the lines of the said railways delineated thereon, will on or before the thirtieth day of November instant, be deposited at the office of the clerk of the peace for the county of Glamorgan, at Cardiff, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes before mentioned in or through which the proposed railways will pass or be situate, will likewise be deposited with the parish clerk of each such parish.

Dated this tenth day of November, 1846.

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

Sunderland Subscription Gas Light Company.
NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to incorporate a company, and give such company power, for the more effectually lighting with gas the borough of Sunderland, and the parishes of Sunderland, Bishop Wearmouth, and Monk Wearmouth, all in the county of Durham.

And notice is hereby further given, that it is the intention of the parties applying for leave to

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

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

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

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

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

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

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

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

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

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

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

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

And further notice is hereby given, that duplicate plans and sections, describing the lines, situa-

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

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

James Potts,
Secretary.

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

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

the purpose of making and maintaining the said railway, or the works connected therewith.

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

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

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

And it is further proposed by the said Bill, to authorize the union and amalgamation of the said London, Brighton, and South Coast Railway Company, and South-Eastern Railway Company, or either of them, with the Company proposed to be incorporated by the said Bill, upon such terms and conditions as may be mutually agreed upon, and to authorize the company to be formed upon such union or amalgamation, to use and work the said railway and works, and to take tolls in respect thereof; and for carrying into effect all or any of the above objects, it is intended to apply for powers to alter, amend, extend, and enlarge the provisions of an Act, passed in the last session of Parlia-

ment, relating to the London, Brighton, and South Coast Railway Company, intituled "An Act to consolidate and unite the London and Brighton and the London and Croydon Railway Companies, and the undertakings belonging to them;" and also the several Acts relating to the companies by such Act incorporated, viz., the Acts passed respectively in the seventh and eighth, and in the eighth and ninth years of the reign of Her present Majesty, relating to the Brighton, Lewes, and Hastings Railway; the Acts passed respectively in the first, in the sixth and seventh, and in the eighth and ninth years of the reign of Her said present Majesty, relating to the London and Brighton Railway; the Acts passed respectively in the seventh and eighth, and in the eighth and ninth years of the reign of Her said present Majesty, relating to the Brighton and Chichester Railway; and also the Acts passed respectively in the fifth, in the sixth, and in the seventh years of the reign of His late Majesty King William the Fourth, and in the session held in the first, and in the second, third, and fourth, the sixth and seventh, the seventh and eighth, the eighth and ninth, and the ninth and tenth years of the reign of Her said present Majesty, relating to the London and Croydon Railway; and an Act passed in the seventh and eighth years of the reign of Her said present Majesty, relating to the Croydon and Epsom Railway.

Also the several Acts relating to the South-Eastern Railway, passed respectively in the sixth year of the reign of His late Majesty King William the Fourth, and in the sessions held in the first, second, third, fifth, sixth, seventh and eighth, eighth and ninth, and ninth and tenth years of the reign of Her said present Majesty.

Dated this seventh day of November, 1846.

W. B. James,
Solicitor to the Company.

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

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

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

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

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

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

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

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

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

And it is further proposed by the said intended

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

Dated this second day of November, 1946.

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

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

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

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

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

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

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

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

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

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

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

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

Dated the fourth day of November, 1846.

Parker, Hayes, Barnwell, and Twisden,
Solicitors,

1, Lincoln's Inn Fields.

East Lancashire Railway Extension.
(Bury to Manchester.)

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

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

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

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

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

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

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

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

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

T. A. and J. Grundy,
Solicitors.

Norfolk Railway.

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

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

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

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

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

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

Dated the fourth day of November 1846.

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

Drayton and Bognor Railway.

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

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

And notice is hereby further given, that duplicate plans and sections of the said railway, together with a book of reference thereto, and also a published map whereon the general course and direction of the said railway will be delineated, will be deposited for public inspection with the clerk of the peace for the county of Sussex, at his office at Lewes, in the said county, on or before the 30th day of this instant November, and on or before the said 30th day of November, a copy of so much of the said plans and sections as relates to each parish in or through which the said railway and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

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

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

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

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

Dated this seventh day of November, 1846.

W. B. James,

Solicitor to the Company.

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

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

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

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

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

Also it is intended, by the said proposed Act, to confer on the said Messrs. John Johnson and William Johnson powers for the purchase, with the consent of the said Embankment Company, of so much of the aforesaid embankment as may be necessary for the purposes aforesaid, and also powers for the compulsory purchase of such other lands and houses for the purposes aforesaid, and also powers for the levying of rates, tolls, and duties in respect of the use of the said proposed railway.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels of the said intended railway, and other works hereinbefore mentioned, together with books of reference to such plans, will be deposited on or before the 30th day of November, in the present year, with the clerk of the peace for the county of Devon.

Palmer, France, and Palmer.

24, Bedford Row, Holborn.

10th November, 1846.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, enlarge, and repeal some of the powers and provisions of

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

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

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

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

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

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

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

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

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

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

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

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

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

And it is also proposed by the said intended Act, to enable the said Newcastle and Berwick Railway Company to abandon and relinquish the construction of so much of the present authorized line of their railway, called the Blyth Branch, as lies between the point where the same will be intersected or crossed by the said firstly-mentioned intended line of railway, in the township of Newsham and South Blyth, in the parish of Earsdon, and the eastern terminus of the said Blyth Branch Railway, in the said last-mentioned township and parish, all in the county of Northumberland.

And it is proposed in the said intended Act to authorize the said Newcastle and Berwick Railway Company, and any other public company or private partnership or company, or any individuals, to enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railways and works, and also to carry into effect and confirm any agreement or arrangement made or hereafter to be made, either with regard to the construction of the said railways and works, or for or in respect of the traffic on the said intended railways respectively, or for or in respect of any existing rights or interests in any railways and tramways to be taken or interfered with under the said powers, or any tolls, rates, way-leaves, sum or sums of money due or payable in respect thereof.

And it proposed to apply for powers in the said Act to stop up, divert, or alter, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, canals, navigations, railways, and tramways, within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to stop up, divert, or alter, for the purposes of such proposed railways and other works

respectively; and also to take powers for the purchase, by compulsion or otherwise, of lands and houses for the purposes of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the same railways and works, and to confer other rights and privileges, and also to levy tolls, rates, or duties for or in respect of the said intended railways and works, and to confer such exemptions from the payment of such tolls, rates, or duties, as may be thought expedient.

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

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

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

Dated this second day of November, 1846.

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

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

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

the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, East Ardsley, Rothwell, Rothwell-cum-Royds, Lofthouse-cum-Carlton, Oulton-cum-Woodlesford, Stanley-cum-Wrenthorpe, and Methley, all being within the said West Riding of the county of York.

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

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

And it is also intended by the said Act to grant and secure to the Great Northern Railway Company (incorporated 1846) the right of passage for all traffic passing to and from the Great Northern Railway, or any of its branches or extensions, on such reasonable terms as have been or may be agreed on for that purpose, over and along the said intended railway and junction railway, or any part of them, and also over and along so much of the main line of the said Leeds, Dewsbury, and Manchester Railway as lies between the proposed station of the said Great Northern Railway in the town of Leeds aforesaid and the point of commencement of the said first-mentioned intended railway at or near Simons Bottoms aforesaid. And it is intended by such Act to alter, amend, extend, and enlarge, so far as may be necessary for the several purposes aforesaid, the powers and provisions of the several Acts following, or one of them, that is to say, "The Great Northern Railway Act, 1845," (passed in 1846), and "The Stamford and Spalding Railway Act, 1846."

And Notice is hereby further given, that maps, plans, and sections of the said intended railway, junction railway, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the West Riding of the county of York, at his office, in Wakefield; and that a copy of so much of the said

maps or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway, junction railway, branch railway, and works are intended to be made, will also be deposited, on or before the thirtieth day of November, in the present year, with the Parish Clerks of those parishes respectively, at their respective residences.

Dated this ninth day of November, 1846.

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

Sandwich Haven and River Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill to enable the mayor, aldermen, and burgesses of the town, port and borough of Sandwich, in the county of Kent, to levy tolls, rates, and duties upon ships, vessels, and other craft, and to apply the same and also other monies belonging to the said mayor, aldermen and burgesses, or under their control, or the control of the council of the said borough, for the purpose of more effectually cleansing, deepening, scouring, maintaining, preserving, and regulating the navigation of so much of the haven of Sandwich and the river Stour as lies between a sluice known as the North Poulder's Sluice, in the parish of Woodnesborough otherwise Winsborow, in the county of Kent, and the sea at low water mark at ordinary spring tides, and powers will be applied for, for repairing, maintaining, and regulating the quays, wharfs, and landing places in the said river and haven within the aforesaid limits, which said part of the haven and part of the said river Stour, which will be included in and subject to the provisions of the intended Bill, is situate in and passes from, in, through, and into or adjoins, the several parishes, townships, and extra-parochial and other places following, that is to say, the several parishes of Saint Mary the Virgin, Saint Clement, and Saint Peter the Apostle, in the town and port of Sandwich, and the several parishes of Word otherwise Worth, Woodnesborough otherwise Winsborow, and Ash-next-Sandwich aforesaid, in the said county of Kent, and the several parishes of Minster, Mockton, Saint Lawrence, and Stonar, in the Isle of Thanet, in the said county of Kent, or some of them.

And it is also intended by the said Bill to confer upon the said mayor, aldermen, and burgesses, all such rights, powers, and privileges as may be necessary for effectually cleansing, deepening, scouring, maintaining, preserving, and regulating the navigation of the said haven and river Stour within the limits above described, and for the establishment, appointment, and regulation of pilots within the haven of Sandwich. And powers will also be applied for in the said Bill to levy tolls, rates, and duties upon all ships, vessels, and other craft, coming into or passing through, or discharging their cargoes, or remaining within the said haven and river Stour, within the limits aforesaid, and for the use of the quays and landing-places, and for the landing and embarking of passengers, animals, goods, and other things thereat; also to alter, vary, and extinguish existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And powers will also be applied for to enable the said mayor, aldermen, and burgesses to raise and borrow money on the security of all or any of the tolls, rates, and duties aforesaid, or on the security of the funds and monies proposed to be made applicable to the purposes of the said Bill, or on other securities.

And notice is also given, that duplicate plans of so much of the said Haven and River Stour, and the banks thereof, which it is intended to make subject to or affect by the powers and provisions to be contained in the said Bill, together with sections and also a book of reference thereto, will on or before the thirtieth day of November, 1846, be deposited for public inspection with the clerk of the peace for the county of Kent, at his office at Maidstone, in the said county, and a copy of so much of the said plans and sections, and book of reference as relates to each of the parishes in or through which that part of the Haven and River Stour, intended to be included in and subjected to the provisions of the said Bill is situate, will on or before the said thirtieth day of November be deposited with the parish clerk of each such parish at his place of abode.

And notice is also given, that for the purposes aforesaid it is intended to alter, amend, enlarge, or repeal some of the provisions of the several Acts of Parliament hereinafter referred to, viz., an Act passed in the twenty-eighth year of the reign of His late Majesty King George the Second, intituled "An Act for building a bridge over the water or haven between the town of Sandwich, and the opposite shore in the county of Kent." Also another Act passed in the twenty-seventh year of the reign of King George the Third, intituled "An Act for the better repairing, paving, cleansing, lighting, and watching the highways, streets, and lanes of and in the town and port of Sandwich in the county of Kent and in the several parishes of Saint Peter the Apostle, Saint Mary the Virgin, and Saint Clement in the said town and port and county, and for removing and preventing incroachments, nuisances, obstructions, and annoyances in the said highways, streets, and lanes, and on the common quay belonging to the said town and port, and in the haven adjoining to the said quay, and the bridge built over the said haven, and for regulating the berths and mooring-places of vessels at the said quay, and the proper times for vessels to pass through the said bridge;" and also another Act passed in the thirty-second year of the said reign of King George the Third, intituled "An Act for the maintenance and improvement of the harbour of Ramsgate in the county of Kent, and for cleansing, amending, and preserving the haven of Sandwich in the said county;" and also another Act passed in the sixth year of the reign of King George the Fourth, intituled "An Act for improving the navigation of the River Stour and Sandwich Haven, from the city of Canterbury to the town and port of Sandwich, in the county of Kent, and for making and maintaining a new Haven from the said town and port of Sandwich to the sea, and a Harbour on the sea shore."

Dated the 10th day of November, 1846.

T. L. Surrage, Town Clerk,
Solicitor for the Bill.

Falmouth Water Works.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills to incorporate a Company, and to give to such Company all proper and necessary powers for the supplying with water the town of Falmouth, parish of Falmouth, and parish of Budock, and the neighbourhoods thereof, in the county of Cornwall, and the several parishes, townships, and extra-parochial, and other places situate within the said town of Falmouth, parish of Falmouth, and parish of Budock, and the neighbourhoods thereof, and for such purpose power will be applied for to make, construct, erect, lay, repair, and maintain water-works, reservoirs, feeders, aqueducts, conduits, pipes, cuts, channels, drains, dams, goits, engines, buildings, and other erections, works, and conveniences connected therewith, and approaches thereto, in the several parishes, townships, or extra-parochial, or other places of Gluvias otherwise Saint Gluvias, borough of Penryn, Budock, town of Falmouth, and parish of Falmouth, or some of them, in the said county of Cornwall; and to take, collect, and impound water from certain lands, springs, brooks, and streams, situate within the several parishes, townships, and extra-parochial, or other places of Gluvias otherwise Saint Gluvias, borough of Penryn, Budock, town of Falmouth, and parish of Falmouth, or some of them, in the said county of Cornwall. And it is intended by the said Act or Acts, for the purposes aforesaid, to take and use the water of a certain stream, rivulet, or brook, called the College River, in the said parishes of Gluvias otherwise Saint Gluvias, and Budock, and also a certain stream, rivulet, or brook, in Kegilliack, in the said parish of Budock, in the said county of Cornwall, which said streams, rivulets, or brooks flow into the sea at Falmouth aforesaid, in the said county of Cornwall, and to compensate the owners and occupiers of mills and lands affected by the diversion thereof.

And it is intended in the said Bill or Bills to apply for power to enable the said Company to exercise all necessary powers for the breaking up of streets, roads, and places for laying pipes for supplying with water the said several districts aforesaid, or some of them. And it is also intended, that the works as aforesaid shall be made in and pass through the several townships, parishes, and extra-parochial and other places following, (that is to say) Gluvias otherwise Saint Gluvias, Budock, borough of Penryn, town of Falmouth, and parish of Falmouth, or some of them, all in the said county of Cornwall.

And it is intended to apply for powers in the said Bill or Bills, to enable the Company to be thereby incorporated to purchase, by compulsion or otherwise, or take on lease all such lands, and houses, reservoirs, streams, and other hereditaments as may be necessary for constructing and maintaining the said intended waterworks, and to vary, repeal, and extinguish all existing rights and privileges connected with such lands, houses, springs, brooks, and streams which will in any manner impede or interfere with the construction or maintenance of

the said intended works. And powers will also be applied for in the said Bill or Bills to make lateral deviations from the lines of the said works, to the extent and within the limits defined on the plans hereinafter mentioned. And powers will also be applied for to raise, levy, and collect rates, duties, and rents, for the supply of water, and all such other powers, rights, and privileges as may be requisite or necessary for carrying into effect the objects aforesaid, and also power to extinguish exemptions from the payment of tolls, rates, or duties, and other rights and privileges.

And power will also be applied for to enable the said Company to carry the said aqueduct or aqueducts, feeders, conduit pipes, and other works, or some part thereof, over, under, along, and across any turnpike-road, public or private road, canal, railway, navigation, bridge, dock, or cut, in any of the parishes, townships, extra-parochial and other places aforesaid.

And in the said Bill or Bills powers will be applied for to enable the Company so to be incorporated to take the water which may be found in constructing the aqueducts, reservoirs, and other works aforesaid.

And notice is hereby further given, that duplicate plans, describing the line or course of the said intended aqueduct or aqueducts, feeders, and conduit pipes, and also the situation or situations of the said reservoir or reservoirs, and other works, and of the lands proposed to be taken for the purposes thereof, and describing the springs, brooks, streams, and rivers to be directly diverted, taken, or used for supplying the said reservoirs and aqueducts with water, together with duplicate sections of the said aqueducts, reservoirs, and other works, with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited for public inspection, at the office of the Clerk of the Peace for the county of Cornwall, at his office, at Saint Austell, and that on or before the said thirtieth day of November instant, a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes hereinbefore mentioned, from, in, or through which the said aqueduct or aqueducts, reservoir or reservoirs, or other works will pass, be, or be situate, will be deposited with the parish clerk of each such parish, at his place of abode.

Dated this seventh day of November, 1846.
Thomas Harvey, 2, Winchester Buildings,
 London, Solicitor for the Bill.

Lynn and Ely Railway.

(Lynn and Wormegay Navigation.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter, amend, and enlarge some of the powers and provisions of "The Lynn and Ely Railway Act, 1845," and to give to the Lynn and Ely Railway Company power to make a navigation or aqueduct, with all necessary works and conveniences connected therewith, commencing at or near the termination

of the branch of the Lynn and Ely Railway, called or known as "the Harbour Branch," in the parish of All Saints otherwise South Lynn All Saints, within the borough of King's Lynn, in the county of Norfolk, passing thence from, in, through, or into, the several parishes, townships, and extraparochial or other places of King's Lynn otherwise King's Lynn Saint Margaret, Gaywood, All Saints otherwise South Lynn All Saints, within the borough of King's Lynn aforesaid, West Lynn Saint Peter, Wiggenhall Saint Mary the Virgin, Saddlebow, Clenchwarton, Seech otherwise Sechy, Hardwick, North Runcton, Middleton, Blackburgh otherwise Blackborough End, East Winch, East Billeney, Pentney, Narborough, Narford, Shouldham, Shouldham Thorpe otherwise Garbois Thorpe, Marham, West Winch, Setch otherwise Setchey, Wiggenhall Saint Gerunans, Wiggenhall Saint Peter, Tottenhill, Watlington, Holme otherwise Runcton Holme otherwise Runcton-with-Holme, South Runcton, Wallington, Thorpland, Wallington-with-Thorpland, and Wormegay, or some of them, in the said county of Norfolk, and terminating on the south bank of the river Nar or Setchy, at or near a certain field belonging or reputed to belong to the Reverend Daniel Henry Lee-Warner, and in the occupation of William Hoff, in the said parish of Wormegay.

And in the said Bill powers will be applied for to deviate from the line laid down on the plans hereinafter mentioned to the extent thereon defined, and to alter, divert, and stop up, whether temporarily or permanently, all such turnpike-roads and other highways, streams, canals, aqueducts, navigable rivers, navigations, and railways within the parishes aforesaid, as it may be necessary so to alter, divert, and stop up for the purposes of such navigation or aqueduct, and the works and conveniences connected therewith.

And notice is hereby also given, that it is intended to apply for power to levy tolls, rates, and duties for the use of the said navigation or aqueduct, and also for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the said plans, and also for power to divert into the said navigation or aqueduct water from the said river Nar or Setchy, and also for power to vary and extinguish all rights and privileges in any manner connected with the lands, houses, and other property proposed to be taken for the purpose of such navigation or aqueduct, and to confer other rights and privileges; and also to enable the said Lynn and Ely Railway Company to raise a further sum of money, by the creation of new or additional shares, and by loan or otherwise, for the purposes aforesaid and for the general purposes of the said undertaking.

And notice is hereby further given, that, on or before the thirtieth day of November instant, duplicate plans and sections describing the line and situation of the said intended navigation or aqueduct, and works, and the lands, houses, and other property to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such

lands, will be deposited for public inspection at the office of the Clerk of the Peace for the county of Norfolk, at Aylsham; and a copy of so much of the said plans, sections, and books of reference as relates to the several parishes from, in, through, or into which the said navigation or aqueduct will pass or be situate, will also be deposited with the parish clerk of each such parish.

Dated this ninth day of November, 1846.

Goodwin, Partridge, Williams, and Edwards,
King's Lynn, and 7, Millbank-street, Westminster.

Rooper, Birch, and Ingram, 68, Lincoln's-inn-fields, London,

Joint Solicitors for the Bill.

Shropshire Union Railways and Canal.

Lease to the London and North Western Railway Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the Shropshire Union Railways and Canal Company to lease in perpetuity, or for a term of years, or to sell and transfer to the London and North Western Railway Company the canals, railways, and works now vested in or belonging to such first-mentioned Company, or which they are authorized to construct or purchase under the Shropshire Union Railways and Canal, Newtown to Crewe with Branches Act, 1846; the Shropshire Union Railways and Canal, Chester and Wolverhampton Line Act, 1846; and the Shropshire Union Railways and Canal, Shrewsbury and Stafford Railway Act, 1846; and together with all the powers, rights, privileges, lands, buildings, property, and effects of such Company; and also all such railways and canals, powers, rights, privileges, lands, buildings, and effects, as may be transferred to or vested in such Company, or as they may be authorized to make or purchase, by any Act or Acts to be passed in the next session of Parliament, and to enable the said London and North Western Railway Company to take and hold on lease, and to have, use, exercise, and enjoy, all and every such railways, canals, and works, and all such powers, rights, privileges, lands, buildings, property, and effects aforesaid, subject to such rent and other conditions as may be or may have been agreed on between the said two Companies, and to authorize the said Companies respectively to enter into and carry into effect all such agreements as they may deem requisite or expedient in reference to the objects aforesaid: and for the purposes of the said Act, it is intended to alter, amend, enlarge, or repeal, so far as may be necessary, the powers and provisions of the several Acts of Parliament following: namely, the Acts relating to the Ellesmere and Chester Canal Navigation, passed respectively in the eighth year of the reign of his late Majesty King George the Fourth, in the eleventh year of the reign of his said late Majesty King George the Fourth, in the first year of the reign of her present Majesty, in the fifth year of the reign of her said present Majesty, and in the eighth year of the reign of her said present

Majesty, and in the session held in the ninth and tenth years of the reign of her said present Majesty; the Act relating to the Shrewsbury Canal Navigation, passed in the twenty-eighth year of the reign of his said late Majesty King George the Third; and the several Acts relating to the Montgomeryshire Canal, or eastern branch of the said Montgomeryshire Canal, passed respectively in the thirty-fourth and fifty-fifth years of the reign of his late Majesty King George the Third, and in the second year of the reign of his late Majesty King George the Fourth, and the several Acts relating to the western branch of the Montgomeryshire Canal, passed respectively in the fifty-fifth year of the reign of his late Majesty King George the Third, and in the fourth year of the reign of his late Majesty King William the Fourth; the Shropshire Union Railways and Canal, Chester and Wolverhampton Line Act, 1846; the Shropshire Union Railways and Canal, Newtown to Crewe with Branches Act, 1846; and the Shropshire Union Railways and Canal, Shrewsbury and Stafford Railway Act, 1846; and the Act passed in the last Session of Parliament, intituled "An Act to consolidate the London and Birmingham Grand Junction, and Manchester and Birmingham Railway Companies;" and also the several following Acts relating to the said London and Birmingham, Grand Junction, and Manchester and Birmingham Railways, or the London and North Western Railway, or some of them. (that is to say), local and personal Act, 8th and 9th Victoria, cap. 156; and local and personal Acts, 9th and 10th Victoria, cap. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

Dated this 7th day of November, 1846.

