



The London Gazette.

Published by Authority.

SATURDAY, NOVEMBER 27, 1847.

At the Court at *Windsor*, the 30th day of
October 1847,

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Act, passed in the session holden in the ninth and tenth years of Her Majesty's reign, intituled "An Act for the more easy recovery of small debts and demands in England," it is, amongst other things, enacted, that it shall be lawful for Her Majesty, with the advice of Her Privy Council, to order, that the judges, clerks, bailiffs, and officers of the courts holden under the said Act, or any of them, shall be paid by salaries instead of fees, or in any manner other than is provided by the said Act:

And whereas by the said Act it is also enacted, that any Order in Council made for the purposes of the said Act shall be published in the London Gazette, and notice of the intention of Her

Majesty to take into consideration the propriety of making any such Order shall be published in the London Gazette, one calendar month at least, before any such Order shall be made:

And whereas Her Majesty has been pleased this day to refer the consideration of the said Act, and of the Order which it may be proper to make for the purposes of the said Act as before mentioned, to a Committee of the Lords of Her Majesty's Most Honourable Privy Council, and to direct, that the said Committee do report their opinion thereupon to Her Majesty:

Notice is hereby given, that, after the expiration of one calendar month from the date of the publication of this notice in the London Gazette, Her Majesty, with the advice of Her Privy Council, will take into consideration the propriety of making an Order, under the provisions of the said Act, for paying the judges, clerks, bailiffs, and officers of the said courts by salaries instead of fees, or in such other manner as may be deemed expedient.

Wm. L. Bathurst.

Great Northern Railway (Isle of Axholme Extension).

NOTICE is hereby given, that it is the intention of the Great Northern Railway Company to reintroduce into Parliament in the next session thereof, a Bill "to enable the Great Northern Railway Company to make an extension of their railway from the parish of Saundby, in Nottinghamshire, to the Askern branch of the Wakefield, Pontefract, and Goole Railway, in the parish of Owston, in the west riding of Yorkshire, with a branch to rejoin the Great Northern Railway in the parish of Snaith, in the said west riding," which Bill was suspended in the House of Commons in the last session of Parliament, after the report of the committee, to whom the same Bill had been referred, had been considered by the House.

Dated this fourth day of November 1847.

Baxter, Rose, and Norton, 3, Park-street, Westminster; *Johnston, Farquhar, and Leech*, Moorgate-street, London; *John Collinson*, Doncaster; Solicitors for the Bill.

Great Northern Railway Amendment and Deviations Bill.

(Deviations in Lincolnshire, Nottinghamshire, and Yorkshire, and Enlargement of Boston and Lincoln Stations.)

NOTICE is hereby given, that it is intended to apply for an Act in the next session of Parliament, to enable the Great Northern Railway Company to abandon the formation of so much of their railway, authorized to be constructed by "the Great Northern Railway Act, 1846," as lies between a certain field, numbered 4, in the parish of Saundby, in the county of Nottingham, on the plans of the railway referred to in the said Act, and a certain other field, numbered 26, in the parish of Cantley, in the west riding of Yorkshire, on the plans of the deviated railway referred to in the Great Northern Railway (deviations near Doncaster) Act, 1847, and instead of the said part so intended to be abandoned, to enable the same company to make and maintain a railway, with proper stations, approaches, and works connected therewith, commencing by a junction with the railway authorized by the said first above-mentioned Act, at the field aforesaid, in Saundby, and terminating by a junction with the railway authorized by the said secondly above-mentioned Act, at the field aforesaid, in Cantley aforesaid, and passing from, through, or into the following parishes, townships, and extra-parochial places, or some of them, namely, Gainsbrough parish and township, Morton parish and township, Walkerith, East Stockwith, Haxey parish and township, Wroot parish and township, all 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, Waveringham parish and township, Kirkland, Mister-ton 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, Brancroft, and Cantley parish and township, in the same west riding.

And also to enable the said company to abandon the formation of so much of their line of railway, authorized by the said first above-mentioned Act, as lies between a certain field numbered 1, in the township of Torworth, in the parish of Blyth, on the said plans referred to in the said first above-mentioned Act, and a certain other field, numbered 36, in Balby with Hexthorpe, on the said plans referred to in the said secondly above-mentioned Act; and to make and maintain a new or deviated line of railway, with proper stations and works connected therewith, commencing by a junction with the said railway, authorized by the said first above mentioned Act, at the said field No. 1, in the township of Torworth aforesaid, and passing from, in, through, or into the following parishes, townships, and extra-parochial places, or some of them, namely, Blythe parish and township, Torworth, Ranskill, Barnby Moor, Mathersea parish and township, Scrooby parish and township, Sutton-cum-Lound parish and township, Sutton, Lound, Harworth parish and township, Serlby, Martin, Styrrup, Styrrup cum Farworth, Bawtry, Bawtry Spittle, Hesley, all in the county of Nottingham; Blyth, Austerfield, Bawtry, Rossington parish and township, Wadworth parish and township, Doncaster parish and township, Loversall, Cantley parish and township, Tickhill parish and township, Tickhill Spittle, Stancil, Wellingley, Stancil with Wellingley and Wilsick, Balby, Hexthorpe, Balby with Hexthorpe, Warmsworth parish and township, Carr house, and Elm Field, all in the west riding of the county of York, and terminating by a junction with the said railway authorized by the said secondly above-mentioned Act, in the said field numbered 36, in Balby with Hexthorpe aforesaid.

And also to abandon the formation of so much of the line of railway, authorized by the said recited Acts, as lies between a certain road, in the said township of Bentley with Arksey, numbered 44, in the parish of Arksey, in the plans referred to in the said secondly above mentioned Act, and a certain other field, in the same township, numbered 99, in the same parish, in the plans referred to in the said first above-mentioned Act, and in the stead thereof to construct another line of railway, between the same points, lying wholly in the township of Bentley with Arksey, in the same parish of Arksey, in the west riding of Yorkshire.

And it is intended, by the said Act, to enable the said company to maintain the haling path of the river Witham, between Horsley Deep-lock and Lincoln on the south-western side of the said river, and to abandon the formation of the haling path, by the said first-recited Act authorized to be made in lieu thereof, on the north eastern

side of the said river, and also to enable the said company to enlarge their intended station, approaches, and works in the parish of Saint Mary-le-Wigford, in the city of Lincoln, and in like manner to enlarge their intended station, approaches, and works in the following places, or some of them, Boston parish and borough, Skirbeck parish and township, Skirbeck-quarter, Skirbeck, Skirbeck-quarter-fen, in the parts of Holland, in the county of Lincoln.

And also to abandon the formation of so much of the line of railway, authorized by the first recited Act, as lies between a field, numbered 4, in the parish of Balderton, in the county of Nottingham, on the said first-mentioned plans, and a certain other field, numbered 8, in the parish of Cromwell, and said county of Nottingham, on the same plans, and, in the stead thereof, to make and maintain another line of railway, with proper stations, works, and approaches connected therewith, commencing by a junction with the said first-mentioned railway, at the said field No. 4, in the said parish of Balderton, on the said first-mentioned plans, and terminating by a junction with the said first-mentioned railway, at the said field numbered 8, in the said parish of Cromwell, and passing from, through, or into the following townships, parishes, and extra-parochial places following, or some of them; Balderton parish and township, Barnby in the Willows parish and township, Coddington parish and township, Hawton parish and township, Newark-upon-Trent parish and township, East Stoke parish and township, Thorpe, Winthorpe parish and township, Farndon parish and township, Kelham, Averham, South Muskham parish and township, South Carlton, Little Carlton, North Muskham parish and township, Norwell, Bathley, Cromwell parish, Cromwell townships, Willoughby, Norwell Woodhouse, Carlton-upon-Trent parish and township, and Caunton, all in the said county of Nottingham.

Also a branch railway, diverging from the last mentioned proposed line, at or near to the point where the same crosses the Trent navigation, and terminating by a junction with the Midland Railway, near to the Great North-road, the whole of which will be situate in the parishes and townships of Newark-upon-Trent, East Stoke, Averham, and Kelham, or one of them, in the said county of Nottingham.

Also another branch railway, diverging from the said proposed line of Railway, at or near to the same point as the last-mentioned branch railway, and terminating by a junction with the line of the Midland Railway, at a point situate about five hundred yards west of the Great North-road, the whole of which will be situate in the parishes and townships of Newark-upon-Trent, East Stoke, Averham, and Kelham, in the said county of Nottingham.

And also to enable the same company to make and maintain a branch line of railway or curve, with proper works and approaches, commencing at a field numbered 22, in the parish of Gainsbrough, and county of Lincoln, on the said first above-mentioned plans, and terminating by a

junction with the Great Grimsby and Sheffield Junction Railway, at or near a field, number 26, in the said parish of Gainsbrough, on the said first above-mentioned plans, and situate wholly in the said parish and township of Gainsbrough.

And also to make agreements with the Lancashire and Yorkshire Railway Company, the Leeds and Thirsk Railway Company, and the Leeds, Dewsbury, and Manchester Railway Company, and their lessees, or with any other railway company, being the owners or lessees of, or in possession of a railway station at Leeds, for providing station accommodation for the traffic of the Great Northern Railway Company, in Leeds, in the west riding of the county of York.

And notice is hereby further given, that it is intended, for the purposes aforesaid and for other purposes, to alter, amend, extend, and enlarge the powers and provisions of "The Great Northern Railway Act, 1846;" "The Great Northern Railway (Deviations near Doncaster) Act, 1847;" and "The Great Northern Railway (Deviations between Grantham and York) Act, 1847;" and to amend and enlarge the powers and provisions of the first recited Act, with respect to the Company of Proprietors of the Witham Navigation, and to repeal certain other of the said powers and provisions, and to grant other, further, and more effectual powers in the stead thereof, and to alter the tolls, rates, and duties granted by the first-mentioned Act.

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 thereof 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 places aforesaid, as it may be necessary or expedient so to divert, alter, or stop up, 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 by the said Act to levy tolls, rates, or duties in respect of the said substituted lines of railway, and of the branch railways hereinbefore described respectively, and to grant certain exemptions from such tolls, rates, or duties; and also 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 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 and works, together with a copy of this notice, 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 Nottinghamshire at Newark-upon-Trent, for the Kesteven division of Lincolnshire at Sleaford, for the Holland division of Lincolnshire at Spalding, and for the Lindsey division thereof at Spilsby, and for the county of the city of Lincoln at Lincoln, 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, together with a copy of this notice, 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, and with respect to the extra-parochial places, with the parish clerk of the parishes immediately adjoining thereto respectively.

Dated this 6th day of November 1847.

<p><i>Baxter, Rose, and Norton,</i> 3, Park-street, Westminster; <i>Johnston, Farquhar, and Leech,</i> Moorgate-street, London;</p>	<p>} Solicitors for the Bill.</p>
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South Yorkshire, Doncaster, and Goole Railway
Amendment.

Extension to Penistone, and Alteration of Dodworth Branch.

NOTICE is hereby given, that application will be made to Parliament in the next session, for an Act to alter, amend, and enlarge the powers and provisions of "the South Yorkshire, Doncaster, and Goole Railway Act, 1847," and of "the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole 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 by such Act to enable the South Yorkshire, Doncaster, and Goole Railway Company to make and maintain a new line of railway, commencing by a junction or junctions with the intended railway authorized by the first recited Act, at or near a certain road numbered 1 in the township of Barnsley, in the parish of Silkstone, on the deposited plans referred to in the same Act, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say; Barnsley, Silkstone parish, Silkstone township, Monk Bretton otherwise Burton, Roystone parish, Roystone township, Darton parish,

Darton township, Gawber, Dodworth, Dalton, Cawthorne parish, Cawthorne township, Worsbrough, Stainbrough, Barugh, Thurlstone, Hunsheff, Thurgoland, Hoylandswaine, Oxspring, Penistone township, and Penistone parish, all in the west riding of the county of York, and terminating by a junction or junctions with the Manchester, Sheffield, and Lincolnshire Railway, and with the Huddersfield and Sheffield Junction Railway, at or near the point of junction of such two last-named railways, in Penistone aforesaid.

And also to make and maintain a branch railway, commencing from and out of the first herein described new line of railway, at or near the boundary between the townships of Thurgoland and Silkstone, in the township of Thurgoland, and parish of Silkstone aforesaid; and passing thence from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them (that is to say), Penistone parish, Penistone township, Thurgoland, Oxspring, Silkstone parish, Silkstone township, Dodworth, Cawthorne parish, Cawthorne township, Darton parish, Darton township, and Barugh, or some of them, all in the west riding of the county of York; and terminating by a junction with the Silkstone Valley or Cawthorne Branch of the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway, at or near to a certain road adjoining on Barby Furnace, in the township of Cawthorne, and parishes of Silkstone and Cawthorne aforesaid, or one of them.

And it is intended by the said Act to enable the said South Yorkshire, Doncaster, and Goole Railway Company to abandon the formation of the extension line of the South Yorkshire, Doncaster, and Goole Railway, by the said first recited Act directed to commence in the township of Wombwell, and parish of Darfield, and passing through the several parishes and townships of Wombwell, Darfield, Worsborough, Barnsley, and Silkstone, and to terminate by a junction with the Dodworth Branch of the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway, in the parish of Silkstone; and also to enable the said Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Company to abandon the formation of the branch railway authorized by the said secondly above-mentioned Act to be made diverging out of the main line, in a westerly direction in the township of Worsborough, in the parish of Darfield; and passing through Worsborough, Barnsley, Dodworth, and Silkstone, terminating in the township of Silkstone; and in lieu of the said railway so abandoned to authorize the said South Yorkshire, Doncaster, and Goole Railway Company to make and maintain a new or deviated branch or extension railway, diverging out of the main line of the South Yorkshire, Doncaster, and Goole Railway, at or near a field in the said township of Wombwell, and numbered 97, in the said parish of Darfield, on the said plans; and passing thence from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them (that is to say), Darfield parish, Darfield township, Wombwell, Ardsley,

Barnsley, Worsborough, Dodworth, Stainborough, Silkstone parish, Silkstone township, Penistone parish, Penistone township, Oxspring, and Thurgoland, all in the west riding of the county of York; and terminating by a junction with the firstly hereinbefore described new line of railway, at or near the boundary between the townships of Thurgoland and Silkstone, in the said parish of Silkstone.

Together with a branch railway, commencing by a junction with the last-mentioned branch railway, near the boundary between the townships of Barnsley and Worsborough, in the township of Barnsley, and parish of Silkstone, and passing thence from, through, or into the parishes, townships, and extra-parochial places of Barnsley, Silkstone parish, Silkstone township, Stainborough, Dodworth, Worsborough, Wombwell, Ardsley, Darfield parish, and Darfield township, or some of them, all 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, near Kendall-green, in the said township of Worsborough.

And it is intended by the said Act to enable the said last named Company to make and maintain a branch railway, commencing by a divergence from the main line of the said South Yorkshire, Doncaster, and Goole Railway, at or near the turnpike road, leading from Tinsley to Doncaster, in the township of Balby with Hexthorpe aforesaid, and terminating by a junction with the Great Northern Railway, at or near the Decoy Wood, in the same township, the whole of which is situate in the said township of Balby with Hexthorpe, in the said parish of Doncaster.

And it is intended by the said Act to enable the said last named company to abandon the formation of that part of the main line of the South Yorkshire, Doncaster, and Goole Railway which was intended to be constructed between the new cut or navigation numbered 201 y on the said plans, in the township and parish of Doncaster, and the intended junction or junctions of the same railway with the Great Northern Railway, in the township of Bentley with Arksey, in the parish of Arksey, all in the west riding of the county of York.

And also to abandon the formation of a branch railway authorized by the said South Yorkshire, Doncaster, and Goole Railway Act to be constructed from the main line in Balby with Hexthorpe, Balby, Hexthorpe, Doncaster, and Warmsworth, all in the west riding of the county of York, and to terminate by a junction or junctions with the main line of the Great Northern Railway aforesaid, in the said township and parish of Doncaster.

And it is intended by the said Act to enable the South Yorkshire, Doncaster, and Goole Railway Company to construct the necessary stations, approaches, conveniences, and works in connexion with the said intended new lines of railway, and 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, tram roads, streets, paths, passages, aqueducts, canals, navigations, streams, rivers, and watercourses within the places aforesaid, as it may be necessary so to alter, stop up, or divert for the purposes of the said railway, stations, approaches, or works, and especially to divert the Barnsley and Grange-moor turnpike road in the township of Barnsley, the Doncaster and Saltersbrook turnpike-road in the township of Dodworth, the Dearne and Dove Canal in the township of Worsborough, and the Barnsley Canal Company's tramway, in the township of Silkstone.