Parker, Hayes, Burnwell, and Twisden, } Solicitors
1, Lincoln's-inn-fields, } to the
Samuel Carter, Birmingham, } Bill.

Buckingham and Brackley Junction Railway and Oxford and Bletchley Junction Railway Companies.—Amalgamation and Extension of Lines. (Branches or Extensions to Banbury, Aylesbury, and into Oxford, with power to the London and North Western Railway Company to amalgamate with, or subscribe to, or to purchase or lease the Undertaking.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of the Oxford and Bletchley Junction Railway Act, 1846; and of the Buckinghamshire Railway (Buckingham to Brackley Junction) Act, 1846; and to authorise and empower the union and consolidation into one undertaking of the Oxford and Bletchley Junction Railway Company and the Buckingham and Brackley Junction Railway Company, incorporated by the said Acts respectively; and the respective capital stock, shares, property, and effects of the Oxford and Bletchley Junction Railway Company, and the Buckingham and Brackley Junction Railway Company, and the vesting in one Company all the capital stock,

shares, property, and effects, powers, and privileges now vested in the said two Companies respectively, and to authorise the incorporation of a new Company for the purposes above mentioned; in which said Bill it is intended to apply for powers to enable the said consolidated company to make and maintain an extension or branch railway from the said Buckingham and Brackley Railway, with all necessary stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith, to commence by a junction with the Buckingham and Brackley Junction Railway, authorised to be made by the Act secondly above mentioned near the intended termination thereof, in the parish of St. James Brackley, in the county of Northampton, and near the south or south-western side of the turnpike road there leading from Brackley to Oxford, and to terminate near the town of Banbury, in the parish of Warkworth, in the county of Northampton, at or near the southern side of the highway from Warkworth to Baubury, and near the point where the same highway joins the turnpike-road from Brackley to Banbury, near to the said town of Banbury; and also by a junction with the line of the Oxford and Rugby Railway, in the parish of Warkworth, at the proposed station of such last-mentioned railway, in a field adjoining and on the near side of the same highway from Warkworth to Banbury: which said extension or branch railway and works will be made in, or pass from, through, or into the several parishes, townships, or extra-parochial and other places following, or some of them, (that is to say) Brackley, Saint James Brackley, Saint Peter Brackley, Halse, Evenley, Hinton, Hinton in the Hedges, Steane otherwise Stene, Farthinghoe, Gretworth otherwise Greatworth, Marston, Marston Saint Lawrence, Westhorpe otherwise Westrop, Thenford, Thorpe Mandeville, Middleton Cheney, Newbottle, Astrop, Charlton Purston, Little Purston, Great Purston, Burston, Kings Sutton, Watton, Warkworth, Grinsbury, Nethercote otherwise Nethercott, Overthorpe, Huscote, Banbury, and Saint Mary Banbury, in the county of Northampton; and Banbury and Saint Mary Baubury, in the county of Oxford.

Also to make and maintain another extension or branch railway from the said Buckingham and Brackley Junction Railway, with all necessary stations, erections, bridges, wharfs, warehouses, communications, and other works, to commence in the parish of Middle Claydon, in the county of Buckingham, by a junction with the line of the same railway, near its intersection with the line of the Oxford and Bletchley Junction Railway, authorised to be made by the Act first above referred to, in a field numbered 9, in the parish of Middle Claydon, in the plans deposited with the Clerks of the Peace for the counties of Oxford and Buckingham, mentioned in the Act secondly above referred to, and to terminate in the parish of Aylesbury, in the county of Buckingham, by a junction with the Aylesbury Railway at a distance of about three furlongs from its termination there, which said extension will be made in or pass from, through, or into the several parishes, townships,

extra-parochial and other places following, or some of them, (that is to say) Middle Claydon, East Claydon, Steeple Claydon, Addington, Winslow, Shipton, Grandborough, Hogshaw, Fullbrook, North Marston, Pitchcott, Oving, Hardwick, Weedon, Quainton, Waddesdon, Fleet Marston, Hartwell, Quarrendon or Quarrington, Berton, Broughton, Aylesbury, and Walton, in the county of Buckingham.

Also to make an extension or branch railway or deviation in the line of the said Oxford and Bletchley Junction Railway, with all proper stations, erections, bridges, approaches, works, and conveniences, to commence in the hamlet of Water Eaton, in the parish of Kidlington, or extra-parochial place of Cutslow, in the county of Oxford, at or about one mile and four furlongs from the intended termination of such railway, as shown on the deposited plans, and in a field belonging to Charles Sawyer, esquire, and in the occupation of William Rowland, and to terminate in the parish of St. Giles, in the said county of Oxford, in a field belonging to the President and Scholars of Saint John's College, Oxford, in lease to the Duke of Marlborough, and occupied as garden ground, near the Horse and Jockey Inn, and on the west side of the Oxford and Woodstock turnpike-road, which said extension, branch, or deviation will be made in or pass from, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Kidlington, Water Eaton, Cutslow, Marston, Summertown, and St. Giles, in the county of Oxford; and to relinquish and abandon so much of the original authorised line of the said Oxford and Bletchley Junction Railway as lies between the said point where the said extension, branch, or deviation is to commence, and the commencement of the said Oxford and Bletchley Junction Railway, as described in the said Act relating thereto, in the parish of Saint Giles, in the city of Oxford.

And notice is hereby further given, that a plan of the said branch, extension, and deviation railways and works, and also a duplicate of such plan, and a section and duplicate thereof, together with books of reference thereto, and also a published map, with the lines of railway delineated thereon, will be deposited for public inspection with the Clerk of the Peace for the county of Northampton, at his office at Northampton, in the said county; and with the Clerk of the Peace for the county of Oxford, at his office in Oxford, in the same county; and with the Clerk of the Peace for the county of Buckingham, at his office in Aylesbury, on or before the thirtieth day of November, 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 pro-

posed to be taken for the purposes aforesaid, and also to levy tolls, rates, or duties upon or in respect of the said branches, extensions, and deviation lines of railways and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges. And it is also proposed in and by the said Bill to empower the said consolidated Company to lease, sell, or transfer the said authorised lines of railway, and the said branches, extensions, and deviation lines of railway and works or any part of the same or the tolls thereof to the London and North Western Railway Company; and to delegate to the said London and North Western Railway Company the execution of all or any of the powers of the said Acts respectively, and of the said intended Bill and to authorise the said London and North Western Railway Company, out of their corporate or other funds, to take shares in, and subscribe for, or towards the making, maintaining, working, and using the said authorised railway; and the said branches, extensions, and deviation lines of railway and works, or any part thereof, or to purchase, take on lease, rent, work, or construct the same, or any part thereof, and to take tolls and duties upon or in respect thereof, or to guarantee to the said consolidated Company such interest or profit upon their outlay as may be agreed upon, and to enable the said London and North Western Railway Company to raise money by shares, mortgage, or otherwise, for the purposes aforesaid, or some of them, and for carrying into effect all or any of the above objects; it is also intended to apply for powers to alter, amend, extend, and enlarge the powers and provision of the several Acts following, (that is to say) an Act passed in the session held in the ninth and tenth years of the reign of her present Majesty, intituled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies;" and also the several Acts relating to the said London and Birmingham, Grand Junction, and Manchester and Birmingham Railways, or the London and North Western Railway, or some of them, (that is to say) local and personal Act 8th and 9th Victoria, cap. 156, and local and personal Acts 9th and 10th Victoria, cap. 67, 80, 152, 182, 184, 193, 231, 232, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396,

Dated this seventh day of November, 1846.

Parker, Hayes, Barnwell,
and Twisden,
Lincoln's-inn-fields, } Solicitors
Samuel Carter, Birmingham, } for the Bill.

East Lancashire Railway.

(Southport Branch and Preston Extension.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session for leave to bring in a Bill to authorise the East Lancashire Railway Company to make and maintain a railway, or branch railway, with all proper works, stations, approaches, communications, and other conveniences connected therewith, to commence by a junction with the intended

Liverpool, Ormskirk, and Preston Line, of the East Lancashire Railway, at or near Lydiate-lane, near the town of Ormskirk, in the township and parish of Ormskirk, in the county palatine of Lancaster, passing thence from, in, through, or into, the several parishes, townships, hamlets, and extra-parochial or other places of Ormskirk (parish), Ormskirk (township), Burscough, North Meols (parish), Scarisbrick, and North Meols (township), or some of them, and terminating at or near the junction of Chapel-street and Houghton-street with London-street, in the town of Southport, in the township and parish of North Meols, all in the county palatine of Lancaster.

And it is also intended in the said Bill to authorise the said East Lancashire Railway Company to abandon the formation of a certain intended branch railway from the East Lancashire (late Blackburn and Preston) Railway, near Bamber Bridge, in the township of Walton-le-Dale, in the parish of Blackburn, to the North Union Railway in the township and parish of Penwortham, in the county palatine of Lancaster, authorised to be constructed by "the Blackburn and Preston Railway Act, 1846."

And it is further intended in the said Bill to authorise the said East Lancashire Railway Company to abandon the formation of so much of a certain intended line of railway, authorised by "The Liverpool, Ormskirk, and Preston Railway Act, 1846," as lies between the intended junction of the said railway with the North Union Railway, in the parish of Penwortham in Lancashire, and a certain watercourse, dividing the township of Hutton from the township of Penwortham, and numbered 403 in the said township of Hutton, on that part of the plans referred to in the last-mentioned Act, which is intitled "The North Union Railway Junction Line."

And it is intended in the said Bill to authorise the said East Lancashire Railway Company to make and maintain an extension of the East Lancashire Railway, with all proper works, stations, approaches, communications, and other conveniences connected therewith, to commence by a junction with that portion of the said last-named railway, lately called "The Blackburn and Preston Railway," in the said township of Walton-le-Dale, at or near the point where the same crosses a certain tramway, which passes through or near Bamber Bridge to Preston; and such intended railway passes thence from, in, through, or into the several parishes, townships, hamlets, and extra-parochial or other places of Blackburn, Walton-le-Dale, Penwortham (parish), Preston (parish), Penwortham (township), and Preston (township), or some of them, into the town and borough of Preston, and terminates by a junction with the Lancaster and Preston Railway at or near the terminus thereof, in the said town and borough of Preston.

And also to make and maintain another railway, with all proper works, stations, approaches, communications, and other conveniences connected therewith, commencing at or near the said township boundary, hereinbefore referred to, as dividing the said townships of Hutton and Penwortham, and passing thence from, in, through, or into the several parishes, townships, hamlets, and extra-parochial

or other places of Penwortham (parish), Hutton, Penwortham (township), Blackburn, Walton-le-Dale, Preston (parish), and Preston (township), and terminating by a junction with the firstly hereinbefore described intended extension line, at or near the point where the same crosses the river Ribble, in the said township and parish of Penwortham.

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

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

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

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

And notice is hereby given, that it is intended in the said Bill to apply for power to alter and vary the tolls, rates, and duties at present authorised to be demanded and taken by the East Lancashire Railway Company for the use of their railways and branch railways, or any of them, or any part thereof, and to substitute and impose other tolls, rates, duties, or payments in lieu of those to be altered and varied as aforesaid.

And it is further intended by the said Bill to empower the Manchester and Leeds Railway Company, out of their corporate funds, or out of funds which they shall be enabled by the intended Act to raise for this purpose, by the creation of new shares, or by loan or mortgage, or contribute towards the construction of a certain branch railway, authorised by "the Liverpool, Ormskirk, and Preston Railway Act, 1846," from the Liverpool and Bury Railway, in the township of Kirkdale, in the parish of Walton-on-the-Hill, to the junction of Walter-street and Regent-road, in the

township and parish of Liverpool, and which branch railway is described on the plans referred to in the said Act as the "Dock Branch," and likewise of the stations, warehouses, approaches, and other conveniences intended to be connected with the said branch railway.

And it is intended in the said Bill to enable the last-mentioned Company and the East Lancashire Railway Company to enter into mutual arrangements for the future use of the said intended branch railway, and for the division of the profits arising therefrom, and to carry into effect and confirm any agreement or arrangement that may have been entered into between the said two Companies with respect to the construction, future use, and enjoyment of the said branch railway.

And for the purpose aforesaid it is intended to alter, amend, and enlarge some of the provisions of the Acts of Parliament following, namely, "The Liverpool and Bury Railway Act, 1845;" "The Liverpool and Bury Railway Act, 1846;" an Act passed in the last session of Parliament, intituled "An Act to incorporate the Liverpool and Bury Railway Company with the Manchester and Leeds Railway Company;" and an Act passed in the seventh year of his late Majesty King William the Fourth, intituled "An Act for making a railway from Manchester to Leeds;" and of the several other Acts of Parliament relating to the Manchester and Leeds Railway Company.

And it is intended in the said Bill to apply for power to alter, amend, extend, and enlarge some of the provisions of the several Acts of Parliament following, relating to the East Lancashire Railway Company, namely, "The East Lancashire Railway Act, 1844;" being "An Act for making a railway from the Manchester and Bolton Railway, in the parish of Eccles, to the parish of Whalley, all in the county palatine of Lancaster, to be called the Manchester, Bury, and Rosscendale Railway;" "The East Lancashire Railway Act, 1845;" "The East Lancashire Railway Act, 1845 (No. 2);" "The East Lancashire Deviation and Branch Railways Act, 1846;" "The East Lancashire Railway Amalgamation Act, 1846;" "The Blackburn and Preston Railway Act, 1844;" "The Blackburn and Preston Railway Act, 1845;" "The Blackburn and Preston Railway Act, 1846;" and "The Liverpool, Ormskirk, and Preston Railway Act, 1846."

And notice is hereby further given, that plans and sections, describing the lines and levels of the intended branch railway, extension railways, and works, hereinbefore described, and of the lands, houses, and hereditaments which may be required to be taken for the purposes thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and hereditaments, and together also with a published map, showing the general direction of the intended branch railway, extension railways, and works, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county palatine of Lancaster, at his office in Preston. And that a copy of so much of the said plans, sections, and books of re-

ference respectively as relates to each of the parishes, from, in, through, or into which the said branch railway, extension railways, and works, or any of them respectively will be made to pass, will be deposited, for public inspection, on or before the said thirtieth day of November, with the parish clerks of each such parish, at the place of abode of each such parish clerk.

Dated the ninth day of November, 1846.

T. A. and J. Grundy, Solicitors.

Lowestoft Railway and Harbour.

Alteration near Reedham.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorize and empower the Lowestoft Railway and Harbour Company and the Norfolk Railway Company to abandon the formation of the portion hereinafter mentioned, of the said Lowestoft Railway as at present authorized to be made, and to make and maintain other and new lines of railway, in lieu of such portion; that is to say, to abandon the formation of that part of the said railway which lies between the junction of the same with the Norfolk Railway, in the parish of Reedham, in the county of Norfolk, and a point on the said Lowestoft Railway, marked two miles and six furlongs from such junction on the plans and sections referred to in the Act authorizing the formation of the said last-mentioned railway, such point being in the parish of Raveningham, in the county of Norfolk, and to form a new and substituted railway in lieu thereof, commencing at the said last-mentioned point in the said parish of Raveningham, passing thence on the eastern side of a certain spot called Reedham Hills, and terminating by a double junction with the Norfolk Railway, in the parish of Reedham aforesaid, near the point where the said Norfolk Railway crosses a certain road leading from Low Common to Reedham Church, which said new or substituted line of railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some or one of them; that is to say, Raveningham, Thurlton, Loddon, Chedgrave, Norton Subcourse, and Reedham, all in the county of Norfolk.

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

And it is also intended by such Act to take powers for the purchase of lands by compulsion or agreement for the purposes of such new or substituted line or lines of railway, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from the payment of such tolls, rates, and duties.

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

And it is also intended by such Act to alter, amend, extend, and enlarge, and also to repeal some of the powers and provisions contained in the following Acts of Parliament, or some of them, that is to say,—in An Act passed in the seventh and eighth years of the reign of Her present Majesty, intituled “An Act for making a Railway from Norwich to Brandon, with a Branch to Thetford.” In another Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled “An Act for the consolidation of the Yarmouth and Norwich, and Norwich and Brandon Railway Companies, and for authorizing the construction of certain Works at Norwich, in connexion with the Yarmouth and Norwich Railway.” In another Act passed in the said last-mentioned years of the reign of Her present Majesty, intituled “An Act for altering the Line of the Norwich and Brandon Railway, and for making a Branch therefrom to East Dereham, in the County of Norfolk.” In another Act passed in the last mentioned years of the reign of Her present Majesty, intituled “An Act for making a railway from Lowestoft, in the county of Suffolk, to the Yarmouth and Norwich Railway at Reedham, in the county of Norfolk, and for improving the harbour of Lowestoft.” In another Act passed in the ninth and tenth years of the reign of Her present Majesty, intituled “An Act to empower the Norfolk Railway Company to make a Railway Communication between the Dereham Branch of the Norfolk Railway, and the Towns of Wells and Blakeney, in the County of Norfolk.” And in another Act passed in the last-mentioned years of the reign of Her present Majesty, intituled “An Act for enabling the Norfolk Railway Company to Purchase or Lease the Lowestoft Railway, Harbour, and Navigation.” And it is also intended by such Act to enable the said Lowestoft Railway and Harbour Company to increase their capital, and to raise a further sum of money for the general purposes of the said Lowestoft Railway Company.

And notice is hereby further given, that maps, plans, and sections of the said intended new or substituted railways and works, and of the lands proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Norfolk, at his office in Aylsham, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended new or substituted line or lines of railway and works are intended to be made, will be deposited on or before the thirtieth day of November, in the pre-

sent year, with the parish clerks of those parishes respectively, at their respective residences.

Dated this sixth day of November, 1846.

Parker, Hayes, Barnwell and Twisden,
Solicitors,

1, Lincoln's Inn Fields, London.

East Lancashire Railway Deviations, and Rawtenstall Coal Branch.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter, amend, extend, consolidate, and enlarge some of the powers and provisions of the several Acts of Parliament following, relating to “The East Lancashire Railway,” namely, “The East Lancashire Railway Act, 1844,” being “An Act for making a railway from the Manchester and Bolton Railway, in the parish of Eccles, to the parish of Whalley, all in the county palatine of Lancaster, to be called the Manchester, Bury, and Rossendale Railway;” “The East Lancashire Railway Act, 1845;” “The East Lancashire Railway Act, 1845, No. 2;” “The East Lancashire Deviation and Branch Railways Act, 1846;” “The East Lancashire Railway Amalgamation Act, 1846;” “The Blackburn and Preston Railway Act, 1844;” “The Blackburn and Preston Railway Act, 1845;” “The Blackburn and Preston Railway Act, 1846;” and “The Liverpool, Ormskirk, and Preston Railway Act, 1846;” and in the said Bill it is intended to repeal certain of the said powers and provisions, and to grant further, other, and more effectual powers in the stead thereof.

And it is intended in the said Bill to authorise the East Lancashire Railway Company to abandon the formation of, or otherwise vary and alter so much of a line of railway authorised by “The East Lancashire Deviation and Branch Railways Act, 1846,” as lies in and between a certain field in the township of Tottington Higher End, in the parish of Bury, in the said county palatine of Lancaster, numbered 3 on the plans of alterations and deviations referred to in the last-mentioned Act, which line is described thereon as Deviation, No. 2, and a certain other field numbered 93 on the said plans in the same township, and instead thereof to make and maintain another line of railway, with proper works, stations, approaches, communications, and other conveniences connected therewith, between the points aforesaid and wholly situate within the said township.

And also to abandon the formation of, or otherwise vary and alter so much of the same line of railway (being other part of the said Deviation, number 2,) as lies in and between a certain field in the township of Hastingden, in the parish of Whalley, in the said county palatine of Lancaster, numbered 195 on the plans before referred to, and a certain other field numbered 46 on the same plans in the township of New Accrington in the said parish of Whalley, and instead thereof to make and maintain another line of railway, with proper works, stations, approaches, communications, and other conveniences connected therewith, between the points last aforesaid, passing from, in, through, or into the several parishes, townships, and extra parochial, or other places of Whalley, Haslingden, Lower Booths, Rossendale, Henheads, and New Accrington, or some of them.

And also to abandon the formation of, or otherwise to vary and alter so much of a certain branch railway, authorised by the “East Lancashire Deviation and Branch Railways Act, 1846,” distinguished as the branch to Bacup, as lies in and between a certain field in the said township of Lower Booths; and parish of

Whalley, numbered 5 on the plans of the said Bacup branch, referred to in the last-mentioned Act, and a certain other field numbered 52 on the last-named plans in the township of Newchurch, in the said parish of Whalley, and instead thereof to make and maintain another line of railway, with all proper works, stations, approaches, communications, and other conveniences connected therewith, between the points last aforesaid, and passing from, in, through, or into, the several parishes, townships, and extra-parochial, or other places, of Whalley, Lower Booths, Bury, Cowpe Lenches, New Hall Hey, and Hall Carr, Newchurch, Rossendale, and Rawtenstall, or some of them, and also to abandon the formation of, or otherwise to vary and alter so much of a certain branch railway, authorised by the East Lancashire Deviation and Branch Railways Act, 1846, and distinguished as the branch to Crawshaw Booth, as lies between the then intended junction of the last-named branch, with the then intended line of the said Bacup branch, in the said township of Newchurch, and a certain field in the same township, numbered 6 on the plans of the Crawshaw Booth branch, referred to in the said last-mentioned Act, and instead of such part of the said branch railway so proposed to be relinquished or altered as last aforesaid, to make and maintain a line of railway, with all proper works, stations, approaches, communications, and other conveniences connected therewith, commencing by a junction with the new or substituted line of railway, thirdly hereinbefore proposed to be made, near the mills or cotton works of Mr. John Robinson Kay, in the township of Cowpe Lenches, New Hall Hey, and Hall Carr, in the parish of Bury, and passing from, in, through, or into, the several parishes, townships, and extra-parochial, or other places of Bury, Cowpe Lenches, New Hall Hey, and Hall Carr, Whalley, Newchurch, Rossendale, and Rawtenstall, or some of them, and terminating by a junction with the said intended Crawshaw Booth branch, in the said field, numbered 6, in the township of Newchurch. And it is intended in the said Bill to apply for power to make and maintain a branch railway, with all proper works, coal staiths, stations, approaches, communications, and conveniences connected therewith, commencing by a junction with the said intended Crawshaw Booth Branch, in the said township of Lower Booths, in a certain field numbered 56 on the plans of the Crawshaw Booth branch, referred to in the "East Lancashire Deviation and Branch Railways Act, 1846," and being wholly situate in the said township of Lower Booths, and terminating at a point on the west bank of a river or stream called Laming, near the Head Goit, communicating with the reservoir of Messrs. Whitehead, in the said township of Lower Booths, all which deviations, and new or substituted lines of railway, and the works connected therewith, are intended to be situate in the county palatine of Lancaster. And in the said Bill power will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and to divert, stop up, or alter, whether temporarily or permanently, all such turnpike-roads, highways, railways, tramroads, streets, aqueducts, canals, navigations, streams, rivers, and water-courses, within the places aforesaid, as it may be necessary or expedient so to divert, stop up or alter, for the purposes of the said railways, works, stations, approaches, and conveniences.