And it is also intended by the said Act to enable the South Yorkshire, Doncaster, and Goole Railway Company to levy tolls, rates, or duties in respect of the said new lines of railway, and to grant exemptions from such tolls, rates, and duties; and also to obtain powers for the compulsory purchase of the lands, houses, and hereditaments to be described upon the plans hereinafter mentioned; and also power to vary and 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 South Yorkshire, Doncaster, and Goole 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 new and substituted railways, and of the branch railway and works hereinbefore described, and of the diversions of the roads and canal hereinbefore mentioned, 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 course and direction of the alterations, new or substituted lines of railway, branch railway and works, and together also with a copy of this notice, 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 west riding of Yorkshire, at his office 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 or pass, together with a copy of this notice, 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, and, with respect to extra parochial places, with the clerk of a parish immediately adjoining thereto, respectively.—Dated this 6th day of November 1847.

R. and E. Baxter, Doncaster, Solicitors
for the Bill.

Northern Counties Union Railway Amendment
and Deviation Bill.

(Deviations of Auckland and Tebay Line, and of
the Thirsk and Clifton Line at Birket.

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 "Northern Counties Union Railway Act, 1846," and the "Northern Counties Union Railway Deviation Act, 1847," 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 authorise the Northern Counties Union Railway Company to abandon or otherwise vary and alter so much of the railway and works authorised by the first above-mentioned Act as lies between a field numbered 18, in the township of Marwood, in the parish of Gainford, and county of Durham, on the plans referred to in such Act, and a field numbered 101 on such plans, in the parish of Ravenstonedale, in the county of Westmoreland; and instead of such part of the said railway so proposed to be abandoned, to make and maintain another line of railway, with all proper works, stations, and approaches and conveniences connected therewith between the points aforesaid, and passing through or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Barnard Castle, Marwood, and Gainford, in the county of Durham; Lartington, Romalldkirk, Startforth parish and township, Eggleston Abbey, Rokeby parish and township, Greta-bridge, Brignal parish and township, Scargill, Barningham, Hope, Newsham, Scargill, Gillmondby, Stainmore, and Bowes parish and township, in the north riding of the county of York; Stainmore otherwise East Stanemore, Brough, Brough Sowerby, Kilbeck, South Stainmore, Noteby, Kaber, Kirkby Stephen parish and township, Wath Asby, Little Asby, Brownby, Mallerstang, Soulby, Wharton, Winton, Hartley, Nateby, Waitby, Smardale, Crosby Garrett parish and township, Crossby on the Hill, Little Musgrave, Town Angle, Ravenstonedale parish and township, Angle of Newbiggen, Newbiggen, Angle of Bowderdale, Angle of Fellend, Langdale, Orton, Kelleth, Cote Flat, Cote Gill, Raisbeck Fells, Rayne, Bretherdale, Redgill, Raisbeck, Tebay, Boldron, Sowerby, Fawcett Forest, Birbeck Fells, in the county of Westmoreland; and to abandon so much of the Thirsk and Clifton line as lies between a certain field numbered 186, on the before-mentioned plans, in the township of Mallerstang, and a field numbered 51 on such plans, in the township of Wharton, both in the parish of Kirkby Stephen, in the said county of Westmoreland, and in lieu thereof to make and maintain between the points last aforesaid a new line of railway, wholly in the township of Mallerstang and Wharton, or one of them.

And in the said Bill power will be applied for

to deviate from the line or lines laid down on the plans after mentioned, and to divert, stop up, or alter, whether temporarily or permanently, all such turnpike roads, highways, railways, tram-roads, streets, paths, passages, canals, aqueducts, navigations, streams, rivers, and watercourses within the places aforesaid, as it may be necessary or expedient so to divert, stop up, or alter in the construction of the said intended new lines of railway and works.

And it is intended to apply for power to levy tolls, rates, and duties for the use of the said new lines of railway, and to grant certain exemptions from such tolls, rates, and duties, and also 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 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 further given, that duplicate plans and sections, describing the lines and levels of the said intended new lines of railway, and the lands to be taken for the purposes thereof, and also 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, together with a published map with the said new lines of railway delineated thereon, and together also with a copy of this notice, will be deposited for public inspection on or before the thirtieth day of this instant November, with the Clerk of the Peace for the said county of Durham, at his office at Durham; with the Clerk of the Peace for the said north riding of the county of York, at his office at Northallerton; and with the Clerk of the Peace for the said county of Westmorland, at his office at Appleby; and that, on or before the same day, a copy of so much of the said plans and sections as relates to each of the aforesaid parishes in or through which the said intended new lines of railway will pass or be situate, together with a copy of so much of the said book of reference as relates to each such parish, and a copy of this notice, will be deposited with the parish clerk of each such parish, at the respective residence of each such parish clerk, and as to extra-parochial places at the residence of a clerk of a parish immediately adjoining such extra-parochial places respectively.

And in such Bill it is intended to apply for power to amend and enlarge some of the powers and provisions of three Acts of Parliament, the one called "The Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Act, 1846;" another called "The Liverpool, Manchester, and Newcastle Junction Railway Amendment Act, 1847;" and the other called "The Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway (Burnley Branch) Act, 1847;" and especially to alter or repeal such of the provisions contained in the secondly recited Act as relate to the formation of a certain portion of the Northern Counties' Union Railway, referred to in such Act, at the joint expense and for the joint use of the

said Northern Counties' Union Railway Company, and of the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Company.

Baxter, Rose, and Norton, 3, Park-street, Westminster; H. T. Robinson, Leyburn, Solicitors for the Bill.

Macclesfield Waterworks and Improvements.

Amendment of existing Act, with Power for Corporation to make New Waterworks; Establishment and Regulation of Markets and Fairs; transferring to Corporation Powers of Police Commissioners, and amending existing Police Act; Power for Corporation to buy Gas Works, and Amendment of Gas Act; Power to borrow Money and levy Rates.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of an Act, passed in the eleventh year of the reign of His Majesty King George the Fourth, intituled, "An Act for better supplying the inhabitants of the borough of Macclesfield, in the county of Chester, with water, and to establish the rates payable for the same;" and to extend such powers and provisions so altered and enlarged to the whole of the said borough of Macclesfield, as now established for municipal purposes.

And it is also intended by the said Bill to empower the Mayor, Aldermen, and Burgesses of the said borough to make and maintain the waterworks following, that is to say; an impounding reservoir, to be situate at or near a place called Langley, in the township of Sutton, and parish of Prestbury, in the said county of Chester, and into which said impounding reservoir the waters supplying an existing reservoir there, called the Higher Reservoir, (and which is intended to be thrown into and form part of the said impounding reservoir), or some part thereof, will flow or proceed; and also a compensation reservoir, to be situate at or near a place called Ridge Gate, and at or near to Langley aforesaid, and in the said township of Sutton and parish of Prestbury, and into which said compensation reservoir the waters of a certain brook or stream called the Ridge Gate Brook or Stream, or some part thereof, will flow or proceed; and also a main pipe or conduit, intended to commence by a junction with a certain brook or stream called Tup Close Brook or Stream, in a certain field called the Hollow, in the occupation of Mrs. Ann Etchells, at or near Langley aforesaid, in the said township of Sutton and parish of Prestbury, and to be made in or through the same township of Sutton and parish of Prestbury, and to terminate at or in the said intended impounding reservoir, at a point now being in a certain other field called the Barn Close, at or near Langley aforesaid, also in the occupation of the said Ann Etchells, and within the same township of Sutton and parish of Prestbury.

And also a main pipe or conduit intended to commence by a junction with the said brook or stream-

called Ridge Gate Brook or Stream, in a certain other field called the Bottoms Meadow, also in the occupation of the said Ann Etchells, at or near Langley aforesaid, in the said township of Sutton and parish of Prestbury, and to be made in or through the same township of Sutton and parish of Prestbury, and to terminate by a junction with the main pipe or conduit next hereinafter described, in the lower part of a certain wood or plantation called Tegsnose Wood, in the holding or occupation of Mr. Isaac Smith, and at or near Langley aforesaid, in the said township of Sutton and parish of Prestbury; and also a certain main pipe or conduit, intended to commence at or from the south-west end of the said intended impounding reservoir, in the said township of Sutton and parish of Prestbury, at a point now within the existing reservoir there, and to terminate at or in a certain reservoir belonging to the said Mayor, Aldermen, and Burgesses, called the New Reservoir, situate in the township of Macclesfield, in the said parish of Prestbury, in the said county of Chester; and which said last-mentioned main pipe or conduit is intended to be made from, in, through, or into the said several townships of Sutton and Macclesfield, and parish of Prestbury; and into which said last-mentioned main pipe or conduit the waters supplying the said existing reservoir, at or near Langley aforesaid or some part thereof, and the waters of a certain brook or stream, called Pyegreave Brook or Stream, situate in the said township of Sutton and parish of Prestbury, or some part thereof, will respectively flow or proceed.

And also to make and maintain all other works necessary for the purpose of collecting, diverting, and storing up in the said reservoirs or conduits; the waters aforesaid; and also the waters of the several springs, brooks, rivulets, streams, and drains which rise or flow in or to the said reservoirs or conduits, or any of them; together with all waterworks, sluices, conduits, drains, pipes, and other works necessary for effecting the same, and for connecting the said reservoirs and other works, or any of them, with the existing reservoirs or other works of the said Mayor, Aldermen, and Burgesses of Macclesfield aforesaid; and to make, form, and construct in a proper manner such channels, tunnels, bridges, culverts, feeders, conduits, floodgates, sluices, dams, weirs, and other works, as may be necessary for diverting or altering the course of such waters, springs, brooks, rivulets, or streams, or any of them, or any of their respective tributaries, or for conveying any of the waters thereof respectively into the said reservoirs or conduits, or for conveying the same, or any part thereof, or the floodwaters thereof respectively, along or past the side of the said reservoirs or conduits, or any of them, into the channels of the said brooks or streams, or any of them, below the said works.

And it is also intended by the said Bill to take powers for the purchase, by compulsion or otherwise, of lands, streams, waters, and hereditaments, and to alter, repeal, or extinguish all existing

rights and privileges connected with such lands, streams, waters, and hereditaments, or which would in any way impede or interfere with the construction and maintenance of the said works, or any of them.

And it is also intended by the said Bill to take powers to break up the soil of, and to divert, alter, or stop up, whether temporarily or permanently, all such streets, ways, turnpike roads, parish roads, and other highways, as it may be necessary to break up, divert, alter, or stop up for the purposes of the said proposed works.

And notice is hereby given, that plans and sections of the said waterworks, together with books of reference thereto, and copies of this notice, as published in the Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office at Chester, and with the parish clerk of the parish of Prestbury (being the only parish from, in, through, or into which the said works are intended to be made) at his dwelling-house, in the said parish, on or before the 30th day of November 1847.

And it is also intended by the said Bill to give powers to the said Mayor, Aldermen, and Burgesses to erect, establish, hold, and regulate markets and fairs within and for the said borough, and to improve, regulate, and maintain the existing markets and fairs therein, and to levy tolls, rents, rates, and duties in respect thereof, and to alter existing tolls, rents, rates, and duties, and to confer, vary, and extinguish exemptions from tolls, rents, rates, and duties; and for the purposes last aforesaid, to take powers for the purchase and sale, by agreement, of lands and hereditaments, and all rights and interests therein, and for conferring all necessary privileges, for the purposes of the said markets and fairs, on the said Mayor, Aldermen, and Burgesses.

And it is also intended by the said Bill to vest in the said Mayor, Aldermen, and Burgesses the powers, rights, and privileges which, by an Act of Parliament, passed in the sixth year of the reign of His Majesty King George the Fourth, intituled "An Act for better lighting, watching, and improving the borough and township of Macclesfield, in the county of Chester, and regulating the police thereof," were vested in the Commissioners therein named; and to alter and enlarge the powers and provisions of the said last-mentioned Act, and to extend the same to the whole of the said borough of Macclesfield as now established for municipal purposes, but so as not to render the Sutton and Hurdsfield parts of the said borough liable to the debts of the said Commissioners; and it is also intended to insert in the said Bill other powers and provisions for rendering the police force of the said borough more efficient, and for better regulating the same.

And it is also intended to insert in the said Bill powers and provisions for enabling the said Mayor, Aldermen, and Burgesses the better to pave, light, drain, cleanse, watch, regulate, and improve the said borough.

And it is also intended by the said Bill to empower the said Mayor, Aldermen, and Burgesses

to agree with "The Macclesfield Gas Light Company," incorporated by an Act, passed in the seventh year of the reign of King George the Fourth, intituled "An Act for lighting with gas the several townships of Macclesfield, Sutton, and Hurdsfield, all in the parish of Prestbury, in the county palatine of Chester," for the purchase of and to take a conveyance of the lands, hereditaments, works, and property of the said Company, and to carry on, for the public benefit of the said borough, and within the limits thereof as now established, the works of the said Company, and to vest in the said Mayor, Aldermen, and Burgesses the powers, rights, and privileges which by the said last-mentioned Act were vested in the said Company, and to amend and enlarge the powers and provisions of the said last-mentioned Act, and to enable the Macclesfield Gas Light Company to enter into contracts with and to sell their undertaking to the said Mayor, Aldermen, and Burgesses.

And it is also intended by the said Bill to empower the said Mayor, Aldermen, and Burgesses to raise money, for all or any of the purposes aforesaid, on the credit of the corporate property and borough rate of the said borough; and to levy specific rates, and to alter existing rates, and to confer, vary, or extinguish exemptions from the payment of rates for all or any of the purposes aforesaid, as Parliament may determine.

And it is also intended to insert in the said Bill such other powers and provisions as may be deemed necessary for the purposes aforesaid, and also such powers and provisions as are usually inserted in Bills of a similar nature.

And it is also intended to insert in the said Bill powers and provisions, if Parliament will allow the same, enabling the Minister and Chapelwardens of the parochial chapel of Macclesfield to sell, as inconvenient, the burial-ground lately attached to the said chapel, and to apply the money arising from the sale thereof in the purchase of a more suitable burial-ground or cemetery.—Dated this eleventh day of November 1847.

*Thomas Parrott, Town Clerk,
Macclesfield.*

Magdalen Hospital 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 alter, amend, and enlarge the powers and provisions of an Act, passed in the ninth year of the reign of His Majesty King George the Third, intituled "An Act for the establishing and well governing an hospital for the reception, maintenance, and employment of Penitent Prostitutes, and for extinguishing the right of common of and in certain lands in Saint George's Fields, in the county of Surrey;" and particularly to enable the President, Vice-Presidents, Treasurer, and Governors of the Magdalen Hospital, incorporated by the said Act, to sell, lease, and exchange lands, and to advance and lend money on mortgage, and for the better regulation of the affairs and property of the said corporation.—Dated this nineteenth day of November 1847.

Saint Helen's Canal and Railway.
Extension to Liverpool.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, extend, and enlarge the powers and provisions of the several Acts following, that is to say, an Act, passed in the eleventh year of the reign of King George the Fourth, intituled "An Act to consolidate and amend the Acts relating to the Sankey Brook Navigation, in the county of Lancaster, and to make a navigable canal from the said navigation at Fidler's-ferry, to communicate with the river Mersey, at Widnes-wharf, near Westbank, in the township of Widnes, in the said county; another Act, passed in the same year, intituled "An Act for making a railway from the Cowley-hill Colliery, in the parish of Prescott, to Runcorn-gap, in the same parish (with several branches therefrom), all in the county palatine of Lancaster, and for constructing a wet dock at the termination of the said railway at Runcorn-gap aforesaid;" two other Acts, passed respectively in the fourth year of the reign of King William the Fourth, and in the first year of the reign of Her present Majesty, enlarging the powers of the Saint Helen's and Runcorn-gap Railway Company, and enabling the said Company to raise a further sum of money; another Act, passed in the ninth year of the reign of Her present Majesty, intituled "An Act for uniting the Sankey-brook Navigation with the Saint Helen's and Runcorn-gap Railway, and for other purposes;" "The Saint Helen's Canal and Railway Act, 1846;" and "The Saint Helen's Canal and Railway Act, 1847."

And it is proposed, by the said intended Act, to authorize the Saint Helen's Canal and Railway Company to construct and maintain a railway, with all proper works, stations, approaches, and conveniences connected therewith, commencing by a junction with the railway authorized by the Saint Helen's Canal and Railway Act, 1846, in or near a certain field belonging to John Lightbody, in the township of Garston, in the parish of Childwall, on the east side of a public road leading from Garston to the township of Speke, passing through Garston, Aigburth, Childwall, Toxteth-park, the borough of Liverpool, and the parish of Liverpool, or some of them, or some part thereof respectively, and terminating at or near the junction of Mersey-street and Canning-place, in the last named borough and parish of Liverpool, which said intended railway will be situate wholly in the county of Lancaster.