And notice is hereby also given, that it is intended to apply for power in the said Bill to increase, diminish, and alter the tolls, rates, and duties at present authorized to be demanded and taken by the said East Lancashire Railway Company for the use of their railways and branch railways, and to enable the said Company to levy and receive other tolls, rates, or duties, in or upon, or in respect of their said railways

and branches, and also for power to levy tolls, rates, or duties in respect of the said substituted lines of railway and branch railways hereinbefore described, and to grant certain exemptions from such tolls, rates, or duties.

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

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

And it is also intended in the said Bill, to enable the East Lancashire Railway Company to purchase by agreement, or to take a lease of lands in the boroughs of Manchester and Salford, or one of them, for the purpose of a station, warehouses, communications, and approaches, for the accommodation of the traffic of the East Lancashire Railway.

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

Dated the ninth day of November, 1846.

T. A. and J. Grundy, Solicitors.

Cockermouth Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for paving, lighting, cleansing, watching, and otherwise improving the roads, streets, lanes, and other public passages and places within the town and township of Cockermouth, in the county of Cumberland; and for removing and preventing nuisances, annoyances, and encroachments therein; and in which Bill provision is intended to be made to authorise the levying and collecting of rates on the owners and occupiers of property within the said town and township, for effecting the several purposes aforesaid.

Dated this tenth day of November, 1846.

East Lancashire Railway—Burnley Connecting Line.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill to authorise the East Lancashire Railway Company to make and maintain a railway, with all proper works, approaches, communications, and other conveniences connected therewith, to commence by a junction with the intended Burnley Branch of the East Lancashire Railway, near to the point where that branch forms a junction with the intended Burnley branch of the Manchester and Leeds Railway, in or near to the town of Burnley, in the township of Habergham Eaves, otherwise Burnley-cum-Habergham Eaves, in the parish of Whalley, in the county palatine of Lancaster, and such railway is intended to be wholly situate in the same township, and to terminate therein by a junction with the main line of the East Lancashire Railway, now in the course of construction, near to certain print works, in the occupation of Messrs. Margerson, in or near to the said town of Burnley.

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

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

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

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

And it is further intended in such Bill, to enable the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Company out of their corporate funds, or out of funds which they shall be enabled by the intended Act to raise for this purpose, by the creation of new shares, or by loan or mortgage, to contribute towards the expense of the construction of the said railway, and also to enable the last-mentioned Company, and the East Lancashire Railway Company, to enter into mutual arrange-

ments for the future use of the said intended railway, and for the division of the profits arising therefrom, and to that end it is intended to alter, amend, and enlarge, the powers and provisions of the "Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Act, 1846."

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

And notice is hereby further given, that plans and sections, describing the line and levels of the intended railway, and works hereinbefore described, and of the lands, houses, and hereditaments which may be required to be taken for the purposes thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and hereditaments, and together also with a published map, showing the general direction of such railway and works, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county palatine of Lancaster, at his office in Preston, with the parish clerk of Whalley, at his residence in the town or village of Whalley, and for the greater convenience of the inhabitants of Burnley, with the clerk of the Burnley Poor Law Union, at his office in Burnley aforesaid.

Dated the ninth day of November, 1846.

T. A. and J. Grundy, Solicitors.

Westminster Improvements.

(For the application of certain Rates towards the Improvements authorised by the Westminster Improvement Act, 1845, and to extend the Improvements.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act or Acts to alter, amend, and enlarge the powers and provisions of an Act passed in the ninth year of her present Majesty, intituled "An Act for Improving parts of the City of Westminster." And it is proposed in or by the said Act or Acts to confer further and additional powers on the Commissioners appointed or hereafter to be appointed under the authority of the said Act, for the purpose of enabling them more effectually to carry out the improvements thereby authorised, and for extending the same. And it is

further proposed to authorise and empower the said Commissioners to take down and remove a certain house and buildings situate in the Broad Sanctuary, between Westminster Abbey and Flood-street, and at present occupied by Mr. Dean, and also that part of the north side of Tothill-street from the east end thereof to and inclusive of number 58 in that street, with the gateway adjoining thereon westward, and the lands, stabling, and tenements in the rear of Tothill-street aforesaid. And also to take down, remove, and temporarily or permanently shut up Flood-street, Great Smith-street, Princes-street, Princes-place, Dean-street, Orchard-street, St. Ann's-street, Old Pye-street, New Pye-street, Pear-street, Cottage-court, Union-court, New-square, George-court, and James-court, and all houses, yards, lands, courts, buildings, and premises which are bounded on the north by Orchard-street, on the south by Great Peter-street, on the east by Great Smith-street, and on the west by Strutton-ground, all in the several parishes of Saint Margaret and Saint John the Evangelist, in the city and liberties of Westminster, in the county of Middlesex, or one of them. And also to divert, alter, stop up, or inclose or widen and improve such parts of the present streets, courts, alleys, ways, or passages, and void ground, as will form entrances to or will communicate with the intended new street or streets authorised to be made by the Westminster Improvement Act, 1845, or as shall be necessary to be stopped up and inclosed, or widened and improved, for the purposes of the said Act or Acts; and also to raise or lower the ground of any streets, or ways, or subways, which shall communicate with the said intended street or streets, or as shall be necessary to be raised or lowered for the purposes of the said Act or Acts; and to make such alterations in the levels, drains, and sewerage, subways, roads, footways, and pavements of such streets as may require such alterations; and also to empower the said Commissioners to treat, contract, and agree with the Dean and Chapter of Westminster, the Governors of the Grey Coat Hospital in Tothill-fields, of the Royal Foundations of Queen Anne, the Governors or Trustees of the Hospital of Saint Margaret's, in the city of Westminster, in the county of Middlesex, of the Foundation of King Charles, the Master and Fellows of Corpus Christi or Bennett's College, Cambridge, and the Governors or Trustees of Emanuel Hospital, or Lord and Lady Dacre's Charity Estate, the Governors or Trustees of Emery Hill's Almshouses, the Trustees of Palmer's Charity, the Governors or Trustees of the Blue Coat School, or other governors or trustees of any charity estate, or other incapacitated persons whose lands or property may be required for the said intended street or streets, or other improvements connected therewith, or contemplated by the said Act or Acts, for the sale to or the settlement upon them of new houses or buildings, upon the proposed line of the said streets, or either of them, in lieu of all or any of the lands, houses, or property intended to be taken from them by the said Commissioners, for the purposes of the said Act or Acts. And it is further intended by the said Act or Acts to obtain powers for the purchase of lands and houses, either by

compulsion or agreement, through or into which the said proposed improvements, will be made or carried; and also such lands and houses within the said parishes aforesaid, and to such extent as may be necessary for carrying out the before-mentioned improvements, and all other improvements contemplated by the said Act or Acts.

And it is also intended to vary or extinguish all existing rights and privileges in any manner connected with or incident to such lands and houses, which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And it is further proposed in or by the said Act or Acts to take powers to authorise the levying, collecting, and appropriation or application of any rates or increased rates, or of any annual or other sum or sums of money out of or in addition to the rates, levied and collected, or hereafter to be levied and collected under and by virtue of the powers and provisions of an Act made and passed in the twenty-fifth year of the reign of his late Majesty King George the Second, intituled "An Act for the better Relief and Employment of the Poor in the Parishes of Saint Margaret and Saint John the Evangelist, in the City of Westminster, and for Cleansing the Streets and Repairing the Highways within the said Parishes," or otherwise, and to apply the same towards the improvements authorised by the said Westminster Improvements Act, 1845. And also, so far as may be necessary for the purposes aforesaid, to repeal, alter, amend, or extend the powers and provisions of the last-recited Act of 25th George the Second, and to confer, vary, or extinguish other rights and privileges.

Dated this tenth day of November, 1846.

Bridges, Mason, and Bridges,
Red Lion-square, Solicitors for the Bill.
J. Parkes, Parliamentary Agent,
21, Great George-street, Westminster.

Lynn and Ely, Ely and Huntingdon, and Lynn and Dereham Railways Amalgamation.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter, amend, enlarge, or repeal the powers and provisions of "The Lynn and Ely Railway Act, 1845," "The Lynn and Dereham Railway Act, 1845," "The Ely and Huntingdon Railway Act, 1845," and of "The Ely and Huntingdon Railway Act, 1846," and to authorise the Lynn and Ely Railway Company to raise a further sum of money, by the creation of new or additional shares, and by loan or otherwise, for the general purposes of their undertaking, and to authorise and empower the union and consolidation into one undertaking of the Lynn and Ely Railway, the Lynn and Dereham Railway, and the Ely and Huntingdon Railway, and the branch railways and works connected with the said railways, or with any or either of them, and any branch railways or other works which may be authorised to be carried into effect by the Companies, or either of them, incorporated by the

said Acts, by any Act or Acts in the said ensuing Session of Parliament, and the respective capitals, stock, shares, property, and effects of the Lynn and Ely Railway Company, the Lynn and Dereham Railway Company, and the Ely and Huntingdon Railway Company, and for the vesting, in a new Company, of the said railways, branch railways, and works respectively, and of all the said capitals, stock, shares, property; and effects, and of all the powers and privileges now vested in the said three Companies respectively, or in any or either of them, or which may be vested in them, any or either of them, by any Act or Acts of the said ensuing session of Parliament; and to authorise the incorporation of such new Company for the purposes above mentioned, and generally to enable the said Companies respectively to enter into mutual agreements and arrangements for carrying the above objects into full and complete effect.

And notice is hereby further given, that it is also intended by the said Bill to enable such new Company to levy tolls, rates, and duties upon or in respect of the Lynn and Ely Railway, the Lynn and Dereham Railway, and the Ely and Huntingdon Railway respectively, and any of the branches thereof respectively now authorised or which may be authorised by any Act or Acts of the said ensuing session of Parliament, or of any part or parts thereof respectively, and to alter the tolls, rates, and duties now authorised to be demanded and taken upon the same railways respectively, any or either of them, or any branches thereof, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties, and other rights and privileges, together with all other usual, necessary, and convenient powers for effecting the several objects and purposes aforesaid.

And notice is hereby also given, that in the said Bill power is intended to be applied for to enable the said new Company to grant a lease of or to sell the said respective railways and works, or some part or parts of the same, to the Eastern Counties Railway Company.

Dated this ninth day of November, 1846.

Goodwin, Partridge, Williams, and Edwards, King's Lynn, and 7, Millbank-street, Westminster, } Joint
Rooper, Birch, and Ingram, 68, Lincoln's-inn-fields, London, } Solicitors for the Bill.

South Eastern Railway,

(London Bridge Station Arrangement and Enlargement.)

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

and to alter the tolls and charges thereby authorised to be taken; and also to amend and enlarge some of the powers and provisions of the several Acts relating to the London and Greenwich Railway, passed respectively in the third and seventh years of the reign of King William the Fourth, and in the first, the second, the third and fourth, the sixth and the ninth years of the reign of her said present Majesty; and also to amend and enlarge the powers and provisions of the several Acts following, namely, an Act passed in the last session of Parliament, intituled "An Act to consolidate and unite the London and Brighton and the London and Croydon Railway Companies, and the Undertakings belonging to them;" also some of the provisos of the several Acts relating to the railways united under such Act, passed respectively in the fifth and in the sixth and seventh years of the reign of King William the Fourth, and in the first, the second, the third and fourth, the seventh and eighth, and eighth and ninth, and ninth and tenth years of the reign of her present Majesty, relating to the London and Croydon Railway Company, and to the making and enlarging a station for such railway at or near London Bridge; and of the Act passed in the seventh and eighth years of the reign of her present Majesty, relating to the Croydon and Epsom Railway Company; and of the several Acts passed respectively in the sessions held in the seventh year of the reign of his late Majesty King William the Fourth, and in the first year of the reign of her present Majesty, and also in the sixth and seventh, and in the eighth and ninth, and in the ninth, and in the ninth and tenth years of the reign of her said present Majesty, relating to the London and Brighton Railway Company; and of the several Acts passed respectively in the seventh and eighth, and in the eighth and ninth, and ninth, and ninth and tenth years of the reign of her said present Majesty, relating to the Brighton, Lewes, and Hastings Railway Company; and also several Acts passed in the seventh and eighth, and in the eighth and ninth, and in the ninth, and ninth and tenth years of the reign of her said present Majesty, relating to the Brighton and Chichester Railway Company; also several Acts passed in the said last session of Parliament, relating to such railways and the London, Brighton, and South Coast Railway. And it is also intended to repeal any restrictive enactments in any of the said recited Acts contained, relative to the height, character, or position, or the mode of appropriating any platform, erection, or building now belonging to either of the before-mentioned Companies, in the parishes of Saint Olave, Saint Thomas, and Saint John, Horselydown, all in the borough of Southwark, in the county of Surrey, or either of them, or hereafter to be purchased or constructed by them in the same parishes, or either of them, or as to the use of locomotive engines on certain portions of the London Bridge Station, now occupied by the said Companies, or any or either of them.

And it is proposed by the said Act to authorise the South Eastern Railway Company to alter, widen, extend, and enlarge that part of the London Bridge Station which belongs to or is on lease to them, in the parish of Saint Olave Southwark,

in the county of Surrey, and also that part of the said station which now belongs to or is vested in or occupied by them jointly with the London, Brighton, and South Coast Railway Company; and such enlarged station, together with the diversion of the several streets and thoroughfares, and other works necessary, will be situate in the said several parishes of Saint Thomas, Saint Olave, and Saint John Horselydown, and in the parish of Saint Saviour Southwark, or some or one of them, and will be both on the north and on the south of the London and Greenwich Railway, extending on the south of such Greenwich Railway from the present approach at Joiner-street, thence from Joiner-street and New-street by Maze-pond, and the part of Webb-street immediately adjacent to Maze-pond, to the London and Greenwich Railway, on the north of Crucifix-lane, and also extending on the north of the said London and Greenwich Railway from the north side of the present approach to the said station from Wellington-street and Duke-street by Tooley-street, to a point near the junction of Tooley-street and Bermondsey street, and thence to the Greenwich Railway, at or near Parish-street and Crucifix-lane.

And it is proposed by the said Act to enable the South-Eastern Railway Company and the London, Brighton, and South Coast Railway Company to enter into or carry into effect mutual arrangements for a partition of that part of the London Bridge Station which is now vested in or occupied by them jointly, and for enabling them respectively to hold the portions which may be allotted to each of them in severalty; and also for enabling the same Companies to enter into mutual arrangements for the construction, use, and occupation of the said intended enlarged station and the works connected therewith.

And it is proposed by the said intended Act to take powers to divert or stop up all or any of the streets, passages, and thoroughfares which now pass under the said existing station and the London and Greenwich Railway, and which are within the limits of the enlarged station hereinbefore defined, and to stop up the streets called Dean-street and The Maze, and to substitute another street in lieu of Dean-street and The Maze, connecting Tooley-street and Weston-street, and to substitute other streets in lieu of such streets, thoroughfares and passages as may be so stopped up, or such as may be required for the accommodation of the district; and also to divert Bermondsey-street by carrying the same from or from near its junction with Tooley-street to Griffiths-rents, and from thence to a point in Bermondsey-street between Webb-street and Crucifix-lane, and to stop up Red Lion-court, and to make a new street in lieu thereof in a line with the proposed diversion of Webb-street; and also to divert a part of Webb-street and Saint Thomas's-street East; and which streets to be stopped up and diverted, and the streets to be substituted are or will be situate in the said parishes of Saint Olave, Saint Thomas, and Saint John Horselydown, or some or one of them; and also to alter the arches and works of the London and Greenwich Railway, and the adjoining station, for the purposes of such

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

And it is also intended by the said Act to confer on the said South Eastern Railway Company powers for the compulsory purchase of lands and houses for the purposes aforesaid; and also powers to levy and receive rates, tolls, and duties, or rents, for the use of the said new works.

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

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

And notice is hereby further given, that maps, plans, and sections, describing the direction, line and levels of the said intended works, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of the lands and buildings proposed to be taken for the purposes thereof, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, and with the Clerk of the Peace for the Borough of Southwark, at his office in the Old Bailey; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through or in which the said intended works will be made, will be deposited, on or before the same thirtieth day of November, with the parish clerk of such parishes respectively, at their respective places of abode.

Dated this ninth day of November, 1846.

Fearon and Claborn,
Great George-street, Westminster.

Midland Railway.

From the Erewash Valley Railway to the Nottingham and Mansfield Railway, with branches to Mansfield, and also to the Alfreton Iron Works, and alteration and purchase of the Mansfield and Pinxton Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable the Midland Railway Company to make and maintain a railway, with all proper works and conveniences connected therewith, commencing by a junction with the line of the extension of the Erewash Valley Railway, as authorised to be made by "The Midland Railway Erewash Valley Branches Act, 1846," in the parish of Pinxton, in the county of Derby, in or near a certain field, numbered 47 on the plans referred to in the said recited Act, passing thence from, in, through, or into the several parishes,

townships, and extra-parochial or other places following, or some of them, (that is to say) Pinxton in the county of Derby, Pinxton, Westwood, Underwood, Bagthorpe, Selston, Kirkby in Ashfield, Sutton in Ashfield, and Mansfield, in the county of Nottingham; and terminating by a junction with the Nottingham and Mansfield Railway, as authorised to be made by "The Midland Railway Nottingham and Mansfield Railway Act, 1846," in or near a certain field, numbered 61, in the said parish of Kirkby in Ashfield, on the plans referred to in the said last-mentioned Act: And also a branch railway, commencing from and out of the said first-mentioned intended railway, at or near the said field, number 61, in the said parish of Kirkby in Ashfield, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial, or other places following, or some of them, (that is to say) Kirkby in Ashfield, Sutton in Ashfield, and Mansfield, all in the county of Nottingham; and terminating at or near Bull's Head-lane, in the parish of Mansfield, in the county of Nottingham.

And it is also intended by such Act to authorise the said Midland Railway Company to make certain alterations in the width, gauge, direction, and levels (within the parishes, townships, and extra-parochial or other places, Pinxton in the county of Derby, Pinxton, Westwood, Underwood, Bagthorpe, Selston, Kirkby in Ashfield, Sutton in Ashfield, and Mansfield, in the county of Nottingham), of a certain railway or tramway, called the Mansfield and Pinxton Railway; and to adapt such railway or tramway, or some portion or portions thereof, to the purposes of the said intended railway, and also to authorise the Midland Railway Company to purchase the said Mansfield and Pinxton Railway or Tramway, and to abandon and discontinue the use of, and to dispose of such parts of the said railway or tramway as may be rendered unnecessary or useless in consequence of the construction of the said intended railway and branch railway: And it is also intended by the said Act to enable the said Midland Railway Company to make and maintain another railway, with all proper works and conveniences connected therewith, commencing by a junction with the line of the extension of the Erewash Valley Railway to Clay Cross, as authorised by an Act passed in the last session of Parliament, near the point at which the said extension railway crosses the Cromford Canal, in the hamlet or township of Somercoates, in the parish of Alfreton, in the county of Derby, passing thence from, in, through, or into the parish of Alfreton and township of Somercoates, or one of them, and terminating in the said township or hamlet of Somercoates, in the said parish of Alfreton, near certain iron works, known as the Alfreton Iron Works, the property of and occupied by James Oakes, esquire.

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

to stop up, alter, or divert, by reason of the construction of the said intended railways, altered railways, and works, or any of them.

And it is also intended by such Act to authorise the Midland Railway Company to raise money for the completion and alteration of the said railway and works, and for the purchase of the said Mansfield and Pinxton Railway or Tramway, and to take powers for the purchase of lands, by compulsion or agreement, for the purposes of the said intended railways and works, and for levying tolls, rates, and duties in respect of the use of the said railways, altered railway and works, and to grant certain exemptions from such tolls, rates, and duties, and to alter existing tolls, rates, and duties.

And it is further intended by such Act to vary or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges. And it is also intended by such Act to authorise the union and amalgamation into one undertaking of the said Mansfield and Pinxton Railway with the Midland Railway, and, if necessary, to dissolve the said Mansfield and Pinxton Railway Company, or to authorise the sale of the said Mansfield and Pinxton Railway, and all rights and privileges connected therewith, to the Midland Railway Company; and to authorise the said last-mentioned Company to purchase the same, and to enable such Companies respectively to enter into all necessary contracts and agreements in reference to such amalgamation, purchase, and sale.

And for the purposes aforesaid it is intended to alter, amend, and enlarge, and to repeal, so far as may be necessary, the powers and provisions of an Act passed in the seventh year of the reign of her present Majesty, intituled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways;" and also the powers and provisions contained in the several Acts of Parliament hereinafter mentioned relating to the Midland Railway, that is to say, in local and personal Acts, 8th and 9th Victoria, chapters 49, 56, and 90; and in local and personal Acts, 9th and 10th Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326, and 340; and also to alter or repeal the Act incorporating the Mansfield and Pinxton Railway Company, intituled "An Act for making and maintaining a Railway or Tramroad from Bull's Head-lane, in the parish of Mansfield, in the county of Nottingham, to communicate with the Cromford Canal at Pinxton Basin, in the parish of Pinxton, in the county of Derby."

And notice is hereby further given, that maps, plans, and sections of the said intended railways, altered railway, or tramway, and works, and of the lands proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the county of Derby, at his office in Chester-

field; with the Clerk of the Peace for the county of Nottingham, at his office in Newark-upon-Trent; and that a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes in or through which the said intended railways, and altered railway, and works are intended to be made or altered, will be deposited, on or before the thirtieth day of November in the present year, with the parish clerks of such parishes respectively, at their respective residences.

Dated this sixth day of November, 1846.

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

Berridge and Macaulay, Leicester.

Samuel Carter, Birmingham.

An Act to purchase and define the Manorial and Market Rights of Stockport, to establish Public Parks, to Purchase or Lease Waterworks, to Build Bridges, and to make other communications within the Borough of Stockport.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts to authorise and enable the mayor, aldermen, and burgesses of the borough of Stockport, by the council of the said borough, to purchase the manor and barony of Stockport: in the said borough, with certain houses, buildings, and lands connected therewith, and all manorial tolls, rights, privileges, right of market, market, market tolls, dues, and accustomed payments of and relating to such manor and barony, market, and market place, and to enable certain parties in the said Act or Acts to be named to sell the same. And to authorise the said mayor, aldermen, and burgesses to purchase, and to enable the parties therein to be named to convey certain land for public parks and walks to the said mayor, aldermen, and burgesses, for the use of the inhabitants of the said borough, and to authorise the said mayor, aldermen, and burgesses to enclose, drain, lay out, and maintain the same.

And to authorise the said mayor, aldermen, and burgesses to purchase or to rent or take on lease any waterworks, pipes, and other works and apparatus for the supply of water now established, or which may hereafter be established within or through the said borough of Stockport.

And to authorise the construction and maintenance of a bridge across the river Goit, from or from near King Street East, in the township of Stockport, in the said borough, within the parish of Stockport, and in the county of Chester, to the opposite bank of the said river, at or near to Wharf Street, within the township of Brinnington, in the said borough, parish, and county; and of another bridge across the said river Goit, from or from near Newbridge Lane Street, in the said township of Stockport, in the said borough, parish, and county, to the opposite bank of the said

river, at near to the factory of Messrs. Marshall, in Brinnington aforesaid, in the said borough, parish, and county; and of another bridge across the river Tame, from or from near to Avenue Street, in Brinnington aforesaid, within the said borough, parish, and county, to the opposite bank of the said river, at or near to the works occupied by Mrs. Hulme, in the township of Heaton Norris, in the said borough, and within the parish of Manchester, in the county of Lancaster; and of another bridge across the river Mersey from or from near to King Street west, in the township of Stockport, in the said borough, in the said parish of Stockport, and county of Chester, to the opposite bank of the said river, at or near to the factory late of Mr. Charles Axon, in the township of Heaton Norris aforesaid, in the said borough, and within the parish of Manchester, in the said county of Lancaster; and to enable the said mayor, aldermen, and burgesses at all times hereafter to maintain and repair a bridge across the said river Mersey, called the Vernon Bridge, at present connecting the said two townships of Heaton Norris and Stockport, from a point at or near the Little Underbank, in the said township of Stockport, in the said borough, parish of Stockport, and county of Chester, to a point at or near Heaton Lane, in the said township of Heaton Norris, in the said borough, within the parish of Manchester, and in the county of Lancaster; together with all necessary or convenient stairs, landing-places, roads, avenues, approaches, works, and conveniences to the same respectively, all being in the said townships and parishes, some or one of them.

And it is intended by the said Act or Acts to obtain powers for the lighting, cleansing, regulating, and improving the said borough of Stockport, and for the erection and regulation of markets and market places within the said borough.

And it is intended by the said Act or Acts to enable the said mayor, aldermen, and burgesses to light with gas all such or any part or portion of the undermentioned townships as may be situate within four miles of the boundary of the said borough of Stockport, namely, Heaton Norris, Levenshulme, Reddish, Didsbury, and Burnage, in the parish of Manchester and county of Lancaster, and Cheadle Bulkeley, Cheadle Moseley, and Handforth-cum-Bosden, in the parish of Cheadle, and county of Chester, and Brinnington, Bredbury, Offerton, Bramhall, Norbury, and Torkington, in the parish of Stockport, and said county of Chester, with powers of levying rents from the parties who may agree to take such gas.

And it is also intended by the said Act or Acts to take powers for the compulsory purchase of the lands, houses, buildings, and other property required to be taken or purchased for the purposes of the said Act or Acts, or any of them, and to levy tolls, market tolls, rates, and duties, and to alter or extinguish any existing tolls, market tolls, rates, and duties, and to confer, vary, or extinguish all existing rights or privileges in any manner connected with the said lands, houses, buildings, and other property, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended works, or the:

purposes aforesaid or any of them, and to confer other rights and privileges.

And powers will be taken by the said Act or Acts to enable the said mayor, aldermen, and burgesses to raise a sum of money upon the credit of the various tolls, rates, duties, and property now vested or hereafter to be vested in them, for the purpose of carrying out the several purposes aforesaid.

And notice is hereby further given, that a plan of the said intended works, showing the situation thereof and the lands proposed to be taken for the purposes thereof, and also a duplicate of such plan, together with a book of reference to such plan, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands respectively, will be deposited for public inspection on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the county of Lancaster, at his office in Preston; and with the Clerk of the Peace for the county of Chester, at his office in Chester; and at the office of the Commissioners of her Majesty's Woods, Forests, Lands, Revenues, Works, and Buildings, Whitehall, London; and a copy of so much of the said plan and book of reference as relates to each of the parishes in which such works will be situate, will be deposited with the parish clerks of such parishes respectively, on or before the said thirtieth day of November, at their respective residences.

Dated the tenth day of November, 1846.

Coppock and Woollam, Stockport,
Solicitors for the Bill,
James Coppock, 3, Cleveland Row, St. James's,
Westminster, Agent.

Wisbech Port and Harbour Act Amendment.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill to continue, alter, explain, enlarge, or amend the powers and provisions of an Act passed in the fiftieth year of the reign of his Majesty King George the Third, intituled "An Act for establishing a Cattle Market within the town of Wisbech, in the Isle of Ely, for taking down and removing the shambles therein, for Paving, Cleansing, Lighting, and Watching the said town, and removing Nuisances therein, for preserving and improving the Port and Harbour of Wisbech, and for regulating the Pilots belonging thereto:" By which Bill it is intended to authorise the mayor, aldermen, and burgesses of the borough of Wisbech to raise and borrow money on the credit of the duties payable in the said port and authorised to be received under the said Act, for preserving and improving the said Port and Harbour.

Dated this tenth day of November, 1846.

Edward Jackson, Solicitor, Wisbech.

Lynn and Ely Railway.

(Deviation and Lynn Docks.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, amend, and enlarge some of the powers and provisions of "The Lynn and Ely Railway Act, 1845," and to give to the Lynn and Ely Railway Company power to make a line of railway in substitution of a part of the line of the Lynn and Ely Railway as at present authorised to be constructed, such substituted line of railway commencing in a certain field delineated on the plans mentioned in the said Act as having been deposited with the Clerks of the Peace for the counties of Norfolk and Cambridge, and referred to thereon by the number 106 in the parish of All Saints, otherwise South Lynn All Saints, within the borough of King's Lynn, in the county of Norfolk, passing through the parish of Gaywood, in the said county of Norfolk, and terminating at or near a certain other field also delineated on the said plans, and referred to thereon by the number 6, in the parish of Saint Margaret, within the said borough of King's Lynn, instead of so much of the line of the Lynn and Ely Railway as is at present authorised to be constructed between such two several fields, and also power to abandon the making of so much of the said proposed railway as would otherwise be situate between such two several fields, and will thereby become unnecessary; and also power to construct and maintain a dock or docks to communicate with the river Ouze, or the river Nar or Setchy, or Sandringham Eau, at or near the harbour of King's Lynn aforesaid, at a point near the termination of the branch of the said Lynn and Ely Railway, called or known as "The Harbour Branch," with all necessary approaches, entrances, piers, yards, wharfs, works, and conveniences connected with such dock or docks, and which dock or docks, approaches, entrances, piers, quays, wharfs, works, and conveniences will be situate in the several parishes, of All Saints otherwise South Lynn All Saints, within the borough of King's Lynn aforesaid, and West Lynn Saint Peter, in the said county of Norfolk, or one of them.

And in the said Bill powers will be applied for to deviate from the lines laid down on the plans hereinafter mentioned, to the extent thereon defined and to alter, divert, and stop up, whether temporarily or permanently, all such turnpike-roads and other highways, streams, canals, aqueducts, navigable rivers, navigations, and railways within the parishes aforesaid, as it may be necessary so to alter, divert, and stop up for the purposes of such deviation and docks, and the approaches, entrances, works, and conveniences connected therewith respectively.

And notice is hereby also given, that it is intended to apply for power to levy tolls, rates, and duties for the use of the said substituted line of railway and docks, and also for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the said plans, and also for power to vary and ex-

tinguish all rights and privileges in any manner connected with the land proposed to be taken for the purpose of such substituted line of railway and docks, and to confer other rights and privileges; and also to enable the said Lynn and Ely Railway Company to raise a further sum of money, by the creation of new or additional shares, and by loan or otherwise for the purposes aforesaid, and for the general purposes of the said undertaking.

And notice is hereby further given, that, on or before the thirtieth day of November instant, duplicate plans and sections describing the line and levels of the said intended line of railway and docks, and the lands to be taken for the purposes thereof together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and together also with a published map with the line of the said intended line of railway delineated thereon, will be deposited for public inspection at the office of the Clerk of the Peace for the county of Norfolk, at Aylsham; and a copy of so much of the said plans, sections, and books of reference, as relates to the several parishes from, in, through, or into which the said deviation and docks will pass or be situate, will also be deposited with the parish clerk of each such parish.

Dated this ninth day of November, 1846.

Goodwin, Partidge, Williams, and Edwards,
King's Lynn, and 7, Millbank Street,
Westminster.

Rooper, Birch, and Ingram,
68, Lincoln's-Inn-Fields, London.
Joint Solicitors for the Bill.

Runcorn Gas Amendment.

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session for leave to bring in a Bill to continue, alter, amend, and enlarge the powers and provisions of an Act passed in the seventh year of the reign of his Majesty King William the Fourth, intituled "An Act for lighting with Gas the town of Runcorn, otherwise called Higher Runcorn and Lower Runcorn, and also the township or chapelry of Halton, both in the parish of Runcorn, in the county of Chester;" and to authorise the Company thereby incorporated to supply and light with gas the following townships, hamlets, and places in the vicinity of the said town of Runcorn, in addition to the places authorised by the said Act to be lighted, viz., Astmore otherwise Astmore-with-Halton, Norton, Weston, Weston-Point, and Clifton otherwise Clifton-with-Rocksavage, all in the said parish of Runcorn and county of Chester, and also the townships, places, hamlets, parishes, or districts of Widnes, Widnes-with-Appleton, and Widnes Docks, in the parishes or parochial places of Prescott and Farnworth, in the county of Lancaster: By which Bill it is intended to take powers to increase the

capital stock of the said Company, to create and dispose of new and additional stock and shares, and to borrow or raise a further sum or further sums of money to be applied for the purposes of the said Act and the said Bill, and in and for the better and more fully completing and carrying out the said undertaking, and enlarging and extending the same: And it is also intended to take powers to purchase lands and houses, compulsorily or by agreement, and all such other powers as may be necessary for effecting the purposes aforesaid, to levy rates, duties, or rents, to vary or extinguish all existing rights and privileges which would impede or interfere with the carrying the said Bill or the said Act into execution, and to confer other powers, rights, and privileges.

Dated this seventh day of November, 1846.

Tindall and Valey, Solicitors, Runcorn.

Temple Bridge and South London Market.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill for making and constructing a bridge over or across the river Thames, at, from, or near to Essex-street, on the north side of the said river, in the parish of St. Clements Danes, in the county of Middlesex, to the opposite shore, at or near a certain wharf or piece of ground in the occupation of Joseph Dowson and Co., in the Marsh and Wall liberty, in the parish of St. Mary, Lambeth, in the county of Surrey: Also for making and maintaining a Market at or near the south end of the said proposed bridge, in the said liberty and parish of St. Mary, Lambeth, aforesaid, and to obtain powers for the compulsory purchase of lands and houses, and to levy rates, tolls, or duties in respect of the said bridge and market: Also for making and maintaining piers or landing-places on or near the said bridge, in the said parish of St. Clements Danes and liberty of Marsh and Wall, in the parish of St. Mary, Lambeth, aforesaid; and for opening and making suitable ways, avenues, roads, and approaches to the said bridge, market, and piers or landing-places in the said several parishes and liberty respectively; and to obtain powers for the compulsory purchase of lands and houses, and to levy tolls, rates, or duties, in respect of the above-mentioned piers or landing-places and approaches: Also to amalgamate the above-mentioned proposed undertakings with any Company, or to sell or lease the same.

Notice is also hereby given, that the necessary plans, sections, and books of reference, will be deposited with the Clerks of the Peace of the aforesaid counties, and with the clerks of the aforesaid parishes, the Private Bill and Parliament offices, and also at the office of the Board of Admiralty, on or before the thirtieth of November, 1846.

Dated this tenth day of November, 1846.

Regent's Canal Company (Paddington and Limehouse Railway and Branch).

NOTICE is hereby given, That application is intended to be made to Parliament, in the next Session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of the following Acts, or some of them, or to repeal the said Acts, or some of them, and to grant further powers and provisions in lieu thereof, namely, an Act passed in the fifty-second year of the reign of His late Majesty King George the Third, intituled "An Act for Making and Maintaining a Navigable Canal from the Grand Junction Canal, in the Parish of Paddington, to the River Thames, in the Parish of Limehouse, with a collateral Cut in the Parish of Saint Leonard Shoreditch, in the County of Middlesex." Also an Act passed in the fifty-third year of the reign of His late Majesty King George the Third, intituled "An Act to Amend an Act of the last Session of Parliament for Making and Maintaining a Navigable Canal from the Grand Junction Canal, in the Parish of Paddington, to the River Thames, in the Parish of Limehouse, with a collateral Cut in the Parish of Saint Leonard Shoreditch, in the County of Middlesex." Also an Act passed in the fifty-sixth year of the reign of His late Majesty King George the Third, intituled "An Act for Altering and Amending an Act made in the fifty-second year of His present Majesty, for making a Canal from the Grand Junction Canal, in the Parish of Paddington, to the River Thames, in the Parish of Limehouse." Also an Act passed in the fifty-ninth year of His late Majesty King George the Third, intituled "An Act for Altering and Amending the several Acts passed for making a Canal from the Grand Junction Canal, in the Parish of Paddington, to the River Thames, in the Parish of Limehouse, in the county of Middlesex." Also an Act passed in the fifty-ninth year of His late Majesty King George the Third, intituled "An Act to vary and alter certain Acts of His present Majesty, relating to the Grand Junction Canal, the Grand Junction Water Works, and the Regent's Canal, in order to effect an exchange of Water for the better supply of the Regent's Canal Navigation, and Grand Junction Water Works." Also an Act passed in the first and second year of the reign of His late Majesty King George the Fourth, intituled "An Act to remove Doubts as to the power of the Commissioners of Exchequer Bills to advance a further sum of Money to the Regent's Canal Company, and to amend the Acts for making the said Canal." Also an Act passed in the seventh year of the reign of His late Majesty King George the Fourth, intituled "An Act to amend an Act of His late Majesty's Reign, for confirming certain articles of agreement between the Company of Proprietors of the Grand Junction Canal, and certain Persons, for supplying with Water the Inhabitants of Paddington, and places adjacent, in the County of Middlesex;" and also an Act of His said late Majesty's reign, to alter certain Acts relating to the Grand Junction Canal, the Grand Junction Water Works, and the Regent's Canal, in order to effect an exchange of Water for the better supply of the Regent's Canal Navigation, and Grand

Junction Water Works; and for amending the powers vested in the Grand Junction Water Works Company, and for other purposes relating thereto;" in which said Bill it is intended to enable the Company of Proprietors of the Regent's Canal to make and maintain a Railway, with all necessary stations, erections, bridges, wharfs, warehouses, communications and other works connected therewith, to commence within the Paddington station of the Great Western Railway, at the eastern end of the north side of the said station, in the parish of Paddington, in the county of Middlesex, and to terminate at the southern end of the eastern side of the Regent's Canal dock or basin, in the parish of Saint Ann Limehouse, in the said county of Middlesex; which said railway and works will be made in, or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, (that is to say)—Paddington otherwise Saint Mary Paddingtone, Saint Mary-le-bone, Saint John Hampstead, Saint Pancras, Saint Mary Islington, Saint James Clerkenwell, Saint Luke commonly called Saint Luke Old Street, Saint Leonard Shoreditch, Saint John Hackney, Saint Matthew Bethnal Green, Saint Dunstan Stebonheath otherwise Stepney, Mile End Old Town, Mile End New Town, Saint Mary Stratford Bow, Saint Ann Limehouse, and Ratcliffe, all in the said county of Middlesex; also to make and maintain a branch railway, with all proper stations, works, and conveniences connected therewith, to commence from and out of the said line of railway hereinbefore described in the hamlet of Mile End Old Town, in the said county of Middlesex, at the first bridge over the said Regent's Canal, south of the Mile End-road, and to terminate in the parish of All Saints Poplar, in the said county of Middlesex, near Preston's Road, on the north side of the Timber Dock of the Blackwall basin of the East and West India Dock Company, which said branch railway and works will be made in or pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, (that is to say)—Saint Dunstan Stebonheath otherwise Stepney, Mile End Old Town, Mile End New Town, Saint Mary Stratford Bow, Saint Ann Limehouse, Ratcliffe, Bromley Saint Leonard, and All Saints Poplar, all in the said county of Middlesex, and which said railways and other works are intended to form part of the undertaking of the said company of proprietors of the Regent's Canal.

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

in the said several parishes, townships, or places of Paddington, Saint Mary-le-bone, Saint John Hampstead, Saint Pancras, Saint Mary Islington, Saint James Clerkenwell, Saint Luke, Saint Leonard Shoreditch, Saint John Hackney, Saint Matthew Bethnal Green, Saint Dunstan Stebonheath otherwise Stepney, Mile End Old Town, Mile End New Town, Saint Mary Stratford Bow, Saint Ann Limehouse, and Ratcliffe, as may be necessary for the purpose of executing and making the said railways, or either of them, and of keeping open the navigation of the said Regent's Canal, and to divert into such variations, alterations, widenings, or enlargements the waters now supplying the said Regent's Canal.

And notice is hereby further given, that a plan of the said railways and works, and also a duplicate of such plan, and a section and duplicate thereof, together with books of reference thereto, and also a published map with the lines of railway delineated thereon, will be deposited for public inspection with the clerk of the peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county, on or before the said thirtieth day of November, one thousand eight hundred and forty-six; and on or before the said thirtieth day of November, one thousand eight hundred and forty-six, a copy of so much of the plans and sections as relates to each parish in or through which the said railways and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

And notice is hereby further given, That it is intended in the said Bill to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties upon or in respect of the said railways and works and the said Regent's Canal, and to alter the existing tolls, rates, or duties authorized to be taken by the said company of proprietors of the Regent's Canal; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges; and to enable the same company of proprietors to raise money by shares, mortgage, or otherwise, for the purposes of the said railways and works.

Dated the sixth day of November, 1846.

Lyon, Barnes, and Ellis,
Solicitors of the Regent's Canal Company.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, for an Act to authorize and empower the London and North Western Railway Company to make, maintain, work, and use the several Railways hereinafter mentioned, or some of them, with all proper roads, approaches, works, and con-

veniences connected therewith respectively, that is to say, firstly, a Railway or Railways, commencing by a junction with that part of the London and North Western Railway heretofore called the Grand Junction Railway, near Nechell's Green, in the township of Aston, in the parish of Aston-nigh-Birmingham, in the county of Warwick, and terminating by a Junction with the South Staffordshire Railway, at or near St. John Street, in the parish of St. Michael, Lichfield, in the city and county of the city of Lichfield, and passing from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Birmingham, Aston, Aston-juxta-Birmingham, Aston Manor, Witton, otherwise Wilton, Upper Witton, Lower Witton, Neachells, otherwise Nechells, Duddeston and Nechells Duddeston, otherwise Dudston, Deritend and Bordesley, Deritend, Bordesley, Saltley and Washwood, Washwood Heath, Saltley, Little Bromwich, Castle Bromwich, Small Heath, Ward End, Erdington, Gravelly Hill, Park Hall, Oscott New College, Water Orton, otherwise Water Overton, Pipe Hays, Berwood, Sutton Coldfield, Great Sutton, Little Sutton, Sutton Park, The Coldfield Pens, Hill-Doe Bank, Cooper's Wood, Warmley, Wylde Green, Maney, Langley Hill, and Four Oaks, all in the County of Warwick; Handsworth, Perry Barr, Birch-fields, Aldridge, Thorne Hill, Queaslet, or Queeslet, Hardwick, Oscott, Great Barr, Little Aston, Mill Green, The Bosses, Lower Stonnall, Upper Stonnall, otherwise Over Stonnall, Stonnall, Lynn, Hilton, Shenstone Lodge, Shenstone Park, Shenstone Hall, Knowle Hill, Shenstone, Bury Hill, Bull Moor Lane, Chesterfield, Ogle Hay, Weeford, Swinfen, Packington, Swinfen and Packington, St. Michael, Wall, Wall Butts, otherwise Wall Budds, Burntwood Edial and Woodhouses, Burntwood, Edial, Woodhouses, Hammerwich, Pipe-cum-Membris, Pipa Parva, Pipa Magna, Pipe Place, Pipe Hill, Freeford, Fulfen, Streethay, St. Chad, otherwise Stowe, Curborough, Elmhurst, Curborough and Elmhurst, The Close, Lichfield and West Bromwich, all in the county of Stafford; and Lichfield, St. Michael, Pipe Hill, Pipe-cum-Membris, Freeford, Fulfen, St. Mary, St. Chad, Stowe, St. Chad, otherwise Stowe, Curborough, Elmhurst, Curborough and Elmhurst, The Close, Lichfield, and the Friary, all within the city and county of the city of Lichfield. Secondly, a Railway or Railways commencing at or near the point where the road from Thatcher's Barn to Freeford crosses the Wyrley and Essington Extension Canal, in the parish of St. Michael Lichfield, in the said county and city of Lichfield, and terminating by a Junction with the South Staffordshire Railway, at or near the Bone House, in the said parish of St. Michael Lichfield, in the said city and county of Lichfield, which said intended railway or railways, and other works connected therewith, will be situate within the said parish of St. Michael Lichfield, in the said county and city of Lichfield; and, thirdly, a railway or railways, commencing at or near St. John Street, in the parish of St. Michael Lichfield, in the said county and city of Lichfield, and terminating by a junction with the Trent-

Valley Line of the London and North Western Railway, at or near the road leading from Stich Brook to Curborough Hall, in the Parish of St. Chads, commonly called Stowe Church, in the said county and city of Lichfield, which said intended railway or railways, and other works connected therewith, will pass from, in, through, or into, or be situate within the parishes of St. Michael, Lichfield, and St. Chad's, or Stowe Church, Lichfield; and, fourthly, a railway or railways, diverging out of the Railway thirdly hereinbefore described, at or near St. Chad's, commonly called Stowe Church, in the county of the city of Lichfield, and terminating by a junction with the said Trent Valley Line of the London and North Western Railway, near Pone's Mill, in the parish of St. Michael, Lichfield, in the county of Stafford, which said intended railway or railways, and other works connected therewith, will pass from, in, through, or into, or be situate within the parishes townships, and extra-parochial or other places following, or some of them (that is to say), St. Chad's or Stowe Church Lichfield, and St. Michael Lichfield, in the city and county of the city of Lichfield, and Streethay and St. Michael Lichfield, in the county of Stafford.

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

And notice is also hereby given, that it is 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 the purposes of the undertakings hereinbefore described; and for the general purposes of the said Company.