And also to construct and maintain a branch railway, with all proper works, stations, approaches, and conveniences connected therewith, commencing by a junction or junctions with the said intended new line of railway, at or near certain Iron Works belonging to and occupied by "The Mersey Steel and Iron Company," and situate and being No. 69, in Sefton-street, on the south side of Egerton-street, in the extra-parochial township or place called Toxteth-park, passing through Toxteth-park, the borough of Liverpool, and the parish of

Liverpool, or some of them, or some part thereof respectively, and terminating at or near the shed and quay on the east side of Queen's-dock, at a point between the bottom of Parliament-street and Greenland-street, in the said borough and parish, all in the said 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 streets, ways, 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 so to stop up, alter, or divert for the purposes of the said intended railways and works.

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

And notice is hereby further given, that duplicate 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 owners and lessees, 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 for the county of Lancaster, at his office in Preston, together with a published map, showing the direction of the said intended railways, and also a copy of this notice, 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, together with a copy of this notice, will be deposited, on or before the same thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences, and also that a copy of so much of the said plans, sections, and books of reference, as relates to the extra-parochial place of Toxteth-park, in or through which the said intended railways and works, or some part thereof, are intended to be made, together with a copy of this notice, will be deposited, on or before the same thirtieth day of November, with the parish clerks of the adjoining parishes of Liverpool and Childwall.—Dated the 13th day of November 1847.

John Whitley, Solicitor for the Bill.

Aberavon Market.

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

enable the Portreeve, Aldermen, and Burgesses, of the town and borough of Avon, otherwise Aberavon, in the county of Glamorgan, to make and maintain a market and market-place, with all proper roads, approaches, and conveniences, in and for the town and borough of Avon, otherwise Aberavon, in the parish of Aberavon, in the county of Glamorgan, and to give to the said Portreeve, Aldermen, and Burgesses all necessary powers for the government and regulation of the said market and market-place, and for making regulations as to the placing and removing of carts, stalls, standings, and other obstructions in the public streets, ways, and passages, caused by the exposure of merchandize and provisions offered for sale within the said town and borough, and to prevent the hawking and vending of merchandize and provisions in the public streets, ways, and passages, or other places than the said market and market-place.

And it is also intended by the said Act to take powers for the purchase, by compulsion or by agreement, of certain lands and houses and other rights or property for the purposes aforesaid; and it is also intended to take powers for the establishment, erection, and maintenance of a public slaughter-house or public slaughter-houses, and all other requisite conveniences for the use of persons attending the said market, and of the inhabitants of the said town and borough, and for the inspection of the said slaughter-houses and the wholesomeness of the meat, fish, and other provisions to be offered for sale within the said town and borough; and it is also intended to take powers by the said Act to levy and receive tolls, rents, rates, and dues for the use and occupation of the said market and market-place, or for standage or stallage therein, and also for the use of the said slaughter-house or slaughter-houses, and to confer exemptions from such tolls, rates, rents, or dues; and it is also intended to extinguish all exemptions from payment of tolls, rates, and duties, or any other rights or privileges connected with, or appurtenant to, the several lands or houses, rights, or privileges so to be taken or used as aforesaid, or such other exemptions, from tolls, rates, or duties, as may be contrary to, or inconsistent with, the said intended Act; and also to extinguish all exemptions from the payment of standage or stallage rates, tolls, or duties; and also to extinguish all rights to standage and stallage within the streets or public passages or roads of the said borough, on market and other days.

And it is also intended by the said Act to take powers to enable the said Portreeve, Aldermen, and Burgesses to raise money for the several purposes aforesaid, upon the credit of the tolls, rents, rates, and dues, or any of them, which may become payable under such intended Act, or on the credit of any property belonging to the said Portreeve, Aldermen, and Burgesses.

Dated this 10th day of November 1847.

Elwellyn and Randall, Solicitors, Neath.

Luton Improvement.

Paving, Lighting, Watching, Cleansing, Draining, and Improving; also the rating of Owners of Houses, &c. to certain rates instead of the Occupiers thereof; and to regulate the Market for Straw Plait.

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 better paving, lighting, watching, cleansing, draining, and otherwise regulating and improving the several streets, lanes, roads, paths, ways, courts, passages, bridges, and other places lying and being within the township of Luton, in the parish of Luton, in the county of Bedford, and for regulating the houses and buildings therein, and for widening and altering the present, and making and opening new streets, ways, and communications, and for making and maintaining drains, sewers, and watercourses, and improving the existing drains and sewers, and removing and preventing encroachments, nuisances, annoyances, and obstructions therein, and for establishing, maintaining, and regulating a proper and effective police; and powers will also be applied for in the said Bill, to levy and collect rates and duties upon the owners and occupiers of the several lands, houses, tenements, and hereditaments, situate within the said township, for carrying into effect the objects aforesaid, and to alter existing rates and duties, and to confer, vary, or extinguish exemptions from the payment of rates or duties and other rights and privileges; and also to raise money, by mortgage or otherwise, upon the security of the said rates and duties; and notice is hereby further given, that it is also intended by the said Bill, to enable the Commissioners, or other persons to be therein named, or to be appointed under any powers thereby given, to supply and light with gas, or otherwise, or to contract with any company, body, or persons, to supply and light with gas, or otherwise, the various streets and other public passages and places within the said township, or any part or parts thereof, and to collect rates or rents for and in respect of the gas so to be supplied.

And notice is hereby further given, that it is intended to apply for powers in the said Bill for regulating the market for straw plait, held in Luton aforesaid, and for levying fines for the breach of such regulations, and to regulate the mode of enforcing such fines.

And notice is hereby further given, that it is intended to apply for powers in the said Bill for rating the landlords, owners, and proprietors of all lands, houses, tenements, and hereditaments of the annual value of ten pounds and under, within the said parish and township and the several hamlets of East Hyde, West Hyde, Leegrave, Limbury-cum-Biscott, and Stopsley, all in the said parish of Luton, and county of Bedford, to the highway rates, and also to the rates for the relief of the poor, and all other parochial rates within the said parish, township, and hamlets, and also to the improvement rates within the said township instead of the occupiers thereof; and in

which Bill provisions are intended to be inserted for levying the same rates, for altering the existing rates, and the mode of making and assessing the same, and for compounding for such rates, and for conferring, varying, or extinguishing exemptions from non-payment of such rates, and other rights and privileges; and it is intended that the said Bill shall contain all the powers and provisions usually inserted in Bills of a similar description, or which may be deemed necessary or expedient for carrying into effect the several objects and purposes aforesaid.

"Dated this tenth day of November 1847.

Edward C. Williamson, Luton, Solicitor
for the said Bill.

**The Plymouth Great Western Dock Act (1846),
Amendment Bill.**

Amendment of Act; Increase of Capital; Power of Subscribing, Purchasing or Leasing by the Great Western Railway, the Bristol and Exeter Railway, and the South Devon Railway Companies.

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 Plymouth Great Western Dock Act, 1846, and to enable the Company thereby incorporated to raise further capital for the purposes of the said Act:

And it is also intended, by the said Act so to be applied for, to alter the mode of appointing Directors of the Plymouth Great Western Dock Company; and to authorize the Great Western Railway Company, the Bristol and Exeter Railway Company, and the South Devon Railway Company, respectively, or some or one of them, to appoint directors, and to contribute towards and become shareholders in the undertaking of the said Plymouth Great Western Dock Company; and also to authorize the sale or letting of the said undertaking by the said Dock Company, and the purchase or taking on lease thereof by the said Great Western Railway, Bristol and Exeter Railway, and South Devon Railway Companies, or some or one of them, and the exercise by them, or some or one of them, of all the powers, privileges and authorities of the before-recited Act; and also to authorize the said three last-mentioned companies, or some or one of them, for the purposes of such subscription, purchase or lease, to raise money by the increase of capital in their undertakings respectively, or otherwise.

And it is also proposed by the said intended Act, and so far as may be deemed requisite for the purposes thereof, to alter, amend, repeal, enlarge or extend the powers and provisions of the several Acts of Parliament hereinafter mentioned (that is to say), the several Acts following, directly or indirectly relating to or affecting the Great Western Railway Company, which Acts (local and personal) are distinguished in the Queen's printers' copies thereof, as the 5 and 6 William IV., cap. 107; 6 William IV., cap. 36;

6 William IV., cap. 38; 6 William IV., cap. 77; 6 William IV., cap. 79; 1 Victoria, cap. 91; 1 Victoria, cap. 92; 1 Victoria, cap. 24; 1 Victoria, cap. 26; 2 Victoria, cap. 27; 3 Victoria, cap. 47; 3 and 4 Victoria, cap. 105; 4 and 5 Victoria, cap. 41; 5 Victoria, session 2, cap. 28; 6 Victoria, cap. 10; 7 Victoria, cap. 3; 7 and 8 Victoria, cap. 68; 8 and 9 Victoria, cap. 40; 8 and 9 Victoria, cap. 53; 8 and 9 Victoria, cap. 155; 8 and 9 Victoria, cap. 156; 8 and 9 Victoria, cap. 184; 8 and 9 Victoria, cap. 188; 8 and 9 Victoria, cap. 190; 8 and 9 Victoria, cap. 191; 9 Victoria, cap. 14; 9 and 10 Victoria, cap. 166; 9 and 10 Victoria, cap. 181; 9 and 10 Victoria, cap. 236; 9 and 10 Victoria, cap. 239; 9 and 10 Victoria, cap. 240; 9 and 10 Victoria, cap. 278; 9 and 10 Victoria, cap. 313; 9 and 10 Victoria, cap. 315; 9 and 10 Victoria, cap. 335; 9 and 10 Victoria, cap. 337; 9 and 10 Victoria, cap. 338; 9 and 10 Victoria, cap. 369; 9 and 10 Victoria, cap. 402; 10 and 11 Victoria, cap. 60; 10 and 11 Victoria, cap. 72; 10 and 11 Victoria, cap. 76; 10 and 11 Victoria, cap. 91; 10 and 11 Victoria, cap. 101; 10 and 11 Victoria, cap. 109; 10 and 11 Victoria, cap. 149; 10 and 11 Victoria, cap. 154; 10 and 11 Victoria, cap. 226; 10 and 11 Victoria, cap. 243:

And also the several Acts relating to the Bristol and Exeter Railway Company, and which Acts (local and personal) are distinguished in the Queen's printers' copies thereof, as 6 William IV., cap. 36; 1 Victoria, cap. 26; 3 Victoria, cap. 47; 4 and 5 Victoria, cap. 41; 8 and 9 Victoria, cap. 155; and 9 and 10 Victoria, cap. 181:

And also the several Acts relating to the South Devon Railway Company (that is to say), the South Devon Railway Act, 1844; the South Devon Railway Act (Amendment and Branches), 1846; and the South Devon Railway Act (Extensions and Amendment), 1847.—Dated 5th November 1847.

Whiteford, Bennett, and Tucker,
Plymouth;
W. O. and W. Hunt, 10, White-
hall, London, } Solicitors.

Halifax Sewage 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 for constructing and maintaining an aqueduct cut or conduit to commence at or near the bottom of Cribb-lane, in the township and parish of Halifax, in the west riding of the county of York, upon a certain drain or sewer called Cribb-lane Drain, and to terminate in a certain piece of land situate in Wharf-road, in the same township of Halifax, the property of the devisees in trust under the will of the late George Mackay Sutherland, and now unoccupied, which said piece of land is bounded on the east by the Hebble-brook, on the south by the said Wharf-road, and on the north and west by the proposed station of the West Riding Union Railways Company; and also another aqueduct cut or conduit to commence in Lilly-lane, in the

same township of Halifax, at or near the gates leading into the Bath-gardens from that lane or street, and to terminate in the said piece of land lastly hereinbefore described.

And also to construct and maintain a reservoir or reservoirs in the said piece of land so described as aforesaid.

And also to lay down and maintain a pipe or main from such reservoir or reservoirs to a point on the towing path of the canal of the Calder and Hebble Navigation Company, where the same is crossed by an occupation bridge over the said canal and called Sterne-mills-bridge, in the township of Skircoat, in the said parish of Halifax, together with all necessary stations, pipes, engine works, and conveniences connected therewith, which said aqueducts, cuts or conduits, reservoir or reservoirs, mains, pipes, and other works will be made or pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial places of Halifax, Skircoat, and Southowram, or some of them, all in the west riding of the county of York.

And it is intended to obtain powers to collect, impound, and carry away by means of such aforesaid works the sewage water flowing through certain drains and sewers within the township of Halifax aforesaid, now emptied into the Hebblebrook, and called or known by the names of the Cribb-lane Drain, the Foundry-street Drain, the Well-lane Drain, the Cripplegate Drain, the Lower Kirkgate Drain, the Vicar-lane Drain, the Berry-lane Drain, the Railway-station Drain, the Wharf-road Drain, and the Lilly-lane Drain, or by such other name or names as the same are more particularly called, known, or distinguished, and through all and every the tributary drains in connection therewith, and to treat the said sewage water so collected and impounded chemically, and to separate from the water the solid matter contained therein, and also to collect and solidify the noxious gases which may be evolved therefrom, and to distribute the same to agriculture and other useful purposes.

And it is intended to apply for powers to deviate in the construction of the proposed works to such extent as will be shown or defined on the plans hereinafter referred to.

And it is also intended to incorporate certain persons into a company, and to grant such company all necessary powers for carrying out the object and purposes aforesaid, and also to obtain powers for the purchase of lands and houses by compulsion or agreement, and to open or break up either compulsorily or otherwise the soil or pavement of all such roads, sewers, streets, drains, and public or private ways within the said parishes, townships, townlands, and extra-parochial places, or some of them, which it may be necessary to open or break up for the purposes of laying down thereunder mains or pipes, or of otherwise carrying into execution the objects aforesaid; and further to obtain powers for selling the sewage water and other matters so collected, impounded, and carried away, and for recovering all sums due from time to time to the said company for the same.

And it is also intended to alter, vary, or extinguish all rights and privileges connected with the lands and houses, sewers, streets, roads, and ways so proposed to be purchased or leased as would in any manner impede or interfere with the maintenance or construction of the said intended works, or any of them, and to confer other rights and privileges.

And notice is hereby further given, that plans and sections of the proposed works, with books of reference thereto, together with a copy of this notice respectively, will, on or before the 30th 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 in Wakefield; and that, on or before the same day, a copy of so much of the said plans, sections, and books of reference as relates to the parishes within which the said works are intended to be made, together with a copy of this notice, will be deposited with the parish clerk of each parish at his place of abode.—Dated this 5th day of November 1847.

Norris and Norris, Solicitors to the Bill.

Shropshire Union Railways and Canal.

Extension of Time for Purchase of Land for completing Newtown to Crewe, and Chester and Wolverhampton Lines; Alterations in Newtown to Crewe Line, and New Branch; and Purchase of the Shropshire Canal.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to extend the times respectively limited by the Shropshire Union Railways and Canal, Newtown to Crewe, with Branches Act, 1846, and also by the Shropshire Union Railways and Canal, Chester and Wolverhampton Line Act, 1846, for the compulsory purchase of lands and houses required for the purposes of the said Acts, and also to extend the times respectively limited in the said Acts for the completion of the works authorized to be made thereby. And by the same Act it is intended to take powers to make the several alterations or deviations hereinafter mentioned, in the main line of the Shropshire Union Railway, from Newtown to Crewe, as at present authorized by the said firstly-mentioned Act (that is to say), a deviation or alteration to commence from or out of the said main line of railway, in or near a field numbered 44, in the township of Trwstewelin, in the parish of Berriew, in the county of Montgomery, on the plan of the said railway referred to in the said firstly-mentioned Act, thence to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places of Trwstewelin, Garthmill, and Berriew, or some or one of them, in the county of Montgomery aforesaid, and terminate by a junction with the said main line at or near a certain stack yard, numbered 84 on the said plans, in the township of Garthmill, and parish of Berriew aforesaid. And also a deviation or alteration, to commence from and out of the said main line of railway in or near a field, numbered

15, in the township of Twyford, and parish of West Felton, in the county of Salop, on the plans referred to as aforesaid, thence to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places of Twyford, Rednall, Sutton, West Felton, Aston, Wootton, Oswestry, and Whittington, and Whittington, or some of them, in the county of Salop, and terminate by a junction with the said main line, near a field numbered 4 in the township of Whittington, in the parish of Whittington aforesaid, on the said plans. And also a deviation or alteration to commence from and out of the said main line of railway, at or near a certain field numbered 14, in the township of Whittington and parish of Whittington aforesaid, on the plans referred to as aforesaid, thence to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places of Whittington, Berghill, Whittington, West Felton, Rednall, Welsh Frankton, Hordley, Hordley, or some or one of them, in the county of Salop aforesaid, and terminate by a junction with the said main line at or near a field numbered 41, in the township of Welsh Frankton, and parish of Whittington aforesaid, on the said plan, and to abandon so much of the said main line as at present authorized as will be rendered unnecessary by reason of the construction of the said deviations or alterations.