And notice is also hereby given, that it is proposed by the said intended Act that the said London and North Western Railway Company shall take powers to cross, alter, vary, divert, or stop up all such turnpike roads, streets, highways, railways, tramroads, and other roads or ways, paths, passages, cuts, canals, navigations, rivers, brooks, streams, sewers, drains, waters, and water-courses, and to form such junctions with other existing or intended Railways within the several parishes, townships, and extra-parochial or other places before mentioned, as it may be necessary or expedient so to cross, alter, vary, divert, stop up, or form, for the purposes of the said proposed Railways, works, conveniences, and approaches, or any or either of them, or any part thereof: and also powers for the compulsory purchase of lands, houses, buildings, or other property which may be required for the construction, use, and maintenance of the said proposed Railways, works, conveniences, and approaches, or any or either of them, or any part thereof, and to vary or extinguish all rights and privileges, in any manner connected with such lands, houses, buildings, or other property which may or would in any manner

interfere with the purposes of the said intended Act, and to confer other rights and privileges; and also powers to levy tolls, rates, duties, and charges, on or for the use of the said proposed Railways, works, conveniences, and approaches, or any or either of them, or any part thereof, and to alter existing tolls, rates, duties, and charges, and to confer or vary exemptions from the payment of such tolls, rates, duties, and charges, or any of them: and it is intended by the said Act to alter, amend, extend, and enlarge some of the powers and provisions of the said Birmingham, Lichfield, and Manchester Railway Act, 1846, and also of an Act passed in the Session held in the ninth and tenth years of the reign of her present Majesty, entitled, "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and also the several Acts relating to the said London and Birmingham, Grand Junction, and Manchester and Birmingham Railways, or the London and North Western Railway, or some of them, that is to say, "local and personal Act, eight and nine Victoria, cap. 156, and local and personal Acts, nine and ten-Victoria, caps. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396."

And further notice is also hereby given, that maps, plans, and sections and duplicates thereof, describing the direction, lines, and levels, of the said proposed railways, works, conveniences, and approaches, and the lands which may be taken for the purposes thereof, together with books of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited on or before the thirtieth day of November of the present year, with the Clerk of the Peace for the county of Warwick, at his office, at Stratford-on-Avon; with the Clerk of the Peace for the county of Stafford, at his office, at Stafford; and with the Clerk of the Peace for the county of the city of Lichfield, at his office, in Lichfield; and that a copy of so much of the said plans, sections, and books of reference respectively, as relates to each of the parishes in or through which the said Railways, works, conveniences, and approaches are intended to be made, will be deposited with the parish clerk of each such parish, at his residence, on or before the thirtieth day of November aforesaid.

Dated the Sixth day of November, 1846.

Clay, Swift, and Wagstaff, Solicitors, Liverpool.

London and Brighton, and South Coast Railway, Extension to London Bridge.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to enable the London, Brighton, and South Coast Railway Company, to continue a new line of railway by the side of the London and Greenwich Railway, from the present station near the Maze, in the parish of Saint Olave, in the borough of Southwark, to the junction with the London, Brighton, and South Coast Railway, heretofore called the London and Croydon Railway, in the parish of Saint Mary, Rotherhithe, in the county of Surrey, and which said new

line of railway will be situate in the parishes of Saint Olave, Saint John Horsleydown, Saint Mary Magdalen Bermondsey, and Saint Mary Rotherhithe, in the county of Surrey.

And it is intended to authorise the levying of rates and tolls for the use of such new line of railway, and also the compulsory purchase of the property to be described in the plans hereinafter mentioned.

And it is also intended to enlarge the powers of the Act passed in the last session of Parliament, intituled, "An Act to consolidate and unite the London and Brighton and the London and Croydon Railway Companies, and the undertakings belonging to them," and also some of the provisions of the several Acts relating to the railways united under such Act.

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

Dated this second day of November, 1846.

Burchell, Kilgour, and Parson.

Sutton, Ewens, Ommanney, and Prudence.

George and Henry Faithfull.

Shrewsbury and Birmingham Railway Act, Amendment and Branches.

(Amendment of Act and Branches to Madeley, to Ironbridge, to the London and North Western Railway near Willenhall, and extension of the proposed Ironbridge Branch to Shrewsbury.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend and enlarge some of the powers and provisions of the Shrewsbury and Birmingham Railway Act, 1846, and to authorize the Shrewsbury and Birmingham Railway Company, incorporated by such Act, to make and maintain the following Railways, or some of them, with all proper works, approaches, stations, and conveniences connected therewith, that is to say,—

Firstly.—A railway commencing by a junction with the Line of the Shrewsbury and Birmingham Railway as at present authorized to be made at or near a certain field in the parish of Shiffnal, in the county of Salop, numbered 133 on the plans, referred to in the said Act, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Shiffnal, Shiffnal, Haughton, the Manor, Shaw and Wyke, the Hem, Kemberton, Kemberton; Brockton, Cuckoo Oak, Sutton Maddock, Sturchley, Dawley, Dawley Magna, Dawley Parva, Lightmoor, Madeley, Madeley Court, Madeley Wood, Coalbrookdale and Ironbridge, in the county of Salop, and terminating by a junction with the Coalbrookdale Branch Railway as authorized to be made by the said Act, at, or near a certain field in the parish of Dawley, in the county of Salop, numbered 29 on the plans

of the said branch railway, referred to in the said Act.

Secondly.—A railway commencing by a junction with the line of the said Coalbrookdale Branch Railway as at present authorized to be made, at, or near a certain field in the parish of Madeley, in the county of Salop, numbered 24 on the said last-mentioned plans, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Dawley, Dawley Magna, Dawley Parva, Lightmoor, Madeley, Madeley Court, Madeley Wood, Coalbrookdale, Ironbridge, Saint Luke, Ironbridge and Benthall, in the county of Salop, and terminating at or near Benthall Edge, in the parish of Benthall and county of Salop.

Thirdly.—A railway in extension of the said last mentioned intended branch railway, commencing by a junction therewith at the proposed termination thereof, hereinbefore described, at or near Benthall Edge, in the parish of Benthall and county of Salop, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Broseley, Broseley Swinny, Rowton, Burton, Marsh, Jackfield Madeley, Madeley, Coalport, Iron Bridge, Saint Luke Iron Bridge, Coalbrook, Coalbrookdale, Benthall, Buildwas, Buildwas Abbey and Lands, Burnt Houses, Much Wenlock, Much Wenlock Wyke and Bradley, Shineton, Leighton, Leighton Garmston, Belswardine, Coung, Cressage, Upper Coung, Lower Coung, Harnage, Golding, Eacon Constantine, Wroxeter, Eyton and Dryton, Wroxeter, Norton, Rushton, Donnington, Berrington, Berrington Brompton, Eaton Mascott, Cantlop, Cross Houses, Betton, Great Betton, Abbots Betton, Betton Abbots, Saint Chad, Little Betton, Betton Strange, Betton and Alkmere, Atcham otherwise Attingham, Atcham otherwise Attingham Emstrey, Chilton, Cronk Hill, Berwick, Maviston, Uckington, Longner, Sutton, Sutton Mill, Meole Brace otherwise Brace Meole, Saint Julian, Saint Mary, Saint Alkmond, Shrewsbury, Coleham, Trinity Coleham, Abbey Foregate, Holy Cross and Saint Giles, and the Stone Ward Without, in the county of Salop, and terminating by a junction with the line of the said Shrewsbury and Birmingham Railway, as at present authorized to be made, in or near a certain field in the parish of Holy Cross and Saint Giles, in the borough of Shrewsbury and county of Salop, numbered 80 on the plans of the said railway referred to in the said Act.

Fourthly.—A railway commencing by a junction with the line of the said Shrewsbury and Birmingham Railway, as at present authorized to be made at or near a certain road in the parish of Wolverhampton in the county of Stafford, called New Mill Street, numbered 293, on the plans of the said railway referred to in the said Act, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Darlaston, Darlaston Green, Wednesbury, Saint Bartholomew Wednesbury, Saint John Wednesbury, Wolverhampton, Wednesfield, Saint Giles Wednesfield, Wednesfield Heath, Moseley, Moseley Hole, Horseley Fields,

Chillington Fields otherwise Chillington Works, Stowheath, Saint Peter Wolverhampton, Saint Mary Wolverhampton, Saint James Wolverhampton, Saint John Wolverhampton, Saint George Wolverhampton, Saint Paul Wolverhampton, Portobello, Willenhall, and Bilston, in the county of Stafford, and terminating by a junction with the line of the London and North-Western Railway, at or near the point where the said railway crosses the turnpike-road leading from Wolverhampton to Walsall, in the said parish of Wolverhampton.

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

And it is also intended by such Act to enable the said Company to raise a further sum of money for effecting the objects aforesaid, and to purchase lands by compulsion or agreement for the purposes thereof, and to vary or extinguish all existing rights and privileges in any manner connected with the lands so proposed to be purchased or taken, or which would impede or interfere with the construction, maintenance, and use of the said intended works, and to confer other rights and privileges, and to levy tolls, rates, and duties in respect of the use of the said intended works, and to grant certain exemptions from such tolls, rates, and duties.

And notice is hereby lastly given, that maps, plans, and sections, describing the direction line and levels of the said intended railways and works, and of the lands proposed to be taken for the purposes thereof respectively, together with books of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands, will be deposited on or before the thirtieth day of November instant, with the clerk of the peace for the county of Salop, at his office in Shrewsbury, and with the clerk of the peace for the county of Stafford at his office in Stafford, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways and works are intended to be made, will be deposited on or before the said thirtieth day of November, with the parish clerks of those parishes respectively at their respective residences.

Dated the ninth day of November, 1846.

Roy, Blunt, and Co.,
Westminster.
Lordale and Peele,
Shrewsbury.

Northern Counties Union Railway Deviation.

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

ensuing session for leave to bring in a Bill to amend, extend, and enlarge the powers and provisions of the Northern Counties Union Railway Act, 1846; and to repeal certain of the said powers and provisions, and to grant other further and more effectual powers in the stead thereof.

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

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

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

And notice is hereby further given, that plans and sections, describing the line and levels of the intended alterations and new or substituted railway, and of the lands, houses, and hereditaments which may be required for the purposes thereof, with books of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and hereditaments, together with a published map shewing the general direction of the alterations, new or substituted railway and works, will on or before the thirtieth day of November instant be deposited for public inspection at the office of the clerk of the peace for the said North Riding at Northallerton; and that on or before the same thirtieth day of November a copy of so much of the said plans and sections as relates to each of the parishes aforesaid, in or through which the said alterations, new or substituted railway and works will pass or be situate, together with a book of reference thereto will be deposited with the parish clerk of each such parish.

Dated this ninth day of November, 1846.

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

Huddersfield and Manchester Railway.

Deviations and alterations in Oldham Branch.

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

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

A railway commencing at, or by a junction with the main line of the Huddersfield and Manchester Railway, now in course of construction, at or near Shaw Hall Bank, in the township of Quick, in the West Riding of the county of York, and terminating at, or in the town of Oldham, in the township of Oldham, in the parish of Prestwich cum Oldham, in the county of Lancaster, by a junction with the proposed Mumps Extension of the Manchester and Leeds Railway, at or near Mumps Mill, and passing in, through, into, or along the several parishes, townships, extra-parochial and other places of Rochdale, Saddleworth, Quick, Lydgate and Lees, in the West Riding of the county of York, and Ashton under Lyne, Prestwich cum Oldham, Knottlanes, Hartshead, Lees and Oldham,

Oldham above Town and Oldham below Town, in the county of Lancaster.

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

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

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

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

And it is further intended by such Act to vary or extinguish all existing rights or privileges in any

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

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

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

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

Dated this seventh day of November, 1846.

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

Leeds and Otley Road—Intended Act to enlarge Powers of existing Act, increase Tolls, &c.

NOTICE is hereby given, That application is intended to be made to Parliament in the next Session, for leave to bring in a Bill and to obtain an Act to enlarge the term, and to alter, amend, and enlarge the powers and provisions of an Act passed in the seventh year of the reign of His late Majesty King William the Fourth, intituled "An Act for repairing, maintaining, and improving the line of the road from Leeds to Otley, in the West Riding of the county of York," or to repeal the said Act, and to obtain another Act in lieu thereof, with such enlarged powers and provisions; and which road passes through and over the townships of Leeds, Headingley, Addle, Cookridge, Breary, Bramhope, Pool, and Otley, in the several parishes of Leeds, Addle, and Otley, in the said West Riding of the county of York: And it is also intended to increase or alter the existing tolls on the said road, and to vary or extinguish exemptions from toll on manure, and other rights and privileges.

Dated this fourth day of November, 1846.

By order,
Upton and Clapham,
Solicitors, Leeds.

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

Hammersmith Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for paving, lighting, cleansing, draining, watering, repairing, regulating, and otherwise improving the streets, squares, roads, lanes, passages and other public places within the parish of Hammersmith, in the county of Middlesex, and for removing and preventing nuisances, annoyances, and encroachments therein.

And notice is hereby also given, that in the said Bill it is intended to obtain power to levy rates or assessments, on the owners and occupiers of property within the said parish, and to collect and recover rates, tolls, and duties, in respect of bricks, stones, sand, coal, lime, manure, and other articles landed from boats, and barges, within the said parish, and also to borrow money on the credit of the said rates, assessments, tolls, and duties, for the better carrying into effect the objects and purposes of the said intended Bill.

Dated the eleventh day of November, 1846.

W. L. T. Robins, Bury-street, St. James's.

Tower Hill Improvements.

NOTICE is hereby given, that application will be made to Parliament, in the next session, for an Act to empower the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, to make a convenient public thoroughfare, for carriages and foot passengers, from Great Tower Hill and Trinity Square to Little Tower Hill; and in such Act powers will be contained for the compulsory purchase of all such buildings, ground, tenements, and hereditaments in Great Tower Hill, Trinity-square, George street, and Postern-row, respectively, within the precincts of the Old Tower without, in the liberty of Her Majesty's Tower of London, in the county of Middlesex, as it may be necessary to purchase, take, and use, for effecting the purposes aforesaid.

Dated this 10th day of November, 1846.

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

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

East Swansea Docks.

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

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

And notice is hereby further given, that it is intended by such Act or Acts to incorporate a company or companies for the purpose of carrying into effect the proposed works, or some part thereof, and to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; also to levy tolls, rates, and duties upon or in respect of all ships and vessels using or frequenting the said dock or docks, basin or basins, and works, and on all passengers, goods, wares, minerals, merchandise, and other articles and things landed thereat, or embarked therefrom, or using the said wharfs, warehouses, and other conveniences, and also to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

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

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

D. H. Jones,
Loughor.

**BIRMINGHAM AND OXFORD JUNCTION
RAILWAY AMENDMENT.**

Proposed Deviation of the line of the Birmingham and Oxford Junction Railway, from Warwick to Whitnash, and from Whitnash to Harbury, and purchase of the Stratford-upon-Avon Canal Navigation.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorize the Birmingham and Oxford Junction Railway Company to abandon the formation of a portion of their railway as now authorized to be made, and to make the following new lines of railway in lieu thereof, that is to say, a railway to commence in a field situated in the parish of Saint Mary, Warwick, and numbered 5 on the plan of the Birmingham and Oxford Junction Railway, referred to in "the Birmingham and Oxford Junction Railway Act, 1846," which plan is deposited at the office of the Clerk of the Peace for the county of Warwick, and to terminate in a field situated in the parish of Whitnash, in the same county, and numbered 24 on the said plan, and which new or substituted line of railway will pass from, in, through, or into, or be situated within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Saint Mary Warwick; Saint Nicholas Warwick; Milverton, Leamington-Priors, Whitnash, and Radford Semele, in the county of Warwick.

And also a railway to commence at the northern end of a field, situated in the parish of Whitnash aforesaid, and numbered 376, on the said plan; and to terminate in a field situated in the parish of Harbury, in the county of Warwick, and numbered 74 on the said plan; and which last-mentioned new or substituted line of railway will pass from, in, through, or into, or be situated within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Whitnash, Radford Semele, and Harbury, in the said county of Warwick.

And it is also intended, by such Act to authorize the Birmingham and Oxford Junction Railway Company to construct in, or by means of, open cutting, such portion of their railway in the parish of Harbury, in the county of Warwick, as is marked as a tunnel on the sections of the said railway referred to in "the Birmingham and Oxford Junction Railway Act, 1846."

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

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

And it is also intended, by such Act, to take powers for the purchase of lands and houses, by compulsion, for the purposes thereof; and for levying tolls, rates, and duties, in respect of the use of the said intended works, and to grant such exemptions from such tolls, rates, and duties, as may be deemed expedient.

And notice is hereby further given, that a map, plan, and section, shewing the direction, line, and levels of the said intended new or altered lines, and a plan and section of the said portion of railway proposed to be made by open cutting as aforesaid, together with books of reference to such plans containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of the lands, proposed to be taken for the purposes of the said intended works, will be deposited, for public inspection, on or before the thirtieth day of November one thousand eight hundred and forty-six, with the Clerk of the Peace for the county of Warwick, at his office in Stratford-upon-Avon; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended works are proposed to be made will be deposited on or before the thirtieth day of November one thousand eight hundred and forty-six, with the parish clerk of each such parish, at his place of abode.

And it is further intended, by such Act, to enable the Birmingham and Oxford Junction Railway Company to purchase and acquire, and also to enable the Company of Proprietors of the Stratford-upon-Avon Canal Navigation and the Oxford, Worcester, and Wolverhampton Railway Company, or one of them, to sell and transfer to, and vest in the said Birmingham and Oxford Junction Railway Company, the Stratford-upon-Avon Canal Navigation, and other the works, lands, property, and effects connected or held or enjoyed therewith, and all or any of the powers, rights, and privileges relating thereto; and to enable the said Birmingham and Oxford Junction Railway Company, to exercise such powers or any of them; and also to raise funds for or towards the purchase, maintenance, and use of the said canal, navigation, and works, and if need be, to dissolve the said Company of Proprietors, and to vary or extinguish all rights or privileges of the shareholders, mortgagees, mortgagees of tolls, or others interested in the said canal navigation, which would or might interfere with or impede the objects aforesaid.

And by the said intended Act, it is further proposed to empower the Great Western Railway Company to subscribe or contribute towards the formation of the works and completion of the purchase which may be thereby authorized as well as towards the construction of the said Birmingham and Oxford Junction Railway, and to raise capital for the purpose.

And it is further proposed to authorize the Birmingham and Oxford Junction Railway Company to sell or lease their undertaking, and their powers, rights, and privileges, in relation thereto, to the Great Western Railway Company; and

also to empower the Great Western Railway Company to purchase or rent such undertaking, and to exercise the powers of the said Birmingham and Oxford Junction Railway Company, in relation thereto, and to raise capital for the purpose, or to authorize the amalgamation of the undertakings and capital stocks of the Birmingham and Oxford Junction Railway, and of the Great Western Railway Companies.

And it is also intended for the purposes of the said intended Act, to increase the capital of the Birmingham and Oxford Junction Railway Company, and to alter, amend, and enlarge the powers and provisions of the "Birmingham and Oxford Junction Railway Act, 1846;" of the "Birmingham and Oxford Junction (Birmingham Extension) Railway Act, 1846;" of "the Oxford, Worcester, and Wolverhampton Railway Act, 1845;" of another Act relating to the last-mentioned Railway, passed in the last session of Parliament, of the several Acts relating to the said Stratford-upon-Avon Canal Navigation, passed respectively in the 33d, 35th, 39th, 49th, 55th, and 57th years of His late Majesty King George the Third, and the 2nd year of His late Majesty King George the Fourth, and of the several Acts hereinafter mentioned relating to the Great Western Railway Company, or whereby powers are conferred on the said Great Western Railway Company, and which Acts are distinguished in the Queen's printer's copies thereof, as follows, that is to say, the 5th and 6th William the Fourth, cap. 107; the 6th William the Fourth, cap. 38; the 6th William the Fourth, cap. 77; the 1st Victoria, cap. 91; the 1st Victoria, cap. 92, the 1st Victoria, cap. 24; the 2nd Victoria, cap. 27; the 5th Victoria, session 2nd, cap. 28; the 6th Victoria, cap. 10; the 7th; Victoria, cap. 3; the 8th and 9th Victoria, cap. 40; the 8th and 9th Victoria, cap. 188; the 8th and 9th Victoria, cap. 191; and the 9th Victoria, cap. 14; and also the Acts relating to the West London Railway, which bear date as follows, an Act of the 3rd year of the reign of His late Majesty King William the Fourth, cap. 36; an Act of the 6th year of the same reign cap. 79; an Act of the 3rd and 4th year of the reign of Her present Majesty, cap. 105; an Act of the 8th and 9th year of the same reign, cap. 156; and an Act of the 9th and 10th year of the same reign, cap. 369.—Dated the seventh day of November one thousand eight hundred and forty-six.

W. O. and W. Hunt, 10, Whitehall.
J. W. and G. Whateley, Birmingham.

Thames Haven Dock and Railway Act Amendment.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, enlarge, and extend the powers and provisions of three several Acts, one passed in the sixth and seventh years of the reign of His late Majesty King William the Fourth, intituled "An Act for making a

railway from or near Romford, in the county of Essex, to Shell Haven, in the same county, and for constructing a tide dock at the termination of the said railway at Shell Haven aforesaid;" another passed in the fifth and sixth years of the reign of Her present Majesty Queen Victoria, intituled "An Act for extending and enlarging some of the provisions of an Act relating to the Thames Haven Dock Railway;" and the other Act passed in the ninth year of Her present Majesty's reign, intituled "An Act for extending the time for taking lands, and for completing the undertaking called the Thames Haven Dock and Railway, authorized to be made by two Acts passed in the seventh year of the reign of His late Majesty, and the sixth year of the reign of Her present Majesty," or to repeal the provisions, or some of them, contained in the said Acts, and to make other provisions in lieu thereof.

And notice is hereby also given, that it is intended to apply for powers in the said Act to make a line of railway with all necessary works and conveniences connected therewith and approaches thereto, commencing on the line of railway of the said company at or near a place called Orsett Fen, in the parish of Orsett, in the county of Essex, and terminating at a place called Tilbury Fort, in the parish of Tilbury, in the said county of Essex; which said railway will pass from, in, through, or into the several parishes, townships, and extra-parochial places of Little Thurrock, Chadwell, North Ockendon, and West Tilbury, or some of them, in the said county.

And notice is hereby also given, that it is intended to apply for powers, in the said Act, to make lateral deviations from the line of the proposed railway and works, to the extent or within the limits to be defined upon the plans hereinafter mentioned or referred to; and also to cross, divert, abandon, discontinue, alter, or stop up all such turnpike roads, parish roads, and other highways, streams, canals, navigations, and railways within the said parishes, townships, extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, abandon, discontinue, alter, or stop up for the purposes of the proposed railway and works.

And notice is hereby also given, that it is intended, in the said Act, to apply for powers for the compulsory purchase of lands and houses and other hereditaments; and to levy tolls, rates, or duties upon or in respect of the said proposed railway and works, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties, and other rights and privileges.

And notice is hereby further given, that powers are intended to be taken to erect, make, and construct a pier at the terminus of the said railway at Tilbury aforesaid for the landing of passengers and goods, and also to purchase the existing ferry from Tilbury to Gravesend.

And notice is hereby also given, that 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, 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 of the said county of Essex, at his office at Chelmsford, on or before the thirtieth day of November instant; and a copy of so much of the said plans and sections as relates to each parish in or through which the said railway and works are intended to be made, together with a book of reference thereto, will, 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.

Jones and Walmisley, Parliamentary Agents,
40, Parliament-street, Westminster.

Great Western Railway. (Cheltenham to Oxford.)

Proposed Railway from the Great Western Railway at Cheltenham, to join the Oxford and Rugby Railway near Oxford, and to form part of the Great Western Railway, and Amendment of Acts relating to the latter Undertaking.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the construction and maintenance by the Great Western Railway Company of the railway and branch railway hereinafter mentioned, with all proper works, approaches, and conveniences connected therewith, that is to say, First, a railway, commencing by a junction with the line of the Great Western Railway, or the Cheltenham Branch thereof, at or near a mill, called Upper Alstone Mill, in the hamlet of Alstone, in the parish of Cheltenham, in the county of Gloucester, and terminating by a junction with the line of the Oxford and Rugby Railway, as at present authorized to be made in a field in the parish of Saint Giles, and county of Oxford, numbered 24 on the plans of the said last-mentioned railway referred to in the Act authorizing the construction thereof; which said intended railway and other works connected therewith will pass from, in, through, or into, or be situated within the several parishes, townships, hamlets, and extra-parochial or other places following, or some of them, that is to say, Alstone, Cheltenham, Cudnall, Battledown, Ham, Cockshorn, Charlton-Kings, Dowdeswell, Sandywell, Andoversford, Whittington, Withington, Sireford, Brockhampton, Sevenhampton, Shipton Solers otherwise Shipton Sollars, Shipton Olive otherwise Shipton Oliffe, Compton Abdale, Yanworth, Stowell, Haselton otherwise Hasleton, Salperton otherwise Cold Salperton, Turk Dean, Upper Turk Dean, Lower Turk Dean, Hampnett, Northleach, Eastington otherwise Easington, Farmington, Sherborne, Aldsworth, Windrush, Barrington, Great Barrington, Little Barrington, Great or Broad Rissington, Little Rissington, Rissington and Widford, or some or one of them, all in the county of Gloucester; Upton and Signet, Upton, Signet, Westwell, Holwell, Burford,

Bury Barns, Swinbrook, Asthall otherwise Easthall, Asthally otherwise Asthal-leigh, Stonelands, Brize Norton otherwise Norton Brize, Minster otherwise Minster-Lovel, Witney, Curbridge Langle otherwise Langdale, Coggs otherwise High Coggs, South Leigh, Ensham otherwise Eynsham, Newland, Freeland, Saint Giles, Cassington, Handborough, Long Handborough, Church Handborough, Godstow otherwise Godstow Grounds, Woolvercot otherwise Woolverscote, Binsey, Port Meadow, Summers Town, or some or one of them, all in the county of Oxford; Shilton, Stonelands, Botley, Cumnor otherwise Cumner otherwise Cumber, Wytham, Godstow otherwise Godstow Grounds, and Seacourt, or some or one of them, all in the county of Berks; Saint Thomas otherwise Saint Nicholas, Port Meadow, Woolvercot otherwise Woolverscote, and Saint Giles, or some or one of them, in the city of Oxford.

Second, a branch railway, diverging from the before-mentioned intended line of railway, in the parish of Witney, in the said county of Oxford, in or near a garden, in the occupation of Robert Roberts, and belonging to Samuel Eeles, passing in or through the parishes, townships, hamlets, and extra-parochial or other places of Witney, Langle otherwise Langdale, and Coggs otherwise High Coggs, in the said county of Oxford, or some or one of them, and terminating in a certain meadow in the said parish of Coggs otherwise High Coggs, numbered 15 on the plans referred to in the Act of Parliament authorizing the construction of the intended Witney Branch of the Oxford, Worcester, and Wolverhampton Railway, where the same is intended to form a junction with the said intended branch of the said last-mentioned railway.

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

And it is also intended by such Act to enable the said Great Western Railway Company, to purchase lands and houses, by compulsion or agreement, for the purposes of the said proposed undertaking, and to levy tolls, rates, and duties in respect of such undertaking, and to grant certain exemptions from such tolls, rates, and duties and to raise additional capital for the purposes aforesaid by the admission of new subscribers and otherwise, and to guarantee a fixed rate of interest on such additional capital.

And it is further intended by such Act to amend and enlarge, so far as may be necessary for the attainment of the objects aforesaid, the powers and provisions of the several Acts relating to or conferring powers on the said Great Western Railway Company; and which Acts are distinguished in the Queen's printer's copies thereof as

follows, that is to say, the 5 & 6 William 4, cap. 107; the 6 William 4, cap. 38; the 6 William 4, cap. 77; the 1st Victoria, cap. 91; the 1 Victoria, cap. 92; the 1 Victoria, cap. 24; the 2 Victoria, cap. 27; the 5 Victoria, session 2, cap. 28; the 6 Victoria, cap. 10; the 7 Victoria, cap. 3; the 8 & 9 Victoria, cap. 40; the 8 & 9 Victoria, cap. 188; the 8 & 9 Victoria, cap. 191; and the 9 Victoria, cap. 14; and also of the several Acts relating to the West London Railway, which several Acts bear date as follows, that is to say, an Act of third and fourth of the reign of His late Majesty King William the Fourth, cap. 36; an Act of the sixth and seventh year of the same reign, cap. 79; an Act of the third and fourth year of the reign of Her present Majesty Queen Victoria, cap. 105; an Act of the eighth and ninth of the same reign, cap. 156; and an Act of the ninth and tenth of the same reign, cap. 369; and to appoint a separate committee of management for carrying into effect the said proposed undertaking; and to vary or extinguish all existing rights or privileges in any manner connected with the lands or houses proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended undertaking, and to confer other rights and privileges.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels of the said intended railway and branch railway, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of the lands proposed to be taken for the purposes thereof, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Gloucester, at his office in the city of Gloucester; with the Clerk of the Peace for the county of Oxford, at his office, in the County-hall, Oxford, in the county of Oxford; with the Clerk of the Peace for the county of Berks, at his office in Abingdon, in the said county of Berks; and with the Town Clerk for the city of Oxford, at his office in the said city of Oxford; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway and branch railway and works are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.

Dated this fifth day of November 1846.

Bubb, Lingwood, and Bubb; Williams and Griffiths; Shoubridge and Bramley,
Solicitors.

Manchester and Salford Water Works Acts, Amendment. Extension of works with powers of sale or lease to the Corporation of Manchester.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, enlarge,

repeal, or consolidate, the powers and provisions of the several Acts, or some of them, 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 by the said intended Act it is proposed to enable the company of proprietors of the Manchester and Salford Water Works more effectually to supply with water the inhabitants of the several parishes, townships, or other places, of Manchester, Salford, Broughton, Cheetham, Crumpsall, Harpurhey, Pendleton, Newton, Failsworth, Bradford, Beswick, Droylesden, Openshaw, Hulme, Stretford, Chorlton-upon-Medlock, Ardwick, Moss-side, Rusholme, Withington, Didsbury, Audenshaw, Gorton, Denton, Kirkmanshulme, Levenshulme, Burnage, and Heaton Norris, or some of them, in the county palatine of Lancaster; Stockport, Bramall otherwise Bramhall, Bosden, Torkington, Norbury, and Poynton, in the county of Chester; and for such purpose to construct and maintain one or more reservoir or reservoirs, with all proper embankments, sluices, drains, and other works connected therewith, within or near to a certain place, called Middle Wood, and also within and near to a certain park, called Lyme Park, belonging to Thomas Legh, Esquire, and situate within the townships or chapelries of Marple and Disley, in the parish of Stockport, and the townships or chapelries of Lyme, Lyme Handley, Pott Shrigley, and Poynton, in the parish of Presbury or Prestbury, all in the county of Chester; and also to authorize the construction of an aqueduct or conduit, with all proper conduits, works, and conveniences connected therewith, commencing from and out of the said proposed reservoir or reservoirs at or near Middle Wood and Lyme Park aforesaid, passing from, in, or through the several parishes, townships, chapelries, or extra-parochial places of Diale, Marple, Poynton, Lyme, Lyme Handley, Pott Shrigley, Presbury or Prestbury, Norbury, Torkington, Bosden, Bramall or Bramhall, and Stockport, or some of them, in the county of Chester; and Heaton Norris, Burnage, Levenshulme, Kirkmanshulme, Denton, Gorton, Audenshaw, Didsbury, Withington, Rusholme, Moss-side, Ardwick, Chorlton-upon-Medlock, Stretford, Hulme, Openshaw, Droylesden, Beswick, Bradford, Failsworth, Newton, Pendleton, Cheetham, Crumpsall, Harpurhey, and Broughton, or some of them, in the county palatine of Lancaster, and terminating at a certain point near the south end of Ardwick-green, in the township of Chorlton-upon-Medlock, and parish of Manchester, aforesaid; and for the purposes aforesaid it is proposed to collect and obtain water from certain lands, springs, brooks, and streams situate within the several parishes, townships, hamlets, and places aforesaid, or some of them; the waters of which brooks or streams, or some of them, now directly or derivatively flow into the river Mersey,

or into the rivers Mersey and Irwell, or one of them, or into the canal navigation usually known as the Macclesfield Canal. And it is further intended by the said Act to enable the said Company, if necessary, to increase their capital, and to levy and raise rates or rents for and in respect of the supply of water to be afforded by them as aforesaid; and also to purchase, by compulsion or agreement, all such lands, reservoirs, streams, tenements, and hereditaments, as may be necessary for the purposes aforesaid, or any of them, and also to vary or extinguish all existing rights and privileges belonging to or connected with such lands, streams, tenements, and hereditaments, and other property respectively, or which would impede or interfere, or be inconsistent with, the objects and powers aforesaid, and to grant other rights and privileges; and it is also intended by such Act to enable the said Company of Proprietors to sell or let and transfer the said proposed works, together with the present works belonging to the said Company of Proprietors, and all or any of the powers of such Company of Proprietors in connexion therewith or in relation thereto, to the mayor, aldermen, and burgesses, of the borough of Manchester, and to enable the said mayor, aldermen, and burgesses, to purchase or rent the same, or any part thereof, and to exercise such powers, or any of them: and also to enable the said mayor, aldermen, and burgesses to sell or let and transfer any lands, buildings, reservoirs, and works for collecting, impounding, and distributing water, which the said mayor, aldermen, and burgesses may be authorized to take and construct, by virtue of any Act or Acts to be passed in the next Session of Parliament; together with all powers, rights, and privileges in connexion with such lands, buildings, reservoirs, and works, or relating thereto, to the said Company of Proprietors; and to enable the said Company of Proprietors to purchase or rent such lands, buildings, reservoirs, and works, or any part thereof, and to exercise all such powers as aforesaid; and for the purposes aforesaid, it is intended, so far as may be necessary, to alter, vary, amend, or enlarge the powers and provisions of the several Acts of Parliament relating to or affecting the borough of Manchester, passed respectively in the eighth, ninth, and tenth years of the reign of Her present Majesty.

And notice is hereby further given, that plans describing the situation of the said intended reservoirs, aqueducts, and other works, and the brooks and streams to be directly diverted into the same, and the lands required for the purposes thereof, and sections shewing the levels of the said intended reservoirs, aqueducts and other works, together with books of reference to the said plans, containing the names of the reputed owners, lessees, and of the occupiers of such lands, will be deposited, for public inspection, on or before the thirtieth day of November instant; with the Clerk of the Peace for the county of Chester, at his office in Chester; and with the Clerk of the Peace for the county of Lancaster, at his office in Preston; and that a copy of so much of the said plans, sections, and books of reference as relates to each of

the parishes in or through which the said intended reservoirs, aqueducts, and works are proposed to be constructed, will, on or before the said thirtieth day of November, be deposited for public inspection, with the parish clerks of such parishes at their respective residences.—Dated the fifth day of November 1846.

John Barlow, Junior,

Law Clerk to the Manchester and Salford
Waterworks Company.

Manchester, Sheffield, and Lincolnshire Railway.
(Branch to Chapeltown, and Thurgoland
Coal Branch.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, passed in the sessions of Parliament held respectively in the seventh year of the reign of King William the Fourth, the fifth and sixth, the sixth and seventh, and the seventh and eighth years of the reign of Her present Majesty, and in the last session of Parliament, of the Acts relating to the Great Grimsby and Sheffield Junction Railway, passed respectively in the sessions of Parliament held in the eighth and ninth years of the reign of Her said present Majesty, and in the last session of Parliament; of the Act relating to the Grimsby Docks, passed in the said session, held in the eighth and ninth years of the reign of Her said present Majesty; of the Act passed in the last session of Parliament, authorizing the construction of the Sheffield and Lincolnshire Junction Railway; of the Act passed in the same session, authorizing the construction of the Sheffield and Lincolnshire Extension Railway; of the several Acts relating to the company of proprietors of the Peak Forest Canal, passed respectively in the sessions of Parliament held in the thirty-fourth, the thirty-ninth, and fortieth, and the forty-fifth years of the reign of King George the Third; of the Act relating to the company of proprietors of the Macclesfield Canal, passed in the seventh year of the reign of King George the Fourth; of the Act passed in the last session of Parliament, for vesting in the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, the said Peak Forest and Macclesfield Canals; and of the Act passed in the last session of Parliament for the amalgamation of the said Sheffield, Ashton-under-Lyne, and Manchester, Sheffield, and Lincolnshire Junction, Sheffield, and Lincolnshire Extension, and Great Grimsby and Sheffield Junctions Railway Companies, and the said Grimsby Dock Company, under the name or title of the Manchester, Sheffield, and Lincolnshire Railway Company; and to authorize the Manchester, Sheffield, and Lincolnshire Railway Company, incorporated by the last-mentioned Act, to make and maintain the railways hereinafter mentioned, or some of them, with proper works, approaches, and conveniences connected therewith respectively; that is to say, a railway commencing

by a junction with the main line of the Sheffield, Ashton-under-Lyne, and Manchester Railway, in or adjoining a wood called Scraith Wood belonging to his Grace the Duke of Norfolk, in the township of Brightside Bierlow, in the parish of Sheffield, in the west riding of the county of York, and terminating by a junction with the main line of the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway, in the township and parish of Ecclesfield, in the said west riding, at or near Chapeltown, and adjoining the place where the said main line of the said last-mentioned railway is proposed to cross the Rotherham and Four-lane-ends, near Wortley turnpike-road, in the said west riding, 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, Sheffield, Brightside Bierlow, Ecclesfield, Ecclesfield Upper Division, Whitley, and Chapeltown, all in the said west riding of the county of York.

And secondly, a railway commencing by a junction with the main line of the said Sheffield, Ashton-under-Lyne, and Manchester Railway, in the township of Thurgoland, in the parish of Silkstone, in the west riding of the county of York, about fifteen chains eastwardly of the Thurgoland station, on the said last-mentioned railway, and terminating at or near a coal pit, called or known by the name of the Middle Pit otherwise the Top, or Number Three Pit, belonging to Messrs. Field, Cooper, and Company, in the township of Stainborough, in the parish of Silkstone, in the said west riding, which said last-mentioned intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Silkstone, Thurgoland, and Stainborough, all in the said west riding.

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

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

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

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

Dated this second day of November 1846.

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

Wharfedale Railway Act Amendment.

(Skipton and Cayley Hall Deviations.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to alter, amend, extend, and enlarge the powers and provisions of "The Wharfedale Railway Act, 1846," and to authorize the Wharfedale Railway Company incorporated by the said Act to alter, change, or vary certain parts or portions of the line of the said Wharfedale Railway, as authorized to be made by the said Act, and to substitute, in lieu thereof, the several deviations or new lines of railway hereinafter described, together with all necessary stations, erections, bridges, culverts, wharfs, warehouses, communications, and other works and conveniences connected therewith: that is to say, The first of the proposed deviations called the Skipton Deviation, commencing by a junction with the intended line of the Shipley and Colne Extension of the Leeds and Bradford Railway, in a field occupied by Mrs. Ann Bradley, near to the point where the said Shipley and Colne Extension Railway crosses the road numbered 184 in the township of Skipton in the plan of the said Wharfedale Railway, deposited in the office at Wakefield of the Clerk of the Peace of the west riding of the county of York, on the 29th day of November 1845, by and under its then name and description of the Lancashire and Yorkshire North Eastern Railway, and terminating by a junction with the intended line of the said Wharfedale Railway in a field lately occupied by William Brown Davis, and now occupied by Robert Burton Birtwhistle, situate in the said township of Skipton, at a point marked two miles five furlongs on the

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

And notice is hereby further given, that it is also intended to apply for powers to make lateral deviations from the respective lines of the said intended railway deviations and works, to the extent or within the limits defined upon the plans hereinafter mentioned and referred to, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike-roads, parish roads, streets, and other highways, streams, canals, sewers, pipes, navigations, bridges, railways, and tramroads within the said parishes, townships, extra-parochial, and other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up, for the purposes of the said intended deviation railways and works, and to relinquish such parts of the said original line of the said Wharfedale Railway, as may be rendered unnecessary, in consequence of the making of such intended deviations and works.

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

made, together with books of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

And notice is hereby further given, that it is intended in the said Bill to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid, and also to levy tolls, rates, or duties, upon or in respect of the said deviation lines of railway and works, and to alter existing or authorized tolls, rates, or duties, and to confer, vary, or extinguish, exemptions from the payment of existing or authorized tolls, rates, and duties, and other rights and privileges.—Dated the seventh day of November 1846.

Henry Alcock, Skipton.

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

York and Newcastle Railway, Wearmouth Dock Enlargement.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts relating to the York and Newcastle Railway Company (lately called the Newcastle and Darlington Junction Railway Company), passed, respectively, in the fifth, sixth, seventh, ninth, and tenth years of the reign of Her present Majesty; and also of the charter of incorporation granted in the fifth year of the reign of King William the Fourth, to the Wearmouth Dock Company, and the Act relating to the said Wearmouth Dock Company, passed in the sixth year of the reign of His said late Majesty King William the Fourth; and also of the Act, passed in the last session of Parliament, intituled "The Durham and Sunderland Railway and Wearmouth Dock purchases Act, 1846."

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

And it is also proposed by the said intended Act to authorise the said York and Newcastle Railway Company to purchase, by compulsion or agreement, all lands and houses, which may be required to be taken or used for the purposes of the said intended Act, and to vary or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the objects aforesaid, and also to enable the said York and Newcastle Rail-

way Company to raise a further sum of money for the purposes of the said intended Act, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the said intended works, and of the lands and houses proposed to be taken for the purposes aforesaid, together with books of reference to such plans, will be deposited, for public inspection, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Durham, at his office, in the city of Durham; and that a copy of the said plan and section and book of reference will also, on or before the said thirtieth day of November, be deposited with the parish clerk of the parish of Monk-wearmouth, at his residence—Dated this second day of November 1846.

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

Grove Ferry Bridge.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill, and to obtain an Act, for erecting, building, and establishing a bridge for the conveyance of carriages, carts, and other vehicles, horses, cattle, and foot passengers, goods, wares, merchandizes, and other articles, over the river Stour, from, at, or near to a place called Upstreet, in the parish of Chislett, in the county of Kent, to the opposite shore at Grove Ferry, in the parish of Wickham Breaux, in the said county of Kent, with proper and convenient roads, avenues, and approaches thereto; which said bridge, roads, avenues, and approaches, will pass from, in, through, or into the several parishes, townships, and extra-parochial places of Chislett and Wickham Breaux aforesaid.

And notice is hereby also given, that powers are intended to be taken in the said Act to deviate in the construction of the said proposed bridge and works, to such extent as will be shewn or defined on the plans.

And notice is hereby further given, that it is intended to apply for powers to levy and take tolls, rates, or duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and any other rights and privileges; and also to obtain powers for the compulsory purchase of lands or houses.

And it is intended in such Bill to incorporate a company for the purpose of erecting, building, and establishing the said bridge, avenues, approaches, and other works, and to give power to the said company to sell or lease the said intended bridge, avenues, approaches, and works, or the tolls and profits thereof, to any other company, and to enable such other company to purchase or rent the same, or otherwise to enter into such arrangements, whether for the contribution of funds or otherwise, towards the construction of the said bridge, and the avenues, approaches, and works

connected therewith, as may be mutually agreed upon.

And notice is hereby further given, that duplicate plans and sections, describing the situation of the proposed bridge and works connected therewith respectively, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited, for public inspection, at the office of the Clerk of the Peace for the said county of Kent, at his office at Maidstone, and a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes in or through which the proposed bridge, roads, avenues, and approaches will be situate, will, on or before the said thirtieth day of November instant, be deposited with the parish clerk of each such parish of Chislett and Wickham Breaux aforesaid.

Dated this sixth day of November 1846.

Shearman and Slater, Solicitors, 23, Great Tower-street, London.

Jones and Walmisley, Parliamentary Agents.

Claridge's Patent Asphalte Company, conferring powers upon.

NOTICE is hereby given, that application is intended to be made in the next session of Parliament, for leave to bring a Bill for regulating legal proceedings by and against a certain company, called Claridge's Patent Asphalte Company, and called or known also by the name of "The Seyssel Asphalte Company, 'Claridge's Patent,'" and for enabling the said company to purchase or take an absolute assignment of certain patents granted to Richard Tappin Claridge, or any or either of them, or exclusive licences or an exclusive licence to use the same patents, any or either of them, and for enabling the said company to grant licences to use the same patents, any or either of them, and for granting other powers to the said company.—Dated the eleventh day of November 1846.

Hodgson and Burton, 10, Salisbury-street, Strand.

The British Commercial Insurance Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to repeal an Act, passed in the second year of the reign of King William the Fourth, entitled "An Act to enable the British Insurance Company to sue, and be sued, in the name of one of the Directors, or of the secretary for the time being of the company;" and to confer more extensive powers on the said company for the same purposes.

Dated fifth day of November 1846.

C. R. Williams, Solicitor to the said Company.

London Sewage Chemical Manure Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill, and to obtain an Act, to make, construct, maintain, alter, vary, or otherwise divert certain sewers, drains, and culverts, and other works, for the purpose of intercepting and collecting the sewage from certain sewers and drains which are now emptied into the river Thames, and are called or known as the Grosvenor, Horseferry, Wood-street, and King-street Sewers, in the city of Westminster, and county of Middlesex, and which are under the jurisdiction and controul of the Commissioners of Sewers for the city and liberty of Westminster and part of the county of Middlesex; and the Arnold Sewer in the parish of Lambeth, and the Duffield Sewer in the parish of Bermondsey, both in the county of Surrey, and which are under the jurisdiction and controul of the Commissioners of Sewers for Kent and Surrey, and for conveying the same sewage into reservoirs, tanks, receptacles, and depositories to be constructed for that purpose, and to build, construct, and make the said reservoirs and tanks for the purpose of treating the said sewage so collected, chemically, and separating from the water the solid matter contained therein; and also for collecting and solidifying the noxious gases which may be evolved therefrom, and adapting the same to agricultural and other useful purposes; and for incorporating certain persons into a company, and for granting to them all proper and necessary powers for those and other purposes relating thereto; which said sewers, drains, culverts, reservoirs, tanks, and other works will pass from, in, through, or into the several parishes of Saint John the Evangelist, in the city of Westminster, and county of Middlesex; Saint Mary, Lambeth, Saint John, Waterloo Road, and Saint Mary Magdalen, Bermondsey, in the county of Surrey.