And by the same Act it is also intended to take powers to make and maintain a branch railway or railways, of the length of 700 yards or thereabouts, with all proper works and conveniences connected therewith, for the purpose of forming a junction between the said Newtown and Crewe Railway, and the Shrewsbury and Chester Railway, commencing from and out of the line of the said secondly-mentioned deviation or alteration near to the north-east side of a certain field in the township of Wootton, in the parish of Oswestry, in the county of Salop, numbered 300 in the said township and parish on the plans referred to as aforesaid, and passing thence from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them, that is to say; Wootton, Oswestry, Sutton, and West Felton, in the county of Salop, and terminating by a junction with the Shrewsbury and Chester Railway, in a certain field numbered 25 in the township of Sutton, in the parish of West Felton aforesaid, on the said plans. And it is also intended by such Act to take powers for the purchase of lands, by compulsion or agreement, for the purposes of the said deviations or alterations, in the said main line of the said railway, and also the said branch railway and other works aforesaid, 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 also intended by the said Act to take powers for confirming an agreement made in or about the month of February 1847, for the purchase, by the said Shropshire Union Railways and Canal Company, of the Shropshire canal, and to authorize the said company, and also the Shropshire Canal Company, to do all such acts, and to

confer upon them all such powers, rights, and privileges as may be necessary for carrying such agreement into full and complete effect.

And it is also intended by the said Act to alter, amend, extend, and enlarge, and also to repeal, some of 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 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; 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; the Shropshire Union Railways and Canal, Shrewsbury and Stafford Railway Act, 1846; the Shropshire Union Railways and Canal, Lease Act, 1847; and the Act relating to the Shropshire Canal, passed in the twenty-eighth year of the reign of King George the Third, intitled "An Act for making and maintaining a navigable canal from the canal at Donnington Wood, in the county of Salop, to or near a place called Southall-bank, and from thence by two several branches to communicate with the river Severn, one near Coalbrookdale, and the other near Madeley-wood, in the said county, and also certain collateral cuts to join such canal."

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels of the said intended deviations or alterations, branch 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, lessors, and occupiers of such lands, and a copy of the notice published in the London Gazette of the intended application to Parliament 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 Salop, at his office in Shrewsbury, and with the Clerk of the Peace for the county of Montgomery, at his office in Welsh Pool, and that a copy of so much of the said plans, sections, and

book of reference, as relates to each of the parishes or extra-parochial places in or through which the said deviations or alterations in the main line of the said railway, and the said branch railway, are intended to be made, and also a copy of the notice published in the London Gazette, 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, or, in the case of extra-parochial places, with the parish clerk of some parish adjoining thereto, at his residence.—Dated this 1st day of November 1847.

*Parker, Hayes, Barnwell, and
Twisden, 1, Lincoln's-inn-
fields,
Potts and Brown, Chester,
James Wheeler, Manchester,
Henry Heane, Newport,* } Solicitors.

New-street from St. Giles's Church to Oxford-street.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of an Act, passed in the third and fourth years of the reign of Her present Majesty, intituled "An Act to enable Her Majesty's Commissioners of Woods, Forests, Land Revenues, Works, and Buildings, to make additional thoroughfares in the Metropolis;" and to authorise and empower the said Commissioners to continue and complete the new street, now forming from and out of the north side of High Holborn, opposite, or nearly opposite, to St. Giles's Church, in a direct line northward into the new street lately formed by the said Commissioners from the east end of Oxford-street into Holborn, now called Oxford-street; which continuation of such new street is intended to cross the north end of Church-street, St. Giles', and to run from thence northward in a direct line to Oxford-street aforesaid; and will pass from, through, or into the parish of St. Giles in the Fields, in the county of Middlesex.

And in the said Bill will be contained powers for the compulsory purchase of all such houses, buildings, lands, and hereditaments, as may be necessary for carrying the purposes aforesaid into execution.—Dated the thirteenth day of November 1847.

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

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

Lambeth Waterworks.

Extension of Works and Improvement of Supply of 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 to alter, amend, extend, and enlarge, and to repeal some of

the powers and provisions of the two several Acts relating to the Company of Proprietors of Lambeth Waterworks (that is to say), an Act, passed in the 25th year of the reign of His Majesty King George the Third, intituled "An Act for supplying the inhabitants of the parish of Lambeth and parts adjacent, in the county of Surrey, with water;" and another Act, passed in the 4th year of the reign of His Majesty King William the Fourth, intituled "An Act to alter, amend, enlarge, and extend the powers and provisions of an Act for enabling the Company of Proprietors of Lambeth Waterworks to supply the inhabitants of the parish of Lambeth and parts adjacent, in the county of Surrey, with water," or otherwise to repeal the said Acts, and grant other powers and provisions in lieu thereof; and in case of such last-mentioned repeal to re-establish and re-incorporate the said Company, and give to the said Company of Proprietors of Lambeth Waterworks all proper and necessary powers for the supplying with water the following parishes, townships, extra-parochial and other places (that is to say), Thames Ditton, Claygate otherwise Cleygate, Esher, Hook, Long Ditton, Seething Wells, Surbiton, New Kingston, Kingston-upon-Thames, the borough of Kingston-upon-Thames, Talworth otherwise Tolworth, Norbiton, Putney, Malden otherwise Maldon otherwise Maldon Rushot, Morden otherwise Mordon, Wimbledon, Merton, Terriers-bridge, Mitcham, Lower Tooting, Tooting otherwise Tooting Graveney, Tooting Bec, Upper Tooting, Garrett otherwise Garratt otherwise Garvatt, Garrett-green otherwise Garratt-green, Summers Town, Balham otherwise Balgham, Balham-hill otherwise Balgham-hill, Clapham, Wandsworth otherwise Wandsworth, Battersea, Streatham, Thornton-heath, Broad-green, Croydon-common, Croydon, Clapham-park, Brixton-hill, Brixton, Tulse-hill, Knight's-hill, Norwood, Lower Norwood, Upper Norwood, Crown-hill, Gibson's-hill, Westow-hill, Penge, Penge-common, Dulwich, the manor and hamlet of Dulwich, Dulwich-hill, Herne-hill, Denmark-hill, Champion-hill, Peckham, the liberty of Peckham, Peckham-rye, Nunhead, Nunhead-hill, Nun-green, Walworth-common, Newington, Newington Butts, St. Mary Newington, Vauxhall, Stockwell, Stockwell-common, Kennington, Walworth, Camberwell, Bermondsey otherwise Bermundsey otherwise St. Mary Magdalen Bermondsey otherwise Bermundsey; the parish of St. Mary, Lambeth, Lambeth, the borough of Lambeth, Rotherhithe otherwise St. Mary Rotherhithe, all in the county of Surrey; the parishes of St. John Horselydown otherwise Horsleydown, St. Saviour, St. George the Martyr, Christchurch, St. Olave, St. Thomas, and the Clinck Liberty in the borough of Southwark, and the borough of Southwark, in the county of Surrey; Sydenham, Forest-hill, Bell-green, Beckenham, Southend, Lewisham, Rushy-green, Brockley, Hither-green, Lee, and Lee-green, in the county of Kent; and for such purpose to enable the said Company to 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 conduit, aqueduct, pipe, or main, to commence at or near the mid-stream of that part of the river Thames which adjoins or is near to the wharfs, commonly called or known by the names of the Old Three Pigeons' Wharf, and Ditton Wharf, in the parish of Long Ditton, in the county of Surrey, late in the occupation of Charles Schofield, and now in the respective occupations of Thomas William Chapman and William George Clark; and to terminate in the western side of the existing reservoirs of the said Company, near to or adjoining the House of Correction at Brixton, in the parish of St. Mary Lambeth, in the said county of Surrey; and also diverging conduits, aqueducts, pipes, cuts, or drains, from the said firstly described conduit, aqueduct, pipe, or main, with all proper feeders, sluices, drains, works, and conveniences, which said conduit, aqueduct, pipe, or main, and several other works, will be situate within and pass from, in, through, or into the following parishes, townships, extra-parochial and other places following, or some of them (that is to say), Thames Ditton, Long Ditton, Seething-wells, Surbiton, New Kingston, Kingston-upon-Thames, the borough of Kingston-upon-Thames, Norbiton, Malden otherwise Maldon otherwise Maldon Rushot, Wimbledon, Morden otherwise Mordon, Merton, Terriers-bridge, Mitcham, Lower Tooting, Tooting otherwise Tooting Grave-ney, Wandsworth otherwise Wandlesworth, Upper Tooting, Tooting Bec, Streatham, Clapham, Balham otherwise Balgham, Balham-hill otherwise Balgham-hill, Clapham-park, Lambeth, Brixton, and Brixton-hill, or some of them, in the county of Surrey; the river Thames, or some part or parts thereof, in or adjoining the parishes of Long Ditton and Hampton Wick, in the counties of Surrey and Middlesex, and the banks and bed of such part of the river Thames.

And also to construct and maintain a drain to commence from a point in Moulsey-lane, at a distance of 135 yards, or thereabouts, in a westerly direction, from the southern corner of the Swan Inn, at Thames Ditton, in the parish of Thames Ditton, in the said county of Surrey, and to terminate in the river Thames, opposite the island called Ravens Eyott, and near the mouth of the drain from Surbiton and New Kingston, in the parish of Kingston-upon-Thames, in the county of Surrey, with a branch from and out of such intended drain, to commence at a point near the west end of the New-road, in Thames Ditton, and to terminate by a junction with the present drain in Thames Ditton Up-street, opposite a house and premises in the occupation of James Joyce, which said intended drains will be situate within and pass from, in, through, and into the several parishes, townships, extra-parochial and other places following (that is to say), Thames Ditton, Long Ditton, Seething-wells, and Kingston-upon-Thames, in the said county of Surrey.

And by the said Bill power is intended to be given to the said Company to stop up, divert, and remove such portion of the existing drains running into the river Thames between Ditton Alders, in the

parish of Thames Ditton, and the mouth of the aforesaid drain, from Surbiton and New Kingston, in the parish of Kingston-upon-Thames aforesaid, and which portions of the said drains, so intended to be stopped up, diverted, and removed, are situate within the several parishes, townships, extra-parochial and other places following (that is to say), Thames Ditton, Long Ditton, Seething-wells, and Kingston-upon-Thames, in the county of Surrey.

And by the said Bill power is intended to be given to the said Company to divert the drainage or part of the drainage of the said several parishes, townships, and extra-parochial or other places of Thames Ditton, Long Ditton, Seething-wells, and Kingston-upon-Thames, or such part thereof as may be necessary or expedient, into the said drains so intended to be constructed by the said Company as aforesaid.

And by the said Bill it is intended to empower the said Company to make and construct cuts, tanks, and works, and to lay pipes in, through, and into the banks, bed, and soil of the said before mentioned part of the river Thames, and upon or near to the said lands or wharfs, commonly called or known by the names of the Old Three Pigeons' Wharf and Ditton Wharf as aforesaid, for the purpose of obtaining, drawing, and impounding water from the river Thames, or from the said part of the river Thames, which last mentioned cuts, tanks, works, and pipes will be situate within the parishes, townships, extra-parochial or other places following (that is to say), Kingston-upon-Thames and Long Ditton, or one of them, in the said county of Surrey, and Hampton Wick, in the county of Middlesex, and the river Thames, and the banks, bed, and soil thereof.

And by the said Bill it is intended to empower the said Company to supply such water to all or any of the several parishes, townships, extra-parochial and other places, in this notice before mentioned or referred to, or any part thereof respectively.

And by the said Bill it is intended to empower the said Company to break up streets, roads, and public passages and places, and lay pipes and other works for the conveyance of water in, over, under, along, through, and across private lands and streets, roads, public passages, canals, railways, tramways, navigations, bridges, rivers, docks, and other places, and from time to time to sink such wells or shafts, and make, maintain, alter, or discontinue such reservoirs, waterworks, cisterns, tanks, aqueducts, drains, cuts, sluices, pipes, culverts, engines, and other works, and erect such buildings upon the lands and streams, and alter the course of any such streams (not being navigable), and also take such waters as may be found in and under or on the lands to be taken for constructing the works, as the said Company shall think proper, in the several parishes, townships, extra-parochial and other places in this notice before mentioned or referred to; and to alter, divert, stop up, or construct such sewers, drains, watercourses, roads, and ways, in any of the parishes, townships, extra-parochial or other

places aforesaid, as may be necessary or convenient for the construction and maintenance of the said intended works, or any of them; and also to empower the said Company to levy and recover rates, tolls, rents, and duties, for and in respect of the supply of water to be afforded by them as aforesaid, and to alter or vary the existing rates, tolls, rents, and duties, and to confer, vary, or extinguish exemptions from the payment of rates, tolls, rents, and duties, and other rights or privileges, as may be found expedient; and to enable the said Company to increase their capital by the creation of new shares, or by mortgage or bond, or by such other means as Parliament shall authorize and direct; and to enable the said Company to contract to supply, and to supply other water companies and bodies with water from the source hereinbefore mentioned, or to sell or lease such water to such other companies and bodies, upon such terms and for such equivalents as the said Company, and such other companies and bodies, or any of them, shall mutually agree upon; and to empower the said Company to deviate in constructing the said works, or some of them, from the line shewn on the plans hereinafter referred to, to the extent of the limits of deviation shewn on the said plans; and to empower the said Company to purchase by compulsion or agreement, or otherwise, or take by demise for terms of years, and either subject or not subject to reserved yearly or other rents, all such houses, lands, tenements, springs, streams, easements, and hereditaments, as may be necessary for the purposes aforesaid; and to vary and extinguish all rights and privileges in any manner belonging to or connected with such houses, lands, tenements, springs, streams, easements, and hereditaments respectively, or heretofore claimed, exercised, or enjoyed within or in respect of any of the said several parishes, townships, extra-parochial or other places, or any part thereof, whether by virtue of any charter, Act of Parliament, or otherwise, howsoever, or which would in any manner impede, or interfere, or be inconsistent with the purposes aforesaid; and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and duplicate sections, describing the situation, line, or course, and levels respectively of the said intended conduit, aqueduct, pipe, or main, cuts, tanks, drains, and other works, matters, and things as required by the Standing Orders of the two Houses of Parliament, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and hereditaments proposed to be taken for the purposes aforesaid; and a copy of the notice published in the London Gazette of the intended application to Parliament, 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 Surrey, at his office in North-street, Lambeth; and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions-house, Clerkenwell-green.

And that, on or before the same thirtieth day of

November instant, a copy of so much of the said plans, sections, and books of reference, as relates to any of the parishes hereinbefore mentioned, and a copy of the notice published in the London Gazette, of the intended application to Parliament, will be respectively deposited with the parish clerk of each such parish, at his place of abode.—Dated this ninth day of November 1847.

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

Chester and Holyhead Railway.

Power to purchase, hire, and use Steam Boats, and for London and North Western Railway Company to contribute Additional Capital.

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 Chester and Holyhead Railway Company to purchase or construct, and to use, maintain, and work steam boats and other vessels for completing the communication with Ireland, or to charter or hire steam boats or other vessels, or contribute towards the funds of any company or persons having or making and navigating steam boats and other vessels for such purpose, and to raise the necessary capital for such purposes, or either of them, or to contribute and pay the same out of their corporate funds; and to take tolls, rates, and fares in respect of, and for the use of such steam boats or other vessels.

And notice is hereby further given, that it is proposed by the said intended Act to enable the London and North Western Railway Company to raise additional capital, and to contribute towards and to purchase and take and hold additional shares and stock in the capital of the Chester and Holyhead Railway Company; and it is also proposed by the said intended Act to alter, amend, explain, and enlarge some of the powers and provisions of the Acts following, or some of them (that is to say); the several Acts relating to the Chester and Holyhead Railway, namely, local and personal Act 7 and 8 Victoria, cap. 65; local and personal Act 9 and 10 Victoria, cap. 33; and local and personal Acts 10 and 11 Victoria, cap. 147 and 238; and also 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 London and Birmingham Grand Junction, and Manchester and Birmingham Railways, or the said London and North Western Railway, or some of them (that is to say); local and personal Acts 9 and 10 Victoria, cap. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, and 369; and local and personal Acts 10 and 11 Victoria, cap. 73, 91, 107, 114, 118, 120, 121, 132, 139, 159, 178, 188, 228, 236, 278, and 294.—Dated this tenth day of November 1847.

Timothy Tyrrell, Guildhall, London; Parker, Hayes, Barnwell, and Twisden, 1, Lincoln's-inn-fields, Solicitors.

Reading, Guildford, and Reigate Railway.
Approach to Reading, Branch Railway to London
and South Western Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the Reading, Guildford, and Reigate Railway Company to make an approach to the said railway, to be wholly situate in the parish of Saint Lawrence, in the borough of Reading, commencing at or near the spot where Vastern-street runs into Friar-street, and terminating at or near the east side of the field numbered on the plans referred to in the Reading, Guildford, and Reigate Railway Act, 1846, 15 in the said parish, and for such purpose to open an ample and sufficient road and footway from Friar-street, along part of or across Vastern-street, and through some of the houses and premises on the east side thereof, into and through the said field numbered 15 on the said plans, and to widen or divert Vastern-street.

And it is also intended by the said proposed Act to make a branch railway, of the length of five hundred and fifty yards, or thereabouts, commencing by a junction with the line of the Reading, Guildford, and Reigate Railway, as at present authorized to be made, at a point where the two fields, numbered respectively on the said plans 65 and 67, in the parish of Farnborough, in the county of Southampton, unite, or at a point in one of such fields near their said union, 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, Farnborough, in the county of Southampton, and Frimley and Ash, in the county of Surrey, and terminating in the chapelry of Frimley and parish of Ash, in the last-mentioned county, by a junction with the main line of the London and South Western Railway, at a point about two hundred yards from the bridge of the said railway, over the river Blackwater, on the London side thereof.

And it is intended by such proposed Act to take powers to stop up, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, pipes, sewers, canals, streams, and rivers within the before-mentioned parishes, townships, and places which it may be necessary so to stop up, alter, or divert for the purposes aforesaid.

And it is intended by the said proposed Act to enable the said company to raise a further sum of money for carrying into effect the several objects aforesaid (should any further capital be required), and to purchase by compulsion or agreement lands and buildings for the purposes of the said proposed new 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 it is further proposed to vary or extinguish all existing rights and privileges connected with the lands and buildings proposed to be purchased or interfered with, on which would in any

manner impede or interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

And notice is hereby further given, that maps, plans, and sections, describing the lines and levels of the said proposed approach and branch railway, and the lands to be taken for the purposes thereof respectively, together with books of reference to such plans, and a copy of this notice, as inserted in the London Gazette, 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 Surrey, at his office in North-street, Lambeth; with the Clerk of the Peace of the county of Berks, at his office in Abingdon; and with the Clerk of the Peace of the county of Southampton, at his office in Winchester; and copies of so much of such plans, sections, and books of reference as relate to the several parishes and extra-parochial places in or through which the said intended works are proposed to be made, together with a copy of this notice, as inserted in the London Gazette, will be deposited, on or before the said thirtieth day of November, as follows, in the case of parishes, with the parish clerks of such parishes respectively, at their respective residences; and in the case of every extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence.

And it is intended by the said proposed Act to amend, so far as may be necessary for the purposes thereof, the Reading, Guildford, and Reigate Railway Act, 1846, and Reading, Guildford, and Reigate Railway Amendment Act, 1847, and to extend the provisions of such Acts to the said intended Act.—Dated 10th November 1847.

Hodgson, Concanen, and Noyes,
Lincoln's-inn-fields, Solicitors
for the Bill.

Reading, Guildford, and Reigate Railway.

(Alterations in Works, stopping up Road in Sonning, Approach to Reading, Branch Railway to London and South Western Railway, Opening Line for public Traffic, Extension of Time for Making Line between Gomshall and Dorking.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorise the Reading, Guildford, and Reigate Railway Company, in the construction of the said railway to make the works following in the manner hereinafter described, and not as described on the plans or sections of the said railway referred to in the Reading, Guildford, and Reigate Railway Act, 1846, that is to say,

- 1st. Road numbered 46, in the parish of Buckland, in the county of Surrey, on the said plans, to be crossed on the level and such alterations to be made in the present level of such road as may be necessary in order to effect such object.
- 2nd. The viaduct over the river Mole, in the parish of Dorking, in the county of Surrey, to be seventy-two yards in length, or thereabouts,

and the remaining one hundred and four yards, described as viaduct upon the said sections to be solid embankment.

3d. The viaduct over the river Wey, in the parish of Shalford, in the county of Surrey, to be thirty yards in length, or thereabouts, and the remaining sixty yards, described as viaduct upon the said sections, to be solid embankment.

4th. The viaduct over the river Kennett, in the liberty of Early, parish of Sonning, and parish of Saint Lawrence, Reading, or one of them, in the county of Berks, to be seventy-seven yards in length, or thereabouts, and the remaining two hundred and twenty-three yards, described as viaduct upon the said sections, to be solid embankment.

5th. The span of the bridge across the Basingstoke Canal, numbered on the said plans 75, in the parish of Ash, in the county of Surrey, to be twenty-two feet, or thereabouts.

6th. The roads, numbered respectively on the said plans 15, 20, and 26, in the parish of Sandhurst, in the county of Berks, to be diverted into one, and crossed by one bridge instead of three bridges, and so much of the said roads as will be rendered unnecessary by reason of such diversion, to be permanently stopped up.

And it is also intended by the said proposed Act to take power to stop up permanently the road numbered 7, in the liberty of Early, in the parish of Sonning aforesaid, on the said plans.

And it is also intended by the said proposed Act to authorize the said company to make an approach to the said railway to be wholly situate in the parish of Saint Lawrence, in the borough of Reading, commencing at or near the spot where Vastern-street runs into Friar-street, and terminating at or near the east side of the field, numbered on the said plans 15, in the last-mentioned parish, and for such purpose to open an ample and sufficient road and footway from Friar-street along part of or across Vastern-street, and through some of the houses and premises on the east side thereof into and through the said field numbered 15 on the said plans, and to widen or divert Vastern-street.

And it is also intended by the said proposed Act to make a branch railway of the length of five hundred and fifty yards, or thereabouts, commencing by a junction with the line of the Reading, Guildford, and Reigate Railway, as at present authorized to be made, at a point where the two fields, numbered respectively on the said plans 65 and 67, in the parish of Farnborough, in the county of Southampton, unite, or at a point in one of such fields near their said union, 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, Farnborough, in the county of Southampton, and Frinley and Ash, in the county of Surrey, and terminating in the chapelry of Frinley and parish of Ash, in the last-mentioned county, by a junction with the main line of the London and South Western Railway, at a point about two hundred yards from the bridge of the said railway over the river Blackwater, on the London-side thereof.

And it is intended by such proposed Act to take powers to stop up, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, pipes, sewers, canals, streams, and rivers within all or any of the aforesaid parishes, townships, and places which it may be necessary so to stop up, alter, or divert, for any of the purposes aforesaid.

And it is intended by the said proposed Act to enable the said company to raise a further sum of money for carrying into effect the several objects aforesaid (should any further capital be required), and to purchase, by compulsion or agreement, lands and houses for the purposes of the said approach to Reading and Branch Railway to the London and South Western Railway, and to levy tolls, rates, and duties in respect of the use of the said proposed new works, and to grant certain exemptions from payment of such tolls, rates, and duties.

And it is further proposed to vary or extinguish all existing rights and privileges connected with the lands and buildings proposed to be purchased or interfered with, or which would in any manner impede or interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

And notice is hereby further given, that maps, plans, and sections, describing the line and levels of the said intended branch railway, and the lands to be taken for the purposes thereof, also plans and sections, describing the situation and levels of the said intended approach, and the course and nature of the diversion to be made of the said roads in the said parish of Sandhurst, and the lands to be taken for such purposes, also sections or amended sections of the Reading, Guildford, and Reigate Railway, or of parts thereof, shewing the alterations to be made in the said road, in the parish of Buckland, and in the viaducts over the rivers Mole, Wey, and Kennett as aforesaid, together with books of reference to such plans of the said intended branch railway; approach, and diversion respectively, and a copy of this notice, as inserted in the London Gazette, 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 Surrey, at his office in North-street, Lambeth; with the Clerk of the Peace of the county of Berks, at his office in Abingdon; and with the Clerk of the Peace of the county of Southampton, at his office in Winchester; and copies of so much of such plans, sections, and books of reference, as relate to the several parishes and extra-parochial places in or through which the said intended works and alterations are proposed to be made, together with a copy of this notice, as inserted in the London Gazette, will be deposited, on or before the said thirtieth day of November, as follows, in the case of parishes, with the parish clerks of such parishes respectively, at their respective residences, and in the case of any extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence.

And it is also intended by the said proposed

Act to repeal or amend so much of the Reading, Guildford, and Reigate Railway Act, 1846, as renders it compulsory upon the Reading, Guildford, and Reigate Railway Company to open for public traffic that portion of the said railway between Reading and the Farnborough station of the London and South Western Railway before opening for public traffic any other portion of their said railway, or in any other manner directly or indirectly restricts the said company from opening for public traffic that portion of their said railway which will be situate between Reigate and Dorking, before opening for public traffic any other portion of the said railway.

And it is also intended by the said proposed Act to amend or repeal so much of the "Reading, Guildford, and Reigate Railway Amendment Act, 1847," as provides that the powers of the Reading, Guildford, and Reigate Railway Company, for making the portion of their railway between Gomshall and Dorking, should cease, unless such portion should be made within two years from the passing of the said Act, and to extend the time limited by such Act for the completion of such part of the said railway, and to continue for a further period the powers of the said company for the construction of the said part of the said railway.

And it is intended by the said proposed Act to amend, so far as may be necessary for the several purposes thereof, the said "Reading, Guildford, and Reigate Railway Act, 1846," and "Reading, Guildford, and Reigate Railway Amendment Act, 1847," and to extend the provisions of such Acts to the said intended Act.—Dated tenth of November 1847.

Hodgson, Concanen, and Noyes,
Lincoln's-inn-fields, Solicitors
for the Bill.

Reading, Guildford, and Reigate Railway.

Alteration in Works; stopping up Road in Sonning; opening Line for Public Traffic; Extension of Time for making Line between Gomshall and Dorking.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the Reading, Guildford, and Reigate Railway Company, in the construction of the said railway, to make the works following, in the manner hereinafter described, and not as described on the plans or sections of the said railway referred to in the Reading, Guildford, and Reigate Railway Act, 1846, that is to say;—

1st. Road numbered 46 in the parish of Buckland, in the county of Surrey, on the said plans, to be crossed on the level, and such alterations to be made in the present level of such road as may be necessary in order to effect such object.

2d. The viaduct over the river Mole, in the parish of Dorking, in the county of Surrey, to be seventy-two yards in length, or thereabouts, and the remaining one hundred and four yards, described as viaduct upon the said sections, to be solid embankment.

3d. The viaduct over the river Wey, in the parish of Shalford, in the county of Surrey, to be thirty yards in length, or thereabouts, and the remaining sixty yards, described as viaduct upon the said sections, to be solid embankment.

4th. The viaduct over the river Kennett, in the liberty of Early, parish of Sonning, and parish of Saint Lawrence, Reading, or one of them, in the county of Berks, to be seventy-seven yards in length, or thereabouts, and the remaining two hundred and twenty-three yards, described as viaduct upon the said sections, to be solid embankment.

5th. The span of the bridge across the Basingstoke Canal, numbered on the said plans 75, in the parish of Ash, in the county of Surrey, to be twenty-two feet, or thereabouts.

6th. The roads numbered respectively on the said plans 15, 20, and 26, in the parish of Sandhurst, in the county of Berks, to be diverted into one, and crossed by one bridge instead of three bridges, and so much of the said roads as will be rendered unnecessary by reason of such diversion to be permanently stopped up.

And it is also intended by the said proposed Act to take power to stop up permanently the road numbered 7 in the liberty of Early, in the parish of Sonning aforesaid, on the said plans.

And it is intended by such proposed Act to take powers to stop up, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, pipes, sewers, canals, streams, and rivers, within all or any of the aforesaid parishes, townships, and places which it may be necessary so to stop up, alter, or divert, for any of the purposes aforesaid.

And it is further proposed to vary or extinguish all existing rights and privileges which would in any manner impede or interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

And notice is hereby further given, that plans and sections, describing the course and nature of the diversion to be made of the said roads in the parish of Sandhurst, and the lands to be taken for such purpose, and sections or amended sections of the Reading, Guildford, and Reigate Railway, or of parts thereof, shewing the alterations to be made in the said road in the parish of Buckland, and in the viaducts over the rivers Mole, Wey, and Kennett as aforesaid, together with books of reference to such plans of the said intended diversion, and a copy of this notice, as inserted in the London Gazette, 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 Surrey, at his office in North-street, Lambeth; with the Clerk of the Peace of the county of Berks, at his office in Abingdon; and with the Clerk of the Peace of the county of Southampton, at his office in Winchester; and copies of so much of such plans, sections, and books of reference as relate to the several parishes and extra-parochial places in or through which the said intended works and alterations are proposed to be made,

together with a copy of this notice, as inserted in the London Gazette, will be deposited, on or before the said thirtieth day of November, as follows; in the case of parishes, with the parish clerks of such parishes respectively at their respective residences, and in the case of every extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence.

And it is also intended by the said proposed Act to repeal or amend so much of the Reading, Guildford, and Reigate Railway Act, 1846, as renders it compulsory upon the Reading, Guildford, and Reigate Railway Company to open for public traffic that portion of the said railway between Reading and the Farnborough Station of the London and South Western Railway, before opening for public traffic any other portion of their said railway, or in any other manner directly or indirectly restricts the said company from opening for public traffic that portion of their said railway which will be situate between Reigate and Dorking before opening for public traffic any other portion of the said railway.

And it is also intended by the said proposed Act to amend or repeal so much of the "Reading, Guildford, and Reigate Railway Amendment Act, 1847," as provides that the powers of the Reading, Guildford, and Reigate Railway Company for making the portion of their railway between Goms-hall and Dorking should cease, unless such portion should be made within two years from the passing of the said Act; and to extend the time limited by such Act for the completion of such parts of the said railway, and to continue for a further period the powers of the said company for the construction of the said part of the said railway.

And it is intended by the said proposed Act to amend, so far as may be necessary for the several purposes thereof, the said Reading, Guildford, and Reigate Railway Act, 1846, and Reading, Guildford, and Reigate Railway Amendment Act, 1847; and to extend the provisions of such Acts to the said intended Act.—Dated tenth of November 1847.

Hodgson, Concanen, and Noyes,
Lincoln's-inn-fields, Solicitors
for the Bill.

Lowestoft Railway and Harbour.

Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to amend, enlarge, and explain the powers and provisions in reference to, and for raising the capital authorized by, the several Acts relating to the Lowestoft Railway and Harbour, and to enable the Lowestoft Railway and Harbour Company, and the Norfolk Railway Company, respectively, to enter into further arrangements in reference thereto; and also to amend, enlarge, and, if necessary, to repeal, certain other powers and provisions contained in the Acts following, or some of them, that is to say; local and personal Act, 8 and 9 Victoria, cap. 45; local

and personal Act, 9 and 10 Victoria, cap. 132; and local and personal Act, 10 and 11 Victoria, cap. 98; local and personal Act, 7 and 8 Victoria, cap. 18; local and personal Acts, 8 and 9 Victoria, caps. 41 and 154; local and personal Act, 9 and 10 Victoria, cap. 169; and local and personal Acts, 10 and 11 Victoria, caps. 64, 94, and 99.—Dated this first day of November 1847.

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

Newport and Pontypool Railway Act Amendment.

(Alteration of Company's Name; Extension of Time for Purchase of Land and Completion of Works; Powers to alter and raise Tolls, and to raise further Money; and for the exclusive Provision by Company of Carriages and Locomotive Power.)

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 the name or style of the Company of Proprietors of the Monmouthshire Canal Navigation, and to extend the time granted by "the Newport and Pontypool Railway Act, 1845," to the said Company, to purchase land and to complete the railway and the other works and undertakings connected therewith, authorized and directed to be done by the said Act; and also to extend the time limited by the said Act for the said Company to improve their existing railways and tramroads, so as to adapt them to locomotive power.

And it is also intended by the said Bill to repeal, alter, or extend so much of the said Newport and Pontypool Railway Act, 1845, as renders it compulsory for the said Company to carry, as common carriers for hire, on their existing railways and tramroads, within three years after the passing of the said Act, and also on the said Newport and Pontypool Railway, when and so soon as the same shall be open for traffic.

And also to extend the time limited by the said Act, at the expiration of which no higher tolls are to be taken on the existing canals, railways, or tramroads of the said Company, than shall be for the time being payable for the like articles conveyed under the like circumstances on the said Newport and Pontypool Railway, or would be payable thereon if then open for traffic.

And also for power to enable the said Company to raise a further sum of money for the purposes aforesaid.

And also to confer upon the said Company the exclusive privilege in all cases of providing the carriages and locomotive power to be used on the said several railways and tramroads.

And also for power to enable the said Company to alter, vary, and increase the tolls, rates, or duties granted by the said Act for the use of the said several railways, tramroads, and canals, and for carrying and for providing propelling power upon the said several railways and tramroads.

And also for power to enable the said Company to contract with any other company or person or

persons to become the carriers on the said railways or tramroads, or any of them; and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties, and other rights and privileges.