And notice is hereby given, that powers are intended to be taken in the said Act, to deviate in the construction of the proposed sewers, drains, culverts, reservoirs, tanks, and other works, to such extent as will be shewn or defined on the plans.

And notice is hereby also given, that it is intended to apply for power to levy and take certain tolls, rates, and duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and any other rights or privileges; and also to obtain powers for the compulsory purchase of lands or houses.

And notice is hereby further given, that plans, and also duplicates of such plans, and also sections, and duplicates thereof, describing the situation of the proposed sewers, drains, culverts, reservoirs, tanks, and other works connected therewith respectively, and the lands to be taken for the purposes thereof, together with books of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited, for public inspection, at the office of the Clerk of the Peace for the said county of Middlesex, at his

office at Clerkenwell; and with the Clerk of the Peace for the said county of Surrey, at his office at Lambeth; and a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes in or through which the proposed sewers, drains, culverts, reservoirs, tanks and other works will be situate, will, on or before the said thirtieth day of November instant, be deposited with the parish clerk of each such parish.

Dated this tenth day of November 1846.

John R. L. Walmsley, Solicitor,
12, North-street, Westminster.

In Chancery.

Attorney General *v.* the Bishop of Hereford and others (Jarvis' Charity).

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

Joseph Parkes, Solicitor to the Attorney General.

Boston, Stamford, and Birmingham Railway.

(Branch to Wisbech Harbour, and Wisbech Harbour Improvement.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the Boston, Stamford, and Birmingham Railway Company to make and maintain a branch railway, with all proper works, stations, approaches, wharfs, warehouses, and conveniences connected therewith, commencing by a junction with the Stamford and Wisbech line of the Boston, Stamford, and Birmingham Railway, as authorized to be constructed by the "Boston, Stamford, and Birmingham Railway Act, 1846, Stamford and Wisbech Line," at or near a certain field in the parish of Wisbech Saint Peter, in the isle of Ely, in the county of Cambridge, numbered 29 in such parish on the plans referred to in the last-mentioned Act, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, the borough of Wisbech, Wisbech Saint Peter, Wisbech Saint Mary, and Leverington, in the said isle of Ely, and terminating at or near that part of the river Nene and Wisbech Harbour, in the said parishes of Leverington and Wisbech Saint Peter, or one of them, near to the mill called Bell's Mill.

And it is also proposed, by such intended Act, to authorize the Boston, Stamford, and Birmingham Railway Company, to enlarge and improve all such part of the said harbour or port of Wisbech as lies between a certain mill called Webster's Mill and the boundary between the said

parishes of Wisbech Saint Peter and Leverington, near to Bell's Mill aforesaid; and to construct and maintain all such wharfs, docks, quays, piers, moles, jetties, landing-places, warehouses, works, buildings, and erections, as may be necessary or proper for making the same a good and commodious harbour and port, all which last-mentioned improvements and works will be situate within the parishes, townships, and extra-parochial places of Wisbech Saint Peter, the borough of Wisbech, and Leverington aforesaid, some or one of them.

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

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

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

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

And notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans, and sections, describing the line and levels of the said proposed branch railway, and the works connected therewith, and the situation of the said proposed new works at, or connected with, the Wisbech Harbour, and the lands proposed to be taken for such purposes respectively, together with books of reference to such plans, containing the names of the actual or reputed owners and lessees, and of the occupiers of such lands, will be deposited with the Clerk of the Peace of the isle of Ely, at his office in Wisbech; and with the Clerk of the Peace of the county of Cambridge, at his office at Cambridge; and that on or before the same thirtieth day of November, a copy of so much of the said plans, sections, and books of reference, as relates to each parish in or through which the said branch railway, and works connected therewith, and the works at or connected

with the said Wisbech Harbour, are respectively intended to be made, will be deposited with the parish clerks of those parishes, at their respective residences.—Dated this tenth day of November 1846.

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

Victoria Park.

Approaches from the East India Dock-road, Limehouse, from Bethnal-Green, and from Cambridge Heath Turnpike.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to authorize and empower the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works and Buildings, to form and make a new street or road from the north side of the East India Dock-road, at Limehouse, in or nearly in a north-west direction to York-place, in the Mile End-road, opposite, or nearly opposite, to the south end of the Grove-road, and from thence along the Grove-road to the south entrance of Victoria Park, which street or road is intended to commence on the north side of the East India Dock-road, near to the west end of Canton-place, and to run from thence in a north-west direction across meadow-land and premises belonging to Paynton Pigott Stainsby Conant, Esquire, to the stream or canal, called or known as the Limehouse Cut, then across the said stream or canal, and from thence, across land and premises respectively, belonging to William Cotton, Esquire, Richard Redfearn Goodlad, Esquire, John Harris, and John Morth Woolcombe, Esquire, to the public highway or road leading from Mile-end-road to Bow Common, then across the said road, and from thence over lands and premises belonging respectively to Sarah Johnson, and John Soanes, Esquire, to the road or way leading from the Bow Common-road to the East London Cemetery, then across the said road or way, and from thence across land and premises belonging respectively to Edward Lawford, Esquire, and Smith, to the Mile End-road, opposite to the south end of the Grove-road, Mile End, and then along the Grove-road, to the south entrance of the Victoria-park.

Also to divert, alter, widen, and improve the said road called the Grove-road, and such parts of the present streets, roads, courts, alleys, and ways as will form entrances into the said intended new street or road, which said new street or road, is proposed to be made in, or to pass from, through, or into the several parishes of Saint Ann's Limehouse, Saint Dunstan Stepney, and Saint Matthew Bethnal-green, and the Hamlet of Mile End Old Town, in the county of Middlesex.

And also to form and make a new street or road, from the north side of the said East India Dock-road at Limehouse aforesaid, to commence at or near to the entrance to a cow-yard, in the occupation of Mr. Abbott, and to run from thence in a north-east direction across the before-mentioned

meadow-land and premises belonging to Paynton Pigott Stainsby Conant, Esquire, till it intersects the before described intended new road, about midway between the East India Dock-road, and the stream or canal called or known as the Limehouse Cut.

Also to divert, alter, widen, and improve such parts of the present streets, roads, courts, alleys, and ways, as will form entrances into the said last before-mentioned intended new street or road, which said new street or road is proposed to be made in or to pass from, through, or into the parish of Saint Ann's Limehouse, in the said county of Middlesex.

And also to form and make a new street or road, to commence from or near to the junction of the Bethnal-green and Cambridge-heath-roads, at or near to the north side of the church of Saint John Bethnal-green, and to run from thence in a north-east direction across Bethnal-green to the Old Ford-road, opposite to a new road formed across land called or known by the name of Bishop Bonner's-fields, to the west entrance of Victoria-park.

Also to alter and widen, in continuation of such last-mentioned new street or road, the lane known or called Russia-lane on the east side thereof, commencing at the south end of the said lane, and running from thence in a northward direction along the said lane, to the bar across the said lane, and also to take down and remove the said bar.

Also to divert, alter, widen, and improve such parts of the present streets, roads, courts, alleys, and ways as will form entrances into the said last-mentioned new street or road, which said new street or road is proposed to be made in or to pass from, through, or into the parish of Saint Matthew Bethnal-green, in the said county of Middlesex.

And also to form and make a new street or road from the turnpike at the junction of the Hackney-road and Cambridge-heath-road, to commence at the west end of Prospect-place, and to run from thence in an eastward direction along Prospect-place, to the west end of the Bishop's-road, and from thence in a northward direction to a bridge about to be built over the Regent's Canal, at the east end of John-street, to communicate with the road formed, or intended to be formed, across the north-west corner of Victoria-park, to Grovestret-lane, Hackney.

Also to divert, alter, widen and improve such parts of the present streets, roads, courts, alleys, and ways as will form entrances into the said last before-mentioned new street or road, which said new street or road is proposed to be made in or to pass from, through, or into the several parishes of Saint Matthew Bethnal-green, and Saint John Hackney, in the said county of Middlesex.

And in the said Bill, powers will be contained for the compulsory purchase of all such houses, buildings, lands, and hereditaments as may be

necessary for carrying the several purposes afore said into execution.—Dated this tenth day of November 1846.

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

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

Manchester and Leeds Railway Branches, Extensions, Deviations, and Alterations of Levels and other Works.

(Alterations of Levels in Bury. Branch from Liverpool, and Bury Railway, to Heywood Extension; Darcey Lever Deviation; Liverpool Station; branch from Manchester and Leeds Railway to Heywood branch; Clifton branch Extension, and Station at Bury, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill, to alter, amend, and enlarge the powers and provisions of the several Acts following, that is to say;

“The Manchester and Leeds Railway Act, 1836;” “The Manchester and Leeds Railway Act, 1837;” “The Manchester and Leeds Railway Act, 1839;” “The Manchester and Leeds Railway Act, 1841;” “The Manchester and Leeds Railway Act, 1844;” “The Manchester and Leeds Railway Act, (No. 1), 1845;” “The Manchester and Leeds Railway Act, (No. 2), 1845;” “The Manchester and Leeds Railway Act, 1846;” “The Ashton, Stalybridge and Liverpool Junction Railway Act, 1844;” “The Ashton, Stalybridge and Liverpool Junction Railway Act, 1845;” “The Huddersfield and Sheffield Junction Railway Act, 1845;” “The Liverpool and Bury Railway Act, 1845;” “The Liverpool and Bury Railway Act, 1846;” and also of the several Acts following, relating to the Manchester, Bolton, and Bury Canal Navigation and Railway Company, that is to say, an Act passed in the first and second years of His late Majesty King William the Fourth, an Act passed in the second and third years of the reign of His said late Majesty, an Act passed in the fifth and sixth years of the reign of His said late Majesty; an Act passed in the first and second years of the reign of Her present Majesty; and an Act passed in the ninth and tenth years of the reign of Her present Majesty; also of four several Acts passed in the tenth year of the reign of Her present Majesty, intituled respectively, “An Act to incorporate the Huddersfield and Sheffield Junction Railway Company with the Manchester and Leeds Railway Company;” “An Act to incorporate the Liverpool and Bury Railway Company with the Manchester and Leeds Railway Company;” “An Act to incorporate the Company of Proprietors of the Manchester, Bolton, and Bury Canal Navigation and Railway with the Manchester and Leeds Railway Company;” and “An Act for vesting in the Grand Junction Railway Company and the Manchester and Leeds Railway Company the

North Union Railway, and all the works, property, and effects appertaining thereto; "The Wakefield, Pontefract, and Goole Railway Act, 1845;" "The Wakefield, Pontefract, and Goole Railway Branches Act, 1846;" "The Wakefield, Pontefract, and Goole Railway, and Port of Goole Act, 1846;" and also "The West Riding Union Railways Act, 1846;" and particularly to authorize the Manchester and Leeds Railway Company to pay interest in respect of certain shares, and to make arrangements as to the payment of dividends thereon, and to change the name of the said Manchester and Leeds Railway Company, and to incorporate it by another name, and to enable the said company to raise a further sum of money; in which said Bill it is also intended to apply for powers to enable the Manchester and Leeds Railway Company to alter the level of a portion of the original line of the Liverpool and Bury Railway, as authorized to be made between the easterly side or bank of the river Irwell, numbered 1, in the township of Bury, on the original plan of the said last-mentioned railway, deposited in the office of the Clerk of the Peace for the county of Lancaster, and the point where the said last-mentioned railway is intended to form a junction with the East Lancashire Railway, in a field which in the original plan of the said Liverpool and Bury Railway, is numbered 31, in the said township of Bury; and also to alter the level of a portion of the original line of the extension of the Heywood branch of the Manchester and Leeds Railway authorised to be made between a garden, which on the original plan of the said Heywood Branch Extension Railway, deposited at the office of the said Clerk of the Peace for the county of Lancaster, is numbered 53, in the said township of Bury, and a field, which in the same plan is numbered 33, in the same township, the whole being within the said township of Bury, in the parish of Bury, in the county of Lancaster; and also to relinquish and abandon the levels of the said railways respectively between the points aforesaid, as authorized to be made by the Acts relating thereto respectively; and also to make and maintain the several branch, extension, or deviation lines of railway following, or some of them, with all necessary stations, erections, bridges, wharfs, warehouses, communications and other works connected therewith; that is to say,

A railway, diverging out of, and commencing by a junction with the Liverpool and Bury Railway, now in course of construction, in a field, in the township and parish of Bury, belonging, or reputed to belong to the Earl of Derby, Samuel Ashton, Edmund Harrison and James Harrison, or some or one of them, and now in the occupation of Thomas Stott, and which said field, in the plan of the said Liverpool and Bury Railway, deposited with the Clerk of the Peace for the county of Lancaster, on or before the thirtieth day of November 1844, is numbered 18, in the said township of Bury, and terminating by a junction with the said extension of the Heywood Branch of the Manches-

ter and Leeds Railway, in the said garden, numbered 53, in the township of Bury, on the original plan of the said Heywood Branch Extension, deposited with the Clerk of the Peace for the county of Lancaster, as aforesaid, on the easterly side of the turnpike-road, leading from Prestwich to Bury, which said intended railway and works will be situate wholly within the said township and parish of Bury, in the said county of Lancaster.

Also an extension of, or deviation in, the original line of the said Liverpool and Bury Railway, commencing at or near the Wesleyan Methodist chapel and vestry in the township of Tonge-with-Haulgh, in the parish of Bolton-le-Moors, in the said county of Lancaster, and which, on the original plan of the said Liverpool and Bury Railway, deposited with the Clerk of the Peace of the county palatine of Lancaster aforesaid, is numbered 84, in the same township, and terminating by a junction with the said Liverpool and Bury Railway, in a field, in the township of Darcey Lever, in the parish of Bolton-le-Moors, in the said county, now in the occupation of John Ormerod, and which, in the said original plan, deposited as last aforesaid, is numbered 99 in the same township, which said extension or deviation will be made in, or will pass from, through, or into the several parishes townships, extra-parochial, and other places following, or some of them, that is to say, Tonge-with-Haulgh, Darcey Lever, and Bolton-le-Moors, all in the county palatine of Lancaster; and also to abandon and relinquish so much of the original line of the said Liverpool and Bury Railway, as lies between the said points of commencement and termination of the said extension or deviation.

And also a railway commencing by a junction with the main line of the said Manchester and Leeds Railway, near and on the northerly side of the bridge, carrying the said last-mentioned railway across the Heywood Branch of the Rochdale Canal, in the township of Hopwood in the parish of Middleton, in the said county of Lancaster, and terminating by a junction with the Heywood Branch of the said Manchester and Leeds Railway, in the said township of Hopwood and parish of Middleton at a point about 38 chains south-west of the Blue Pits Station of the said Manchester and Leeds Railway, which said intended railway and works, will be made in, or will pass from, through, or into, the several parishes, townships, and extra-parochial, and other places following, or some of them, that is to say, Middleton, Hopwood, Castleton, and Rochdale, all in the said county of Lancaster.

And also an extension or branch railway commencing by a junction with the Clifton Branch of the Manchester and Bolton Railway in the township of Clifton, in the parish of Eccles in the said county of Lancaster at the distance of fifteen chains or thereabouts, from and on the westerly side of the point where that branch railway crosses the turnpike-road leading from Manchester to Bolton, and terminating in a field in the township of

Little Hulton, in the parish of Dean in the said county of Lancaster, now or late in the occupation of Robert Lansdale, at a distance of about nineteen chains, north-west of certain vitriol works, now in the occupation of Harrison Blair, which said intended extension or branch railway and other works connected therewith will pass from, in, through or into, or be situate within the several parishes, townships, extra-parochial or other places following or some of them, that is to say,—Eccles, Dean, Clifton, Kearsley and Little Hulton, all in the said county of Lancaster.

And notice is hereby further given, that it is intended to obtain powers by the said Bill to purchase by compulsion or agreement or otherwise, certain houses, lands, tenements and hereditaments, near the Market-house, in the said town of Bury, in the township and parish of Bury, in the said county of Lancaster, for the purpose of providing additional station room in connexion with the said Heywood Branch extension of the said Manchester and Leeds Railway; and also certain houses, lands, tenements, and hereditaments, situate in the township and parish of Liverpool, in the said county of Lancaster, adjoining to and lying parallel with the westerly limit of deviation of the said Liverpool and Bury Railway, as delineated on the original plan thereof, deposited with the Clerk of the Peace of the said county of Lancaster as aforesaid, and lying between Lovelane, in the said township and parish of Liverpool, and Little Howard-street, in the same township and parish, for the purpose of providing additional station-room or sidings in Liverpool, in connection with the said Liverpool and Bury Railway.

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

And notice is hereby further given, that duplicate plans of the several railways between the points where such alteration in levels is proposed to be made, and also sections and duplicates thereof, shewing the levels, as proposed to be authorized, with books of reference thereto; and also plans of the said several proposed railways and works, and also duplicates of such plans with sections and duplicates thereof, together with books of reference thereto, respectively, and also a published map, with the lines of railway delineated thereon, will be deposited, for public inspection, with the Clerk of the Peace for the said county of Lancaster, at his office at Preston, in the same county, on or before the thirtieth day of

November 1846; and on or before which said thirtieth day of November 1846, a copy of so much of the said plans and sections as relates to each parish in or through which such levels are proposed to be altered; and the said several railways and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

And notice is hereby further given, that it is intended, in the said Bill, to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties upon, or in respect of, the said several intended new railways and works, and the said portions of lines so altered in level, and the intended new works thereof respectively, and to alter the existing tolls, rates, dues, lockages, or duties authorized by the said Acts, or some of them, to be levied and collected on, or in respect of, the several railways, and the canal therein mentioned, and to confer, vary, or extinguish exemptions, from the payment of tolls, rates, dues, lockages, and duties, and other rights and privileges.

And notice is hereby further given, that it is intended, in the said Bill, to apply for powers to enable the Manchester and Leeds Railway Company, as owners of the Liverpool and Bury Railway, to contribute towards the construction of the branch of the Liverpool, Ormskirk, and Preston Railway, commencing from the said Liverpool and Bury Railway, in the township of Kirkdale, in the parish of Walton-on-the-Hill, and terminating near the junction of Walter-street and Regent-road, in the township and parish of Liverpool; and likewise towards the construction of the station or stations, docks, and other works and conveniences connected therewith, or to purchase or lease the same, or any portion thereof, or any interest therein; and to enable the said Liverpool, Ormskirk, and Preston Railway Company, or the East Lancashire Railway Company, as owners of such Liverpool, Ormskirk, and Preston Railway, to sell or lease the same, or any part thereof, or any interest therein, to the said Manchester and Leeds Railway Company; and to vest the said branch railway stations, works, and conveniences, jointly in the Manchester and Leeds Railway Company, and the Liverpool, Ormskirk, and Preston Railway Company, or the East Lancashire Railway Company, as owners as aforesaid, so that the same may become the joint property of the said companies. Also to enable the said companies to enter into all necessary agreements and arrangements with reference to the construction, maintenance, use, occupation, management, and appropriation thereof respectively; and to the levying and appropriation of tolls, rates, and charges upon or in respect thereof, or any part thereof; and for that purpose to alter and amend the provisions of the several Acts hereinbefore referred to, and "The Liverpool, Ormskirk, and Preston Railway Act, 1846;" "The East Lancashire Railway Act, 1844;"

"The East Lancashire Railway Act, 1845, No. 2;" and "The East Lancashire Deviation and Branch Railways Act, 1846," or some of them.—Dated this seventh day of November 1846.

Darbishire and Lewis, Manchester,
Solicitors.

In Chancery.

Attorney General *v.* Vansittart and others (Sir William Turner's Charity).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, vary, and extend the trusts and administration, and to enlarge the charitable uses, extend the objects, and regulate the application of the rents and profits of the estates and property belonging to the charity commonly called "The Free School and Hospital of Sir William Turner, at Kirkleatham, in the county of York," according to the provisions of a scheme of the High Court of Chancery, and generally to carry into effect the provisions of the said scheme.—Dated this tenth day of November 1846.

Joseph Parkes, Solicitor to the Attorney General.

South Devon Railway (Extensions and Amendment).

Proposed Extensions of the South Devon Railway to Tavistock and Launceston, and to Torquay and Brixham:—Powers to sell and lease to the Cornwall Railway Company, and to arrange with that Company for the joint construction and use of portions of the South Devon Railway and Works.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the South Devon Railway Company to make and maintain the railways hereinafter mentioned, with all proper works, approaches, and conveniences connected therewith respectively (that is to say) a railway, commencing by a junction with the main line of the South Devon Railway, in a certain close of land known by the name of the Great Marsh, otherwise Crabtree Marsh, situate between the river Plym and the turnpike-road leading from Plymouth to Exeter, in the parish of Egg Buckland, in the county of Devon, and thence proceeding to a place known by the name of Saint John's otherwise Folly near the Abbey Bridge, in the borough and parish of Tavistock, in the said county of Devon, and proceeding from thence to, and terminating at, or near the junction of a street or road known by the name of Race Hill, with the New Exeter Road, near the South-gate, in the parish of Saint Mary Magdalene, in the borough of Launceston, in the county of Cornwall; which intended railway, will pass from, in, through,

or into, or be situate within, the several parishes, townships, and extra-parochial, or other places following, or some of them (that is to say), Egg Buckland, the bed and shores of the river Plym, Plympton Saint Mary, Plympton Saint Maurice, Plympton Earle, Shaugh otherwise Shaugh Prior Bickley otherwise Bickleigh, Meavy, Goodameavy, Hoo Meavy, Sheepstor, Buckland Monachorum, Walkhampton, Sampford Spiney, Lidford, Whitchurch, Peter Tavy, Tavistock, Lamerton, Sydenham Damerell otherwise South Sydenham, Milton Abbot, Kelly, Dunterton, Bradstone, Marystow, and Lifton, in the county of Devon; and Lawhitton, Lezant, Saint Mary Magdalene, Saint Thomas-street otherwise Saint Thomas Hamlet, Saint Stephens by Launceston, Saint Thomas the Apostle, and the borough of Launceston, in the county of Cornwall.

Also a railway commencing at or near the terminus of the railway from the main line of the South Devon Railway to Torquay, as authorized to be made by "the South Devon Railway Act (Amendment and Branches) 1846," and terminating at or near certain nursery grounds, called or known as "Morgan's Horticultural Establishment," near to the town of Torquay in the county of Devon; which last-mentioned intended railway, will pass from, in, through, or into, or be situate within, the parishes, townships, and extra-parochial, or other places following, or some or one of them (that is to say), Torr, otherwise Tor Moham, Saint Mary Church, and Torquay, in the county of Devon.