And to effect the objects aforesaid, it is also intended, by the said Bill, to alter, amend, and enlarge the powers and provisions of the said Newport and Pontypool Railway Act, 1845, or some of them; and it is also intended to insert in the said Bill such powers and provisions as are usually inserted in Bills of a similar nature, and such other powers and provisions as may be deemed necessary or expedient for the purposes aforesaid.—Dated this 9th day of November 1847.

Alexander Waddington, Usk, Solicitor
for the Bill.

Folkestone Waterworks.

NOTICE is hereby given, that application is intended to be made in the next session of Parliament, for an Act to supply the borough or township of Folkestone, and the parish of Folkestone, both in the county of Kent, and the inhabitants thereof with water.

And notice is hereby further given, that for the purposes aforesaid, it is intended to take, collect, and raise water from certain lands situate within the said parish of Folkestone, and to use, divert, or interfere with all or any springs or streams which may flow across, under, or over the bed of the proposed reservoir or reservoirs hereinafter mentioned, or near thereto, or which may be discovered during the construction of the works to be by such Act authorized, or which may be obtained by boring, sinking wells, or making tunnels or headings into the adjoining lands, and to collect the surface water which may fall and run from the adjoining lands, and to construct and maintain a reservoir or reservoirs in or near a certain place, called the Cherry-orchard or Cherry-gardens, in the said parish of Folkestone, for the purpose of receiving and collecting the waters of such springs or streams as aforesaid, and to convey such water by pipes, culverts, aqueducts, or cuts across, through, under, or over certain lands and grounds, and along certain public roads and ways through, to, and into the said parish of Folkestone, and the said borough or township of Folkestone aforesaid, and for the purposes aforesaid, to make, construct, erect, lay down, and maintain all necessary reservoirs, filtering beds, steam engines, sluices, channels, culverts, mains and other pipes, and other works and conveniences connected therewith, and which said works will be made in and pass through, from, in, or into the said parish of Folkestone, and the said borough or township of Folkestone.

And it is intended to apply for 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, and stop up, whether temporarily or permanently, all such turnpike roads and other highways, streets, rivers, streams, and sewers, within

the said parish and township, or other places aforesaid, or such of them as may be necessary for the purposes of the said works, and to take up the pavements, foot paths, roads, and streets within the said parish and township or borough aforesaid, or such of them as may be necessary for the purpose of laying down pipes to distribute the water and supply the same to the inhabitants of the parish and township or borough aforesaid.

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 aforesaid purposes, and the proposed works, or some part thereof; and to apply for powers for the compulsory purchase of lands, houses, and streams of water, and to vary, repeal, or extinguish existing rights and privileges connected therewith, and to levy tolls, rates, and duties, and confer, vary, or extinguish other rights and privileges.

And notice is hereby further given, that, on or before the thirtieth day of November instant, duplicate plans and sections of the said intended works and the land through which the same are proposed to be made, together with a book of reference thereto, and a copy of this (being the Gazette) notice will be deposited with the Clerk of the Peace for the county of Kent, at his office in Maidstone, in the county of Kent; and with the Clerk of the Peace for the said borough or township of Folkestone, at his office in the said borough; and that, on or before the said thirtieth day of November instant, a copy of the said plans, sections, books of reference, and Gazette notice will be deposited with the parish Clerk of the said parish of Folkestone, at his place of abode.—Dated this 5th day of November 1847.

Richard Hart, Solicitor.

West Hartlepool Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill in order to obtain an Act to authorize the construction and maintenance of a railway hereinafter mentioned, with all proper communications, and all other necessary and convenient works connected therewith (that is to say), a railway commencing at and by a junction with the Stockton and Hartlepool Railway, at a distance of twenty yards or thereabouts northwards of the bridge on which the said Stockton and Hartlepool Railway passes over the road leading from Stranton to the sea-shore, in the parish of Stranton, in the county of Durham, and terminating at the south end of the old town wall of Hartlepool, in the parish of Hart, in the said county of Durham, on the north side of Northgate, in Hartlepool aforesaid, and at a distance of eighty-four yards or thereabouts westward of the gas works of Hartlepool aforesaid; which said intended railway and works will be made and maintained in, and pass through, through, or into, and be situate within the several townships, town lands, and extra-parochial or other places following, or some of them (that is to

say), Stranton, Hart, Throston, and Hartlepool, and the parishes of Stranton and Hart, all in the said county of Durham.

And it is also intended by the said intended Act to authorize the construction and maintenance of the two branch railways hereinafter mentioned, with all proper communications, and all other necessary and convenient works connected therewith (that is to say), one of such branch railways commencing at and by a junction with the said first-mentioned intended railway, in the said parish of Hart, at a distance of 871 yards or thereabouts in a south westerly direction from the point where the said first-mentioned intended railway is intended to pass under the railway of the Hartlepool Dock and Railway Company, in the said parish of Hart, such point of crossing being about 1192 yards eastward of the one mile post on the said railway of the said Hartlepool Dock and Railway Company, and terminating at and by a junction with the said railway of the said Hartlepool Dock and Railway Company, at a distance of 308 yards or thereabouts eastward of the said one mile post on the said last-mentioned railway; and the other of such branch railways commencing at and by a junction with the said first-mentioned intended branch railway, at a distance of 270 yards or thereabouts in a north westerly direction from the point where the said first-mentioned intended branch railway is intended to commence from the said first-mentioned intended railway, and terminating at and by a junction with the said railway of the Hartlepool Dock and Railway Company, at a distance of 1067 yards or thereabouts eastward of the said one mile post on the said last-mentioned railway; which said intended branch railways and works will be made and maintained in, and pass from, in, through, or into, and be situate within the several townships, town lands, and extra-parochial or other places following, or some of them (that is to say), Hart, Throston, and Hartlepool, and the said parish of Hart, all in the said county of Durham.

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

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

And it is also intended by such Act to incorporate a company for the purpose of carrying the said intended undertaking into effect.

And it is also intended by the said Act to take, for the purposes of the said undertaking, powers for the compulsory purchase of land, houses, buildings, and hereditaments, as well as powers for the purchase thereof respectively by agreement, and also powers for the levying and taking of tolls, rates, and duties on and for the use of the said intended railway, branch railways, and other works, and otherwise, and to confer certain exemptions from payment of such tolls, rates, and duties, and to confer other rights and privileges.

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

And notice is hereby further given, that a plan and section of the said intended railway, branch railways, and works, and of the lands in or through which they are intended to be made and maintained, and which are proposed to be taken for the purposes thereof, and a duplicate of such plan, and a duplicate of such section, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such land respectively, and a copy of the notice of the intended application to Parliament, published in the London Gazette, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Durham, at his office, in the city of Durham; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway, branch railways, and works, are intended to be made and maintained, and a copy of the notice of the intended application to Parliament, published in the London Gazette, will be deposited, on or before the thirtieth day of November in the present year, with the parish clerk of each such parish, at the place of abode of each such parish clerk.—
Dated this ninth day of November 1847.

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

Penzance Waterworks.

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, and to give to such company all proper and necessary powers for the supplying of water the town and borough of Penzance, and parish of Madron, and the neighbourhood thereof, in the county of Cornwall, and the several townships and other places situate within the said town and borough of Penzance, and parish of Madron, and the neighbourhood 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 said town and borough of Penzance and parish of Madron, and to take, collect, and impound water from certain lands, springs, brooks, and streams situate within such town and borough and parish.

And it is intended by the said Bill, for the purposes aforesaid, to take and use the water of a certain stream, rivulet, or brook called the Larigan river, and also certain streams, rivulets, or brooks near to Trengwainton, and other streams, rivulets, or brooks near to Polteggan Mills, all in the said parish of Madron, and to compensate the owners and occupiers of mills and lands affected by the diversion of such streams, rivulets, or brooks.

And it is intended in the said Bill 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 several districts aforesaid, or some of them.

And it is intended to apply for powers in the said Bill 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 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 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 rates, duties, and rents, and to confer, vary, and extinguish 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 the town and borough and parish aforesaid, and to take and impound 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 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, together with a copy of this notice, as it appears in the London Gazette, will, on or before the 30th 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, in the said county; and with the Clerk of the Peace for the borough of Penzance, at his office in the same borough; and that, on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and books of reference, as relate to the said town and borough of Penzance and parish of Madron, respectively, in or through which the works are proposed to be made, together with a copy of this notice, as it appears in the London Gazette, will be deposited with the parish clerks of the said town and borough of Penzance and parish of Madron, respectively, at their respective places of abode.— Dated this 8th day of November 1847.

Thomas Harvey, 2, Winchester-buildings,
London, Solicitor for the Bill.

Great Yarmouth Coal Duties, abolition of such Duties now payable, under the Act 7 George 1, commonly called St. George's Chapel Act; and future regulations as to those Duties and metage of Coals, within the said borough.

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 and amend the powers and provisions of an Act, passed in the seventh year of the reign of His Majesty King George the First, intituled "An Act for finishing and adorning the new chapel, called St. George's Chapel, in Great Yarmouth, in the county of Norfolk, and for enlightening the streets of the said town by a duty or imposition on coals, culm, and cynders to be landed and consumed there;" and to repeal so much of the said Act as relates to the rates and duties levied under the said Act on coals, culm, and cynders, and to the nomination and choice of collectors or receivers of the said rates and duties; and also to repeal the provisions made by the said Act for the mesurage of coals, culm, and cynders by the coalmeasures of the town of Great Yarmouth, and to alter and vary the existing rates and duties and to confer exemptions therefrom; and also to amend and alter the powers and provisions of another Act, passed in the fiftieth year of the reign of His Majesty King George the Third, intituled "An Act for better paving, lighting, cleansing, and watching the town of Great Yarmouth, in the county of Norfolk, and for removing nuisances and annoyances therein, and for making other improvements in the said town," and to repeal so much of the said last-mentioned Act as relates to the payment by the Mayor, Aldermen, and Burgesses of the borough of Great Yarmouth of thirteen-thirty-

second parts of the rates and duties imposed by the said Act of the seventh year of King George the First, intituled as aforesaid, to the Commissioners authorized by the said Act of the fiftieth year of King George the Third, to put the said last-named Act, into execution.

And it is intended by the said Bill to obtain power for the Mayor, Aldermen, and Burgesses of the borough of Great Yarmouth to pay to the Minister of St. George's Chapel aforesaid, for the time being, the salary of two hundred pounds, per annum, now payable to him and to the organist, beadles, and other officers officiating in the said chapel or belonging thereto, the several salaries and provisions payable to the said organist, beadles, and other officers, which said salary, salaries, and provisions are at present payable, out of and secured upon the rates and duties, imposed, collected, and apportioned by the said recited Acts of the seventh George, first and fiftieth George Third aforesaid, and to charge and secure the same upon certain yearly rent charges, now issuing out of lands and hereditaments, in Great Yarmouth aforesaid, and payable to the said Mayor, Aldermen, and Burgesses for ever.

And it is intended by the said Bill to extinguish the right of measuring all coals, culm, and cinders imported into the port of Great Yarmouth to which the said Mayor, Aldermen, and Burgesses are or may be entitled by prescription, usage, or otherwise, or which they or any person claiming under them have hitherto used or exercised, save as specified by the said Bill.

And it is further intended by the said Bill to obtain power for the said Mayor, Aldermen, and Burgesses to pay an adequate compensation to the coalmeasures of the said borough of Great Yarmouth, who have been appointed to their offices since the passing of the Act of the fifth and sixth William Fourth, intituled "An Act for the regulation of municipal corporations in England and Wales," and whose offices may be abolished by the said Bill, such compensation to be ascertained and fixed in like manner, as provided for compensation to officers whose offices were abolished prior to the passing of the said Act of the fifth and sixth William Fourth, such compensation to be charged upon and paid out of the borough fund of the said borough of Great Yarmouth, or in case of such borough fund not being sufficient, then to authorize and require the said Mayor, Aldermen, and Burgesses to raise the amount by a borough rate, within the said borough.

And it is further intended by the said Bill to obtain power for the said Mayor, Aldermen, and Burgesses to levy and raise a rate or duty of one penny farthing per ton upon all coals, culm, and cinders imported into the port of Great Yarmouth for the period of seven years, such rate or duty to be applied in aid of the borough fund of the said borough, and to be in place of all existing rates and duties upon coals, culm, and cinders now levied

under the said recited Act of the seventh of George the First, as aforesaid.—Dated this ninth day of November 1847.

Samuel Tolver, Great Yarmouth, Solicitor for the Bill.

James Coppock, 3, Cleveland Row, London, Parliamentary Agent.

Isle of Purbeck Railway.

(Line from the Southampton and Dorchester Railway, near Wareham, to Swanage.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill in order to obtain an Act to authorize the construction and maintenance of a railway, with all proper works, approaches, and conveniences connected therewith, to commence with a junction with the line of the Southampton and Dorchester Railway, in a field in the parish of Lady Saint Mary, Wareham, in the county of Dorset, the property of Henry Charles Sturt, Esquire, in the occupation of Edwin Randall, and numbered, as to the said parish, 38A in the plans referred to in the Southampton and Dorchester Railway Act, 1845, which said intended railway and works are intended to be made and maintained in, and pass in, from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), East Morden, Saint Martin Wareham, Lady Saint Mary Wareham, the Holy Trinity Wareham, Worgret, East Stoke, East Holme, Earls Mead, Haymoor, Slepe, Stoborough, Arne, Middlebere, East Creech, Steeple, Knowle, Church Knowle, Norden, Scotland, Corfe Castle, Rollington, Challow, Afflington, Blackenwell otherwise Blashenwell, Woodyhyde, Kingston, Downshay, Worth Matravers, Quarr, Studland, Langton Matravers, Langton Wallis, Herston, Newton, and Swanwich otherwise Swanage, and to terminate in a piece or parcel of land called a Banker or Deposit for Stone, the property of the Trustees of the Ilminster School, and now or late in the occupation of Thomas Randall, in the said parish of Swanwich otherwise Swanage, in the said county of Dorset, which said piece or parcel of land is bounded on the south by a certain brook or stream of water, and on the west by the turnpike road leading from Swanwich otherwise Swanage aforesaid, towards Studland, all which parishes, townships, extra parochial or other places, are situate within the said county of Dorset.

And it is also intended to apply for power in such Bill to deviate in constructing the said intended railway and works from the respective line or lines thereof laid down in the plans thereof to be deposited as hereinafter mentioned, to such extent or limits as will be defined in the said plans.

And it is also intended to apply for power in such Bill to cross, alter, or divert, whether temporarily or permanently, and as far as is necessary to stop up, and appropriate all turnpike and other roads, railways, highways, streets, footpaths, tramways, bridges, aqueducts, canals, brooks, streams, and rivers within the aforesaid parishes, town-

ships, extra-parochial or other places, or any of them, which it may be necessary to cross, stop up, alter, divert, or appropriate for the purpose of making and maintaining or using the said intended railway and works, or any of them.

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

And it is also intended by such Bill to incorporate a company for the purpose of constructing and carrying into effect the said intended railway and works, and to take powers for the compulsory purchase of lands, houses, buildings, and hereditaments, and also for the purchase thereof respectively, by agreement, for the purposes of the said undertaking, and to take powers for levying tolls, rates, and duties upon, for, or in respect of the use of the said railway and works, and to confer certain exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

And notice is hereby further given, that a plan of the said intended railway and works, and of the lands and houses in or through which the same are intended to be made and maintained, and of the lands and houses included within the limits of deviation marked upon the said plan, and a duplicate of such plan, and a section of the said intended railway and works, and a duplicate of such section, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and describing such lands and houses respectively, and a copy of the notice of the intended application to Parliament, published in the London Gazette, and also a published map, with the line of the said intended railway delineated thereon, 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 Dorset, at his office at Sherborne, in the said county of Dorset, 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 and maintained, and a copy of the notice of the intended application to Parliament, published in the London Gazette, will be deposited, on or before the thirtieth day of November in the present year, with the parish clerks of each such parish, at the place of abode of each such parish clerk.

Dated this ninth day of November 1847.

Tho. Phippard, Wareham, Solicitor for the proposed Bill.

Wakefield Sewage 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 for con-

No. 20800.

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structing and maintaining an aqueduct, cut, or conduit, to commence at or near the south-west wall of the House of Correction, in Westgate, in the township and parish of Wakefield, in the west riding of the county of York, and to terminate in, at, or near three several fields or parcels of land, respectively belonging to Hugo Charles Meynell Ingram, Esquire, and respectively occupied by William Rawling and William Fawley, situate near Park-hills, in the township of Stanley-cum-Wrenthorpe, in the parish of Wakefield aforesaid; and also to construct and maintain a reservoir or reservoirs, in, at, or near such fields or parcels of land, or some of them; and also to lay down and maintain a pipe or main from such reservoir or reservoirs, over and along a certain occupation road, in the township of Stanley-cum-Wrenthorpe and parish of Wakefield aforesaid, leading to certain lands belonging to the said Hugo Charles Meynell Ingram and others, and respectively occupied by William Rawling, James Jacques, Joseph Briggs, and others, and terminating at or near a certain occupation bridge, in the said township of Stanley-cum-Wrenthorpe, under the Lancashire and Yorkshire Railway, for the purpose of connecting the lands of the said Hugo Charles Meynell Ingram and others; and also another such main or pipe from the aforesaid reservoir or reservoirs, over and along a certain other occupation road, in the township and parish of Wakefield aforesaid, leading to certain lands belonging to Hugo Charles Meynell Ingram, John George Smyth, William Atkins Hodgson, Frederick William Thomas Vernon Wentworth, the Reverend Edward Egremont, the Trustees for the general poor of the town and parish of Wakefield aforesaid, Philip Bennett, the Lancashire and Yorkshire Railway Company, and others, or some of them, and to terminate at or near a certain occupation bridge, in the said township of Wakefield, under the Wakefield, Pontefract, and Goole Railway, for the purpose of communicating with the lands of the said John George Smyth, William Atkins Hodgson, and others, together with all necessary stations, pipes, engines, works, and conveniences connected therewith, which said aqueduct, cut, or conduit, reservoir or reservoirs, mains, pipes, and other works, will be made or pass from, in, through, or into the parish of Wakefield, and the respective townships of Wakefield, Stanley-cum-Wrenthorpe, Alverthorpe with Thornes, or some of them, in the west riding of the county of York; and it is intended to obtain powers to collect, impound, and carry away, by means of such aforesaid works, the sewage water flowing through certain drains and sewers, in the township and parish of Wakefield aforesaid, now emptied into the river Calder, and the river Chald, or Ings Beck, and called or known by the several names of the House of Correction Drains, the Westgate Drains, the Ings Turnpike-road Drains, the Quebec-street Drains, the New Wells Drains, the Kirkgate Drains, and the Skitterick or Skitterick Drains; and to treat the said Sewage Water so collected and impounded chemically, and to separate from the water the solid

matter contained therein; and also to collect and solidify the noxious gases which may be evolved therefrom, and to distribute the same for agricultural and other useful purposes.

And it is intended to apply for powers to deviate in the construction of the proposed works to such extent as will be shewn or defined on the plans hereinafter referred to; and it is also intended to incorporate certain persons into a company, and to grant to such company all necessary powers for carrying out the objects and purposes aforesaid; and also to obtain powers for the purchase of lands and houses by compulsion or agreement, and to open or break up, either compulsory or otherwise, the soil or pavement of all such roads, sewers, streets, drains, and public or private ways, within the said parish and townships, or some or one of them, which it may be necessary to open or break up for the purpose of laying down thereunder mains or pipes, or of otherwise carrying into execution the objects and purposes aforesaid; and further, to obtain powers for selling the sewage water and other matter so collected, impounded, and carried away, and for recovering all sums due from time to time to the said company for the same.

And it is also intended to alter, vary, or extinguish all rights and privileges connected with the lands and houses, sewers, streets, roads, and ways so proposed to be purchased or leased, as would in any manner impede or interfere with the maintenance or construction of the said intended works, or any of them, and to confer other rights and privileges.

And notice is hereby further given, that plans and sections of the proposed works, with books of reference, together with a copy of this notice respectively, will, on or before the thirtieth 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 in Wakefield; and that, on or before the same day, a copy of so much of the said plans, sections, and books of reference as relates to the parishes within which the said works are intended to be made, together with a copy of this notice, will be deposited with the parish clerk of each parish, at his place of abode.—Dated this fourth day of November 1847.

Battle-Bridge and Holloway Road Act Repeal.

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 repeal an Act, passed in the sixth year of the reign of His Majesty King George the Fourth, intituled "An Act for making and maintaining a public carriage road from Battle-Bridge, in the parish of Saint Pancras, to Holloway, in the parish of Saint Mary, Islington, in the county of Middlesex," and to dissolve the company incorporated by the said Act by the name of the Battle-bridge and Holloway Road Company, and to cast the repair and maintenance of such portions of the said public carriage road on the inhabitants of the respective parishes of Saint James, Clerkenwell, and Saint Mary, Islington, in the

county of Middlesex, as may be situated within the same respectively, and who may by law be liable to repair and maintain the highways within such parishes respectively; and by such Bill, and by reason of the repeal of such Act, it is intended to abolish the tolls, rates, and duties by the said Act granted and authorized to be collected, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, or duties, and other rights or privileges.—Dated the seventeenth day of November 1847.

W. J. Boulton, Northampton-square,
Solicitor.

Caledonian Railway

(Purchase or Lease of Wishaw and Coltness Railway) Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in next session, for leave to bring in a Bill to empower the Caledonian Railway Company to purchase or take on lease the Wishaw and Coltness Railway, and the Branch Railways, Works, and property connected therewith, or which may belong to or be acquired by the Wishaw and Coltness Railway Company, and to empower the Wishaw and Coltness Railway Company to sell or lease the said Railway, Branch Railways, Works, and property to the Caledonian Railway Company, and to authorize the said last-mentioned company to create a separate guaranteed stock, on which a fixed dividend shall be payable to the shareholders of the Wishaw and Coltness Railway Company, and to vest in the Caledonian Railway Company, the Wishaw and Coltness Railway, and the Branch Railways, Works, and property connected therewith, or which may belong to, or be acquired by, the Wishaw and Coltness Railway Company, together with all the powers, rights, and privileges which may belong to, or are, or may be vested in the said Company; and to enable the Caledonian Railway Company to fix and levy tolls, rates, and duties, on and for the use of the said Wishaw and Coltness Railway, and branch railways, and works connected therewith, or which may be acquired as aforesaid; and it is intended by the said Bill to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties, and to vary 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 it is intended by the said Bill to enable the Caledonian Railway Company, and the Wishaw and Coltness Railway Company to make agreements with each other, fixing the terms upon which such sale and purchase shall take place, or such lease be entered into, or upon which the said companies shall conduct and be interested in the traffic on their respective undertakings, or to confirm any agreements that may have been or may be made between the said companies for the foresaid purposes, or any of them; and for the above and other purposes it is intended by the said Bill to alter and amend the Acts relating to and concerning the Caledonian Railway Company,

passed respectively in the ninth, tenth, and eleventh years of the reign of Her present Majesty, and to alter and amend, and, so far as necessary, to repeal the several Acts relating to and concerning the Wishaw and Coltness Railway, passed respectively in the tenth year of the reign of His late Majesty King George the Fourth, the fourth year of the reign of His late Majesty King William the Fourth, and the first, third, fourth, eighth, and tenth years of the reign of Her present Majesty.

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

Moncrieff, Paterson, and Forbes, Glasgow.
Grahame, Weems, and Grahame, 30,
Great George-street, Westminster.

Edinburgh, 11th November 1847.

The Architects', Civil Engineers', Builders', and General Fire and Life Insurance, Annuity, and Reversionary Interest Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to confer on the said company certain privileges of a corporate body, or to incorporate the said company, and to enable the said company to sue and be sued, and to hold and transfer property, heritable and moveable, real and personal, in the name of the said company, or in the name of certain members or co-partners or officer or officers of the said company; and to alter, amend, or extend the provisions of the contracts of co-partnership or deeds of settlement, and the rules and regulations, laws and bye-laws of the said company; and, so far as necessary, to confirm the same, and to confer on the said company, and the directors thereof, other powers, rights, and privileges.—Dated this nineteenth day of November 1847.

W. S. Vardy, 7, Finsbury-square,

Solicitor.

Macdougall and Newall, 44, Parliament-street,
Parliamentary Agents.

The Merchant Traders' Ship Loan and Insurance Association.

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 and establish a company, called "The Merchant Traders' Ship Loan and Insurance Association," and to enable such Association to sue or be sued in the name of any director or officer of the said Association for the time being, and to enable such Association, as a corporation, to underwrite any vessel, or vessels, freights or earnings by freight, cargoes, or other goods, or any share or shares of and in any vessel, or vessel's freight, or earnings by freight, cargoes, or other goods, together or separately, and to grant policies of insurance thereon at such rates, premiums, and charges of insurance, as they may think proper, and to insure any vessel, or vessel's freight, earnings

by freight, cargoes, or other goods, or any share or shares therein respectively, whether such vessel or vessels be lying in dock, harbour, or roadstead, or in any other place whatsoever, against damage by fire, conjointly with or apart from any other risks, and to insure bottomry and respondentia bonds, and to take upon themselves all such other risk of insurance applicable to vessels, their freights, and cargoes, as such Association may think fit; and also to enable such Association to advance any sum or sums of money to ship builders, ship owners, ship factors, agents, or others, by way of mortgage, loan, charge, or otherwise, upon the security of any vessel or vessels, or share or shares of and in any vessel or vessels, or upon the freight, cargoes, or earnings by freight of any vessel or vessels, or any share or shares therein respectively; and also for power for the said Association, or for any trustees, directors, officer, factor, or agent on their behalf, to receive freights or cargoes, or earnings by freight, or any share or shares therein respectively, either in the United Kingdom of Great Britain and Ireland, its colonies and dependencies, or in any foreign port or ports, or to become seized or possessed, as mortgagees or otherwise, of any vessel or vessels, freights or cargoes, or earnings by freight or other property, or any share or shares therein respectively, to purchase or dispose of any vessel or vessels, freights or cargoes, or earnings by freight or other property, or any share or shares therein respectively, by public auction or private contract, or in such other manner as such Association may deem expedient; and also to enable the said Association, or any trustees, directors, officer, factor, or agent on their behalf, to receive any vessel or vessels, freights or earnings by freight or cargoes, or any other property, or any share or shares therein respectively, either for themselves or as consignees, for sale or otherwise; and it is also intended by such Bill to confer other rights and privileges upon the said Merchant Traders' Ship Loan and Insurance Association.—Dated this fifth day of November 1847.

Edward M. Elderton, Solicitor to the Bill.
3 Lothbury, London.

Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway (Abandonment of the Railway and Dissolution of the Company).

NOTICE is hereby given, that application will be made to Parliament in the ensuing session, for an Act to authorize the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Company to relinquish and abandon the formation of the several railways and works authorized to be made by the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Act, 1846; the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Amendment Act, 1847; and the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway (Burnley Branch) Act, 1847; and for that purpose to alter or repeal all or any of the powers or provisions contained in the said Acts, and to make other

powers and provisions in lieu thereof; and for the dissolution of the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Company, and for winding up and adjustment of the concerns of the same company; and for other purposes.—Dated this 12th day of November 1847.

Meggison, Pringle, Stevenson and Shum,
3, King's-road, Bedford-row, London.

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

(Sale or Lease of Line to the York, Newcastle, and Berwick Railway Company; the Lancashire and North Yorkshire Railway Company; or to the East Lancashire Railway Company, or one of them, and for other purposes).

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 sell or let and transfer the railways and works authorized to be made by the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Act, 1846; "the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Amendment Act, 1847;" "the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway (Burnley Branch) Act, 1847;" with all or any of the powers, rights, tolls, lands, estate, effects, and interests belonging to the said Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Company, to the "York, Newcastle, and Berwick Railway Company;" "the Lancashire and North Yorkshire Railway Company;" or "the East Lancashire Railway Company;" or either of them; and to enable the said last-mentioned companies, or either of them, to purchase or rent the said railways and works, or any part thereof, and to hold, use, exercise, and enjoy the said railway and works, powers, rights, tolls, lands, estate, effects, and interests accordingly; 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 all Acts, or some of them, relating to the "York, Newcastle, and Berwick Railway;" and also to the "Lancashire and North Yorkshire Railway;" and also in the several Acts relating to the East Lancashire Railway, that is to say; in local and personal Acts, 7 and 8 Vic., cap. 60; 8 and 9 Vic., cap. 35; 8 and 9 Vic., cap. 101; 9 and 10 Vic., cap. 276; 9 and 10 Vic., cap. 302; 10 and 11 Vic., cap. 288; 10 and 11 Vic., cap. 289; and also such of the powers and provisions of the said Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway Act, 1846; and two several Acts passed in the session of the 10th and 11th Vic., that is to say; local and personal Acts 10th and 11th Vic., cap. 227; and 10th and 11th Vic., cap. 240; as may be necessary or expedient for the objects and purposes aforesaid.

And it is further proposed, in and by the said Bill, to take all the necessary powers and to make provision for winding up and adjusting the concerns of the said Liverpool, Manchester, and

Newcastle-upon-Tyne Junction Railway Company, and for other purposes.—Dated this 12th day of November 1847.

Meggison, Pringle, Stevenson and Shum,
3, King's-road, Bedford-row, London.

Norfolk Railway.

Amendment of Acts, and Extension of Time for Commencing Reedham and Diss Branches

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 raise a further sum of money, and to amend, enlarge, explain, or to repeal some of the powers and provisions contained in the following Acts, relating to the Norfolk Railway Company, that is to say; local and personal Act, 7 and 8 Victoria, cap. 18; local and personal Acts, 8 and 9 Victoria, caps. 41, 45, and 154; local and personal Acts, 9 and 10 Victoria, caps. 132 and 169; and local and personal Acts, 10 and 11 Victoria, caps. 64, 94, 98, and 99. And also to extend the period within which the said Company are, by "the Norfolk Railway, Reedham, and Diss Branches Act, 1847," required to commence the branches thereby authorized.—Dated this 1st day of November 1847.

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

Midland Railway.

(Branch to Ripley, with Branches therefrom; Short Branch at Derby, Widening the Line at Derby, and Enlargement of the Derby and Burton Stations; Junction Lines at Long Eaton, Masborough, and Bulwell; and Branches to the Cinder-hill Colliery.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain the following railways or branch railways, with all proper works and conveniences connected therewith respectively, that is to say; to make and maintain a railway, commencing by a junction with the said Midland Railway, at or near a point thereon three miles and a quarter north from Derby, in the parish or chapelry of Allestree, in the county of Derby, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Allestree, Macworth, Breadsall, Little Eaton, Little Eaton Chapel, Saint Alkmund, Horsley, Horsley, Horsley-woodhouse, Holbrook, Duffield, Kilbourne, Denby, Ripley, Marehay, and Pentrich, or some or one of them, all in the county of Derby, and terminating at Coppice-lane, in or near a field belonging to and in the occupation of James Fletcher, in the township or chapelry of Ripley, and parish of Pentrich, in the county of Derby; and also to make and maintain a railway, from and out of the said last-mentioned intended railway, commencing by a junction therewith, near Coxbench-quarry, in the said township of Horsley and said parish

of Horsley, and passing thence from, in, through, or into the several parishes, townships, extra-parochial, or other places of Horsley, Horsley, Horsley-woodhouse, Smalley, Morley, Morley, Mapperley, Kirk Hallam, or some of them, in the county of Derby, and terminating in or near a field called Smalley-close, in the occupation of Francis Wayne, in the township or chapelry of Mapperley, and parish of Kirk Hallam, in the said county of Derby.

And also to make and maintain a short branch railway from and out of the line of the first-mentioned intended railway, commencing by a junction therewith in or near a field in the occupation of Benjamin Hemingway and Charles Leeds, or one of them, near York-row, in the said parish of Denby and county of Derby, and passing thence, in a north-westerly direction, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Denby, Ripley, Mare Hay, Morley, Smalley, Pentrich, or some or one of them, in the county of Derby, and terminating in or near a field in the occupation of George Hodkin, and near to a certain colliery and colliery buildings occupied by John Mold and Charles Mold, or one of them, in the said township or chapelry of Ripley and parish of Pentrich, in the county of Derby aforesaid.

And also to make and maintain a short branch railway, out of the line of the said first-mentioned intended railway, commencing by a junction therewith, in or near a field in the occupation of Ann Godber and John Godber, or one of them, in the township or chapelry of Ripley, and parish of Pentrich, in the county of Derby aforesaid, and passing thence in and through the township or chapelry of Ripley, and parish of Pentrich, and terminating in the said township of Ripley and parish of Pentrich, in the said county of Derby, near a house called White Lee, in the occupation of Daniel Norman.

And also to make and maintain a short branch railway, from and out of the line of the said Midland Railway, commencing at or near a point to the southward of the bridge by which the Derby and Mansfield turnpike-road is carried over the said railway, in the township of Little Chester, in the parish of Saint Alkmund, in the county of Derby, and passing thence, in a south-westerly direction, through the said township of Little Chester and parish of Saint Alkmund, and terminating in the said parish of Saint Alkmund, in a field near to Saint Mary's-bridge, Derby.