And also a railway in extension of the said railway from the main line of the South Devon Railway to Torquay, commencing at or near the aforesaid terminus thereof, as at present authorized, and terminating at or near the market-house, situate on or near the quay, in the town and parish of Brixham, in the county of Devon; which last-mentioned intended railway will pass from, in, through, or into, or be situate within, the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Torr, otherwise Tor Moham, Saint Mary Church, Torquay, Cockington, Paignton, Preston, Goodrington, Stoke Gabriel, Churston Ferrers, Galmpton, Brixham, and the sea shore situate in or adjoining the same, or some of them, in the county of Devon.

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

And it is also intended by such Act, to confer on the South Devon Railway Company powers for the purchase of lands and houses, by compulsion or agreement, for the purposes of the said intended railways and works, and also for

other purposes connected with the South Devon Railway, and the works and conveniences connected therewith; and for levying tolls, rates, and duties in respect of the use thereof, and to grant such exemptions from such tolls, rates, and duties, as to the said Company may seem meet.

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

And notice is hereby further given, that maps, plans, and sections of the said intended railways, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands proposed to be taken for the purposes thereof, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Devon, at his office, at the Castle of Exeter and with the Clerk of the Peace for the county of Cornwall, at his office in Saint Austell in the said county, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways are intended to be made, will be deposited, on or before the thirtieth day of November, in the present year, with the parish clerk of each such parish, at his residence.

And it is further intended, by such Act, to enable the South Devon Railway Company to sell or let, or transfer, their present and said intended undertaking, or any part thereof, and all or any of the powers of such company in connection therewith, or in relation thereto, to the Great Western Railway Company, and to the Bristol and Exeter Railway Company, or to either of them, and to enable such last mentioned companies, or either of them, to purchase, or rent, or construct, the same, or any part thereof, and to exercise such powers, or any of them; and also to raise and contribute funds for or towards the purchase, construction, maintenance, and use of the said intended railways and works, or any part thereof.

And it is also proposed, by the said intended Act, to empower the South Devon Railway Company to sell, or let, and to enable the Cornwall Railway Company to purchase or rent, the whole or a part of, or a share or interest in the railway authorized to be made from the main line of the South Devon Railway to Devonport, and also the whole or a part of, or a share or interest in, so much of the railway as now authorized to be made from the main line of the South Devon Railway to Millbay as lies between the point of divergence of the said railway to Devonport from the main line of the said South Devon Railway, and the shores of Millbay, in the parishes of St. Andrew Plymouth, and East Stonehouse, in the county of Devon, and to enable the

Cornwall Railway Company to raise capital for the purpose, and to exercise and enjoy, either alone or conjointly with the South Devon Railway Company, all or any of the powers of the said South Devon Railway Company in relation to the said portions of railway in which the Cornwall Railway Company may become interested, as aforesaid; and generally to enable the two last-mentioned companies to enter into and carry into effect such arrangements as may be deemed expedient for the joint construction, maintenance, and use of the said portions of railway, or either of them, and the works connected therewith.

And it is also proposed, by the said intended Act, to increase the capital of the South Devon Railway Company.

And notice is hereby further given, that, for effecting the several objects of the said intended Act, and for other purposes, it is intended thereby to alter, enlarge, amend, or repeal some of the powers and provisions of the Acts hereinafter mentioned, and which are distinguished in the Queen's printer's copies thereof, as follows, that is to say: the 7th and 8th Victoria, cap. 68, and the 9th and 10th Victoria, cap. 402, relating to the South Devon Railway Company; the 5th and 6th William the Fourth, cap. 107, the 6th William the Fourth, cap. 38, the 6th William the Fourth, cap. 77, the 1st Victoria, cap. 91, the 1st Victoria, cap. 92, the 1st Victoria, cap. 24, the 2d Victoria, cap. 27, the 5th Victoria, sess. 2, cap. 28, the 6th Victoria, cap. 10, the 7th Victoria, cap. 3, the 8th and 9th Victoria, cap. 40, the 8th and 9th Victoria, cap. 188, the 8th and 9th Victoria, cap. 191, and the 9th Victoria, cap. 14, relating to the Great Western Railway Company, and to the several railways now forming part of that undertaking, and belonging to the Great Western Railway Company; the 6th William the Fourth, cap. 36, the 1st Victoria, cap. 26, the 3d Victoria, cap. 47, the 4th and 5th Victoria, cap. 41, the 8th and 9th Victoria, cap. 155, and the 9th and 10th Victoria, cap. 181, relating to the Bristol and Exeter Railway Company; and the 9th and 10th Victoria, cap. 335, relating to the Cornwall Railway Company; and also the Acts relating to the West London Railway, which bear date as follows, an Act of the 3d year of the reign of His late Majesty King William the Fourth, cap. 36, an Act of the 6th year of the same reign, cap. 79, an Act of the 3d and 4th year of the reign of Her present Majesty, cap. 105, an Act of the 8th and 9th year of the same reign, cap. 156, and an Act of the 9th and 10th year of the same reign, cap. 369.

Whiteford, Bennett, and Tucher,
Plymouth;
Charles Brutton and Kennaway
and *Buckingham*, Exeter;
W. O. and W. Hunt,
10, Whitehall, London; } Solicitors.

Dated the 7th day of November, 1846.

Cheltenham and Oxford Railway.

Proposed railway from the Great Western Railway at Cheltenham, to join the Oxford and Rugby Railway near Oxford, with Powers of Sale and Lease to and Contribution by the Great Western Railway Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorize the construction and maintenance of the railway and branch railway hereinafter mentioned, with all proper works, approaches, and conveniences connected therewith; that is to say, first, a railway commencing by a junction with the line of the Great Western Railway, or the Cheltenham Branch thereof, at or near a mill, called Upper Alstone Mill, in the hamlet of Alstone, in the parish of Cheltenham, in the county of Gloucester, and terminating by a junction with the line of the Oxford and Rugby Railway, as at present authorized to be made in a field in the parish of Saint Giles, and county of Oxford, numbered 24 on the plans of the said last-mentioned railway referred to in the Act authorizing the construction thereof, which said intended railway and other works connected therewith will pass from, in, through, or into, or be situated within the several parishes, townships, hamlets, and extra-parochial, or other places following, or some of them; that is to say, Alstone, Cheltenham, Cudnall, Battledown, Ham, Cocks-horn, Charlton-Kings, Dowdeswell, Sandywell, Andoversford, Whittington, Withington, Sireford, Brockhampton, Sevenhampton, Shipton Solers otherwise Shipton Sollars, Shipton Olive otherwise Shipton Oliffe, Compton Abdale, Yanworth, Stowell, Haselton otherwise Hasleton, Salperton otherwise Cold Salperton, Turk Dean, Upper Turk Dean, Lower Turk Dean, Hampnett, North-leach, Eastington otherwise Easington, Farmington, Sherborne, Aldsworth, Windrush, Barrington, Great Barrington, Little Barrington, Great or Broad Rissington, Little Rissington, Rissington and Widford, or some, or one of them, all in the county of Gloucester; Upton and Signet, Upton, Signet, Westwell, Holwell, Burford, Bury Barns, Swinbrook, Asthall otherwise Easthall, Asthally otherwise Asthal-leigh, Stonelands, Brize Norton otherwise Norton Brize, Minster otherwise Minster-Lovel, Witney, Curbridge Langle otherwise Langdale, Coggs otherwise High Coggs, South Leigh, Ensham otherwise Eynsham, Newland, Freeland, Saint Giles, Cassington, Handborough, Long Handborough, Church Handborough, Godstow otherwise Godstow Grounds, Woolvercot otherwise Wolverscote, Binsey, Port Meadow, Summers Town, or some, or one of them, all in the county of Oxford; Shilton, Stonelands, Botley, Cumnor otherwise Cumner, otherwise Cumber, Wytham, Godstow otherwise Godstow Grounds, and Sea-court, or some, or one of them, all in the county of Berks; Saint Thomas otherwise Saint Nicholas, Port Meadow, Woolvercot otherwise Wolverscote, and Saint Giles, or some, or one of them, in the city of Oxford.

Second, a branch railway, diverging from the before-mentioned intended line of railway, in the

parish of Witney, in the said county of Oxford, in, or near, a garden in the occupation of Robert Roberts, and belonging to Samuel Eeles, passing in, or through, the parishes, townships, hamlets, and extra-parochial, or other places, of Witney, Langle otherwise Langdale, and Coggs otherwise High Coggs, in the said county of Oxford, or some, or one of them, and terminating in a certain meadow in the said parish of Coggs otherwise High Coggs, numbered 15 on the plans referred to in the Act of Parliament authorizing the construction of the intended Witney Branch of the Oxford, Worcester, and Wolverhampton Railway, where the same is intended to form a junction with the said intended branch of the said last-mentioned railway.

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

And it is also intended by such Act, to incorporate a company, and to enable such company to purchase lands and houses, by compulsion or agreement, for the purposes of the said proposed undertaking, and to levy tolls, rates, and duties, in respect of such undertaking, and to grant certain exemptions from such tolls, rates, and duties, and to sell or let on lease the said undertaking, with all or any of their powers in relation thereto, to the Great Western Railway Company, and to enable the said last-mentioned company to purchase or rent, and, if need be, to execute the said railway, and to use, exercise, and enjoy such powers, and to raise capital for the purpose, or for the purpose of contributing towards the establishment of, and becoming shareholders in, the said undertaking.

And it is further intended by such Act, to amend and enlarge, so far as may be necessary for the attainment of the objects aforesaid, the powers and provisions of the several Acts relating to, or conferring powers on, the said Great Western Railway Company; and which Acts are distinguished in the Queen's Printer's copies thereof as follows, that is to say, the 5 & 6 William 4, cap. 107; the 6 William 4, cap. 38; the 6 William 4, cap. 77; the 1st Victoria, cap. 91; the 1 Victoria, cap. 92; the 1 Victoria cap. 24; the 2 Victoria, cap. 27; the 5 Victoria, session 2, cap. 28; the 6 Victoria, cap. 10; the 7 Victoria, cap. 3; the 8 & 9 Victoria, cap. 40; the 8 & 9 Victoria, cap. 188; the 8 & 9 Victoria, cap. 191; and the 9 Victoria, cap. 14; and also of the several Acts relating to the West London Railway, which several Acts bear date as follows, that is to say, an Act of the third and fourth of the reign of His late Majesty King William the Fourth, cap. 36; an Act of the sixth and seventh year of the same reign, cap. 79; an Act of the third and fourth year of the reign of Her present Majesty Queen Victoria, cap. 105; an Act of the eighth and ninth of the same reign, cap. 156; and

an Act of the ninth and tenth of the same reign, cap. 369; and to vary or extinguish all existing rights or privileges in any manner connected with the lands or houses proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended undertaking, and to confer other rights and privileges.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels of the said intended railway, and branch railway, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of the lands proposed to be taken for the purposes thereof, will be deposited on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the county of Gloucester, at his office, in the city of Gloucester; with the Clerk of the Peace for the county of Oxford at his office, in the County Hall, Oxford, in the county of Oxford; with the Clerk of the Peace for the county of Berks, at his office, in Abingdon, in the said county of Berks; and with the town-clerk for the city of Oxford, at his office, in the said city of Oxford; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway, and branch railway and works, are intended to be made, will be deposited on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.

Dated this fifth day of November 1846.

Bubb, Lingwood, and Bubb,
Williams and Griffiths,
Shoubridge and Bramley, } Solicitors.

Birmingham and Oxford Junction, and Birmingham, Wolverhampton, and Dudley Railways Amalgamation.

Proposed amalgamation of the Birmingham and Oxford Junction, and Birmingham, Wolverhampton, and Dudley Railway Companies, with power of transfer to, or amalgamation with, the Great Western Railway Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to consolidate and to amend, and enlarge the powers and provisions of an Act, passed in the last session of Parliament, called "The Birmingham and Oxford Junction Railway Act, 1846;" also of an Act, passed in the same session of Parliament, called "The Birmingham and Oxford Junction (Birmingham Extension) Railway Act, 1846;" and also of another Act, passed in the same session, called "The Birmingham, Wolverhampton, and Dudley Railway Act, 1846;" and to authorize the union and consolidation, into one undertaking, of the Birmingham and Oxford Junction Railway, the Birmingham, Wolverhampton, and Dudley Railway, and any railways or other works which may be authorized to be carried into effect by the Birmingham and

Oxford Junction Railway Company, and the Birmingham, Wolverhampton, and Dudley Railway Company, or either of them, by any Act or Acts to be passed in the next session of Parliament, and to authorize the union and consolidation of the respective capitals, stocks, shares, property, and effects, of the Birmingham and Oxford Junction Railway Company, and the Birmingham, Wolverhampton, and Dudley Railway Company, and to vest in one company the said railways and works respectively, and all the capital stock, shares, property, and effects, and all the powers and privileges now vested in the Birmingham and Oxford Junction Railway Company, and the Birmingham, Wolverhampton, and Dudley Railway Company respectively, or either of them, or which may be vested in them, or either of them, by any Act or Acts to be passed in the next session of Parliament, and to authorize the incorporation of a new company, to be formed of the last-mentioned two companies.

And it is further proposed, by the said intended Act, to enable the Company, so intended to be incorporated, to levy tolls, rates, and duties upon, or in respect of, the said Railways and Works; and it is also proposed, by the said intended Act, to alter the tolls, rates, or duties now authorized to be demanded and taken upon the Birmingham and Oxford Junction Railway, and the Birmingham, Wolverhampton, and Dudley Railway, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties, and other rights and privileges.

And it is also proposed, by the said intended Act, to empower the company, so intended to be thereby incorporated, to lease, sell, or transfer the before mentioned railways and works authorized, or to be authorized, as aforesaid, or any part of the same, or the tolls thereof, to the Great Western Railway Company; and also to enable the Great Western Railway Company to purchase or rent the same, and to carry into execution all or any of such powers of the several Acts relating to the Birmingham and Oxford Junction Railway, and the Birmingham, Wolverhampton, and Dudley Railway, and of any Act or Acts to be passed in the next session of Parliament relative thereto, as may become vested in the company so to be incorporated; and to raise additional capital for the purposes aforesaid, or to become holders of shares or capital stock, in such undertaking, or to authorize the amalgamation of the said united company, and the capital stock thereof, with the Great Western Railway Company, and the capital stock thereof.

And, for carrying into effect all or any of the above objects, it is intended to alter, amend, extend, and enlarge the powers and provisions of the several Acts hereinafter-mentioned, relating to the Great Western Railway Company, or whereby powers are conferred on the Great Western Railway Company, and which Acts are distinguished in the Queen's printers' copies

thereof, as follows, that is to say, the 5th and 6th William the Fourth, cap. 107, the 6th William the Fourth, cap. 38, the 6th William the Fourth, cap. 77, the 1st Victoria, cap. 91, the 1st Victoria, cap. 92, the 1st Victoria, cap. 24, the 2d Victoria, cap. 27, the 5th Victoria sess. 2, cap. 28, the 6th Victoria, cap. 10, the 7th Victoria cap. 3, the 8th and 9th Victoria, cap. 40, the 8th and 9th Victoria, cap. 188, the 8th and 9th Victoria, cap. 191, and the 9th Victoria, cap. 14; and also the Acts relating to the West London Railway, which bear date as follows; an Act of the third year of the reign of His late Majesty King William the Fourth, chapter 36; an Act of the sixth year of the same reign, chapter 79; an Act of the third and fourth year of the reign of Her present Majesty, chapter 105; an Act of the eighth and ninth year of the same reign, chapter 156; and an Act of the ninth and tenth year of the same reign, chapter 369.

Dated this 7th day of November 1846.

W. O. and W. Hunt, 10, Whitehall.
J. W. and G. Whateley, Birmingham.

Eastern Union Railway.
(Ipswich to Woodbridge.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to amend and enlarge some of the powers and provisions of an Act, passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for making a railway from Colchester to Ipswich;" of an Act, passed in the eighth and ninth years of the same reign, intituled "An Act to amend the Act relating to the Eastern Union Railway Company, and to raise a further sum of money for the purposes of the said undertaking;" and of another Act, passed in the ninth and tenth years of the same reign, intituled "An Act to empower the Eastern Union Railway Company to complete the Eastern Union Railway from the junction thereof with the line of the Eastern Counties Railway at Ardleigh to Colchester;" and to authorize the construction and maintenance by the Eastern Union Railway Company of a railway, with all proper works, approaches, and conveniences connected therewith, diverging from the line of the Ipswich and Bury Saint Edmund's Railway, in the parish of Saint Mary Stoke, in a field late in the occupation of James Haxell, and now in the occupation of the Ipswich and Bury Saint Edmund's Railway Company; which said intended railway will pass from, through, or into Saint Mary at Stoke Ipswich, Saint Matthew's Ipswich, Saint Peter's Ipswich, Saint Margaret's Ipswich, extra-parochial Ipswich, Saint Stephen's Ipswich, Saint Helen's Ipswich, Wix Ufford Ipswich, Saint Clement's Ipswich, Rushmere Saint Andrew, Foxhall, Brightwell, Kesgrave, Martlesham, and Woodbridge, or some of them, in the county of Suffolk, and terminating in a field called the Marsh, in the occupation of Mr. Alexander Jesup, near to Quay-lane, in the said parish of Woodbridge.

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

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

And it is also intended by such Act to enable the Eastern Union Railway Company to raise money for the purposes aforesaid, and to take powers for the purchase of lands and houses by compulsion or agreement, and for levying tolls, rates, and duties in respect of the use of the said railway and other works, and to grant exemptions from such tolls, rates, and duties.

And notice is hereby further given, that maps and plans of the said intended railway and other works hereinbefore referred to, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands proposed to be taken for the purposes of the said railway and other works, and sections of the said intended railway, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Suffolk, at his office in Bury Saint Edmund's, in that county; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway and other works are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.—Dated November, 1846.

Few and Co. Covent-garden,
W. O. and W. Hunt, 10, Whitehall, } Solicitors.

Bognor Docks.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills, and to obtain an Act or Acts, to enable a certain party or 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 graving dock or graving docks, and one or more pier or piers, with all necessary and proper basins, canals, piers, wharfs, shipping and landing places, lighthouses, bridges, sluices, and works adjoining thereto or connected therewith, at a certain place called the Bognor

Brooks, situate at Bognor, adjoining the sea shore in the parish of South Bersted; which said docks, piers, basins, and other works will be situate within the said parish of South Bersted, in the county of Sussex.

And notice is hereby also given, that it is intended to take powers by the said Act or Acts for the compulsory purchase of lands, houses, tenements, and hereditaments, and to vary or extinguish all existing rights and privileges connected with such lands, or which would in any manner interfere with or impede the carrying of said Act or Acts into execution.

And it is also intended to apply for power for the party or 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, piers, and other works and conveniences, and to alter any existing tolls, rates, or duties, or to confer, vary, or extinguish any exemption from payment of tolls, rates, or duties, and other rights and privileges.

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, piers, and other works, with a duplicate 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 lands upon which the said intended docks, basins, piers, and other works are intended to be made, will be deposited at the office of the Clerk of the Peace for the county of Sussex, at his office at Lewes, in the said county; and, on or before the said thirtieth day of November instant, a copy of the plan and section, together with a book of reference thereto, will be deposited with the clerk of the parish of South Bersted, at his place of abode.

Dated this ninth day of November 1846.

Stafford County Lunatic Asylum.

Intended Act for effecting an Exchange of Old Inclosures and Open Field Land for other Open Field Lands in Coton Field, and for extinguishing, Manorial, Common, and other Rights, &c.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enclose a certain part or portion, not exceeding fifteen acres, of a certain open common field, called Coton Field, in the township of Coton, in the parish of Saint Mary, in Stafford, in the county of Stafford, adjoining or lying contiguous or near to the Lunatic Asylum of the said county, and to allot such portion to the justices of the peace for the said county of Stafford, in lieu of and exchange for certain other lands lying in the said open common field, and certain ancient enclosed lands and buildings adjoining or lying contiguous and intended to be laid thereto. And to enable the said justices to enclose and lay

out the said portion of the said open common field, and also such other part of the same open common field hereinafter mentioned, as courts, yards, and outlets, or otherwise, for the use and purposes of the said asylum, and the recreation and employment of the patients thereof. And it is also proposed by the said intended Act to extinguish all rights of common, and all manorial and other rights and privileges over or upon the portion of the said open common field so proposed to be enclosed and allotted in exchange to the said justices; and also over such other part of the said open common field of which the said justices, or any person or persons in trust for them, are or shall be seized for any estate of freehold, or any other estate or interest not exceeding seven acres, and which is intended to be enclosed and laid out with the said first-mentioned portion of the said open common field for the purposes of the said asylum. And power will also be taken by the said intended Act to stop up, divert, and alter certain roads or ways leading to, in, and over the said open common field, and make other roads or ways in lieu thereof. And power will also be taken in the said intended Act for defraying the expense of obtaining and carrying the same into execution by means of the county rate of the said county.—Dated this 13th day of November 1846.

Keen and Hand, Stafford,
Solicitors for the Bill.

Kingston-upon-Hull (Holy Trinity) Cemetery.

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

And in the said Act it is intended to provide for forming and maintaining a cemetery or burial-ground for the use of the said parish of Holy Trinity, such cemetery or burial-ground to be situate in the parish of Cottingham, in the county of York, and to contain ten acres or thereabouts, and bounded on the east by lands of the Hull General Cemetery Company, on the north and

west by lands of William Watson Wilkinson, and on the south by a certain road or way called the Spring Bank, and now in the occupation of Joseph Pickwell, as tenant to the said Hull General Cemetery Company. And in the said Act powers will be applied for to authorize the levying of tolls, rates, duties, and fees in respect of the said cemetery or burial-ground.

Dated this tenth day of November, 1846.

Charles Frost,
Solicitor.

CONTRACT for CLOTHING for CONVICTS.

Department of the Comptroller for Victualling and Transport Services, Somerset-Place, November 23, 1846.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Thursday the 31st December next, at one o'clock, they will be ready to treat with such

persons as may be willing to contract for supplying and delivering into Her Majesty's Dock-yard at Deptford,

All such articles of Convicts' Clothing as shall, from time to time, be demanded under a contract for twelve months certain, and further until the expiration of three months' warning.

Patterns of the articles and the conditions of the contract may be seen at the said Office.

No tender will be received after one o'clock on the day of treaty, nor any noticed unless the party attends, or an agent for him duly authorized in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left hand corner the words, "Tender for Convicts' Clothing," and must also be delivered at Somerset-place, accompanied by a letter, signed by two responsible persons, engaging to become bound with the person tendering, in the sum of £500, for the due performance of the contract.

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

Saturday, November 28, 1846.

Price Two Shillings and Eight Pence.