And it is also intended by the said Act to take power to alter and widen the line of the Midland Railway, and to make and maintain new and additional lines of railway on the west side thereof, between the north end of the Goods' Shed of the Derby station, in the parish of Saint Peter, in the county of Derby, and the south side of the bridge by which the said Midland Railway is carried over the Derby and Sandiacre-canal, in the parish of Saint Alkmund, in the county of Derby aforesaid; and also to enlarge and improve the Derby station adjoining thereto, and lay down sidings, and make other works in connection

therewith; which said widened line of railway, and enlargement of the said Derby station, will pass from, through, or into, and be situate within, the several parishes, townships, extra-parochial, or other places of Saint Peter, Litchurch, All Saints, Little Chester, and Saint Alkmund, or some or one of them, in the county of Derby. And also to make and maintain a short branch railway from and out of the Midland Railway, commencing at or near the southern junction of the Erewash Valley branch of the Midland Railway, in the township or chapelry of Long Eaton, in the parish of Sawley, in the county of Derby, and passing thence through, and terminating within, such last-mentioned township or chapelry and parish by a junction with the line of the Midland Railway from Rugby to Derby, near to a bridge thereon, numbered 70. And also to make and maintain a short branch railway, from and out of the line of the Midland Railway, commencing at or near to the south end of the Masborough station, in the township of Kimberworth and parish of Rotherham, in the west riding of the county of York, and passing thence from, in, through, or into the several parishes, townships, extra-parochial or other places of Kimberworth, Masborough, Brinsworth, Rotherham, or some or one of them, in the said west riding of the county of York, and terminating in the said township of Brinsworth and parish of Rotherham by a junction with the Sheffield and Rotherham branch of the Midland Railway, at or near to an occupation-bridge to the west of the bridge by which the last-mentioned branch railway is carried over the river Dun navigation.

And it is also intended by the said Act to take power to enlarge, improve, and extend the station on the Midland Railway, called the Burton station, and, for the efficient working thereof, to lay down sidings, and make all necessary and proper works, approaches, and conveniences connected therewith; which said works, for the extension and improvement of the said Burton station, will be situate within the several parishes, townships, extra-parochial or other places of Burton, Burton Extra, Little Burton, Horninglow, Bond End, Branston, and Burton-upon-Trent, or some of them, in the county of Stafford. And it is also intended by the said Act to take power to make and maintain a railway, with all proper works and conveniences connected therewith, commencing by a junction with the branch of the Midland Railway, authorized to be constructed by the "Midland Railway, Nottingham and Mansfield branch, Act, 1846," in or near a field numbered 109, in the parish of Basford, in the county of Nottingham, on the plan of the said branch railway referred to in the said Act, and passing thence from, in, through, or into the several parishes, townships, extra-parochial or other places of Basford and Bulwell, in the county of Nottingham, or one of them, and terminating in the parish of Bulwell aforesaid, at or near a road in the said parish of Bulwell, numbered 4 on the plans of the Ambergate, Nottingham, and Boston and Eastern Junction Railway, referred to in the Ambergate, Nottingham and Boston, and Eastern Junction Railway Act, 1846, at or near the point

where the said last-mentioned railway is intended to cross the said road, near which point it is intended to form a junction with the said last-mentioned railway. And also to make and maintain a railway, commencing by a junction with the said Nottingham and Mansfield branch of the said Midland Railway, in the parish of Basford, in the county of Nottingham, at or near the said field in the parish of Basford, numbered 109 in the said parish, on the said plans of the said last-mentioned railway; and passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Basford, Bulwell, Greasley, Nuthall, Bilborough, or some or one of them, in the county of Nottingham, and terminating by a junction with a certain railway belonging to Messieurs North and Company, near to a point called Cinder Hill Wharf, in the said parish of Bilborough, and also a branch railway from the said last-mentioned intended railway, commencing by a junction therewith, on land belonging to Robert Holden, in the parish of Greaseley, in the county of Nottingham, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Greaseley and Nuthall, in the county of Nottingham, or one of them, and terminating near Cinder Hill Colliery, in the said parish of Nuthall.

And it is also intended by such Act to take powers to stop up, alter, or divert, temporarily or permanently, all turnpike and other roads and high-ways, 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, branch railways, widened railway, station enlargements, and works, or any of them.

And notice is hereby further given, that it is proposed, in and by the said intended Act, to empower the Midland Railway Company to execute the said intended railways, branch railways, widened railway, station enlargements, and other works aforesaid, to levy tolls in respect of the use thereof, and to grant certain exemptions from the payment of such tolls, and to purchase, by compulsion or agreement, lands and houses necessary for the completion of the same.

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

And notice is hereby further given, that it is proposed by the said intended Act to alter, amend, and enlarge the powers and provisions of an Act of Parliament, 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 the several Acts of Parliament herein-after-mentioned; relating to the Midland Railway,

(that is to say) local and personal Acts, eighth and ninth Victoria, cap. 49, 56, 90; and local and personal Acts, ninth and tenth Victoria, cap. 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326, and 340; local and personal Acts, tenth and eleventh Victoria, cap. 122, 150, 191, 135, 214, 215, and 270.

And notice is hereby further given, that maps, plans, and sections, shewing the direction line and levels of the said intended railways, branch railways, widened railway, station enlargements, 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, and a copy of this notice, as published in the London Gazette, 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; with the Clerk of the Peace for the west riding of Yorkshire, at his office in Wakefield; with the Clerk of the Peace for the county of Nottingham, at his office in Newark; and with the Clerk of the Peace for the county of Stafford, at his office at Stafford.

And that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes, or extra-parochial places, in or through which the said intended railways, branch railways, widened railway, station enlargements, and works, are intended to be made or enlarged, and a copy of this notice, as published in the London Gazette, 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, or, in the case of extra-parochial places, with the parish clerk of some parish adjoining thereto, at his residence.

Dated this sixth day of November 1847.

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

Caledonian, Lancaster, and Carlisle, and London and North Western Railways
(Lease of Scottish Central Railway) Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in next session, for an Act to authorize and empower the Caledonian Railway Company, the Lancaster and Carlisle Railway Company, and the London and North Western Railway Company, to take on lease the Scottish Central Railway, and the branch railways, works, and property connected therewith, or which may be acquired by the Scottish Central Railway Company; and to enable the Scottish Central Railway Company to grant a lease of their railway, branch railways, works, and property to the said Caledonian, the Lancaster and Carlisle, and the London and North Western Railway Companies, on such terms, and for such guaranteed rent or dividend, or other considera-

tion, as shall have been, or may be agreed upon between the said companies, or as may be fixed by the said intended Act; or otherwise to confirm existing agreements between the said companies, in relation to the said railway, branch railways, works, and property, or to enable them to enter into agreements with reference thereto, and with reference to the terms on which the traffic of their respective undertakings shall be conducted.

And it is also intended by such Act so to be applied for to alter the number and mode of appointment of the Directors of the Scottish Central Railway Company, and to confer upon them such powers as shall have been or may be agreed upon between the said companies, or as may be fixed by the said intended Act.

And it is also intended in such Act so to be applied for to take powers to enable the said Caledonian, the Lancaster and Carlisle, and the London and North Western Railway Companies, to fix, levy, and receive the tolls, rates, and duties on and for the use of the said Scottish Central Railway, and branch railways and works connected therewith, or which may be acquired as aforesaid, and to confer, vary, 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 for all such purposes, and so far as may be necessary therefor or in relation thereto, to alter, amend, and enlarge the powers and provisions of the several Acts hereinafter mentioned, or some of them, that is to say, the several Acts relating to the Caledonian Railway, passed respectively in the sessions of Parliament held in the 8th and 9th, 9th and 10th, and 10th and 11th years of the reign of Her present Majesty; the several Acts relating to the Lancaster and Carlisle Railway, passed respectively in the sessions of Parliament held in the 7th, 8th, 9th, and 10th years of the reign of Her present Majesty; the several Acts relating to the London and North Western Railway, passed respectively in the sessions of Parliament held in the 9th and 10, and 10th and 11th years of the reign of Her present Majesty; and the several Acts relating to the Scottish Central Railway, passed respectively in the sessions of Parliament held in the 8th and 9th, and 9th and 10th years of the reign of Her present Majesty.

Hope, Oliphant, and Mackay,
Edinburgh,
Clay, Swift, and Wagstaff,
Liverpool, } Solicitors.

Grahame, Weems, and Grahame, 30,
Great George-street, Westminster, Par-
liamentary Agents.

November 11, 1847.

Huddersfield Improvement Bill.

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

better paving, lighting, watching, cleansing, widening, constructing, and otherwise regulating and improving the several streets, lanes, roads, paths, ways, courts, passages, bridges, sewers, drains, water-courses, and other places, existing, lying, and being, or hereafter to be made within so much and such parts of the several hamlets of Huddersfield, Bradley, Deighton-with-Sheepridge, Fartown, and Marsh-with-Paddock, in the township and parish of Huddersfield, in the west riding of the county of York, as are within 1,200 yards, in every direction, from the spot where the Old Cross formerly stood, in the centre of the market-place, in Huddersfield aforesaid, and for regulating the houses and buildings within the said boundary or limit, and for establishing, maintaining, and regulating a proper and effective police, and for removing and preventing encroachments, nuisances, annoyances, and obstructions therein; also for the licensing, regulating, and supervision of lodging-houses, and for the better and further regulation of houses licensed to sell ale, beer, spirituous and exciseable liquors, and houses licensed to sell beer by retail, and for the appointment of an officer of health, and for other powers for improving the sanitary condition of the said district, and for licensing and regulating cabs, hackney carriages, and other vehicles, and the drivers thereof plying for hire within the said limit or boundary. And powers will also be applied for in the said Bill for the purchase by compulsion or agreement, and for holding and taking on lease all such lands and houses, tenements, and hereditments, within the boundary or limit aforesaid, as may be necessary for the purposes aforesaid, and to vary, repeal, or extinguish any existing rights and privileges connected with the lands and houses, tenements, and hereditments proposed to be taken. And powers will also be applied for in the said Bill to levy and collect rates, tolls, and duties upon the owners, lessees, or occupiers of lands, tenements, or hereditments, within the aforesaid limits for carrying into effect the objects of the said Bill, and to make composition for rates or duties in certain cases, and to alter any 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 also to raise and borrow money by way of mortgage or loan upon the security of the said rates, so intended to be authorized for paying the expences of the said Bill and for the purposes thereof, and to obtain all such other powers and provisions as may be considered desirable or expedient for all or any of the purposes aforesaid, and to extend, vary, or alter, under certain circumstances, the aforesaid limits. And it is also intended by the said Bill to alter, amend, transfer, extend, and enlarge, and, if necessary, to repeal some or all of the powers and provisions of an Act, passed in the session of Parliament holden in the first year of the reign of His late Majesty King George the Fourth, intituled "An Act for lighting, watching, and cleansing the town of Huddersfield, in the west riding of the county of York," and to grant other and more

effectual powers and provisions in lieu thereof.—
Dated this eleventh day of November 1847.

W. and T. W. Clough, Huddersfield,
Yorkshire, Solicitors.
Sudlow and Kingdon, 8, New Palace-yard,
London, Parliamentary Agents.

London and South Western, Exeter and Crediton,
Taw Vale Railway and Dock, and Bodmin and
Wadebridge Railway Companies' Arrange-
ments.

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 London and South Western Railway Company to purchase, lease, or hire, and the Exeter and Crediton Railway Company to sell and let, the Exeter and Crediton Railway, and the several stations, buildings, warehouses, works, and conveniences connected therewith, and all other the undertakings and works authorized by an Act, passed in the ninth year 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 in the said Bill it is intended to insert powers for uniting and consolidating the said two companies, and the respective undertakings thereof, into one company and one undertaking; and to enable the same companies to enter into and carry into effect such mutual arrangements as to them may seem expedient, with reference to any such purchase and sale, leasing, hiring, and letting, or union and consolidation as aforesaid; and also powers to enable the said London and South Western Railway Company, in the event of any such purchase, leasing, hiring, or union, to take tolls, rates, and duties upon, or in respect of, the said Exeter and Crediton Railway, and the works and conveniences for the time being thereof; and to enable the said last-mentioned company to raise further monies for the purposes of the said Exeter and Crediton Railway, and thereout to subscribe towards, and to hold shares in, the capital of the said Exeter and Crediton Railway Company, and to enter into and carry into effect such mutual arrangements, with reference to the management of, and otherwise as to, the affairs of the said last-mentioned company, as may be agreed on between the same companies.

And in the said Bill it is intended to insert powers to enable the London and South Western Railway Company to subscribe towards, and hold shares in, the capital of the Taw Vale Railway and Dock Company, and to raise further monies for such last-mentioned purposes, and to enter into and carry into effect such mutual arrangements, with reference to the management, and otherwise as to the affairs of the said Taw Vale Railway and Dock Company, as may be agreed on between the same last-mentioned companies.

And also, powers to enable the said London and South Western Railway Company to purchase, lease, or hire, and the Bodmin and Wadebridge Railway Company to sell and let, the Bodmin and Wadebridge Railway, and the several stations,

buildings, warehouses, conveniences, lands, and property thereof, and all other the undertaking and works authorised by the several Acts of Parliament relating thereto; and also powers for uniting and consolidating the said London and South Western Railway Company, and the said Bodmin and Wadebridge Railway Company, and the undertakings thereof, into one company and one undertaking, and to enable the same companies to enter into and carry into effect such mutual arrangements as to them may seem expedient with reference to the same several matters, or any of them; and also, powers to enable the said London and South Western Railway Company, in the event of any such purchase, leasing, hiring, or union, to take tolls, rates, and duties upon or in respect of the said Bodmin and Wadebridge Railway, and the works and conveniences for the time being thereof; and to enable the said last-mentioned company to raise further monies for the purposes of the said Bodmin and Wadebridge Railway, or for subscribing towards, and thereout to subscribe towards and hold shares in, the capital of the said Bodmin and Wadebridge Railway Company; and to enter into and carry into effect such mutual arrangements with reference to the management, and otherwise, as to the affairs of the said Bodmin and Wadebridge Railway Company as may be agreed on between the same companies.

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 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 Southampton and Dorchester Railway Act, 1845," "The Guildford Extension and Portsmouth and Fareham 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 Company's London Bridge Extension Act, 1846," "The London and South Western Railway Company's Basingstoke and Salisbury Extension Act, 1846," "The London and South Western Railway Company's Widening and York Road Station Enlargement Act, 1847," "The London and South Western Railway Company's

Portsmouth Extensions and Godalming Deviation Act, 1847," "The London and South Western Railway Company's Andover and Southampton Junction Railway Act, 1847," "The London and South Western Railway Company's Amendment Act, 1847," "The Brighton and Chichester (Portsmouth Extension) and London and South Western Railway's Act, 1847," "The Southampton and Dorchester Railway (Lymington and Eling Branches) Act, 1847," and "The Southampton and Dorchester Railway (Weymouth Branch) Act, 1847."

And also the powers and provisions of the said Act relating to the Exeter and Crediton Railway Company.

And also the powers and provisions of the following Acts relating to the said 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 an Act, passed in the last session of Parliament, intituled "An Act for making a Deviation in the line of the Taw Vale Railway, for making Branches therefrom to the towns of Bideford and South Molton, for enlarging the Dock, and for amending the Acts relating thereto."

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."

Dated this first day of November 1847.

Bircham, Dalrymple, and Drake, London,
Solicitors for the said Bill.

Great Western of Bengal Railway Company.

Dissolution and Transfer of Capital to the East Indian Railway Company.

NOTICE is hereby given, that application will be made to Parliament, in the next session, for an Act to enable the Great Western of Bengal

No. 20800.

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Railway Company, constituted by a certain deed or instrument, bearing date the 19th day of August 1845, to wind up their affairs and dissolve, and to render valid any agreements which have been already or which may be made for the transfer to the East Indian Railway Company, and any transfers which have already been made or which may be made to the same company of the sums subscribed in such deed or instrument, and also to empower the said East Indian Railway Company to accept such transfers, and to admit as shareholders in their company, upon such terms and conditions as have been or may be agreed upon between the two companies, the several persons who have effected, or who may hereafter effect, such transfers as aforesaid; and it is intended by such Act to invest the directors of the said companies with all necessary powers and authority for effecting the objects aforesaid, and to vary and extinguish all rights and privileges which might impede or interfere with the attainment of such objects.—Dated this 17th day of November 1847.

W. B. James, Solicitor to the Company.

River Nene Improvement and Drainage.

With Power to remove and reconstruct Cross Keys Bridge; to lower North Level Sluice; to improve Channel of Wisbech River, and make New Cuts therein; to establish a Floating Harbour at Wisbech; to drain Moreton's Lean Wash and Lands adjoining; to improve Lands above Peterborough; and other Lands near Standground; and to rate Lands drained and improved; to remove and rebuild Dog-in-a-doublet-bridge; and to amend divers Acts; and to levy Tolls and Tonnage dues.

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 constitute a body of Commissioners, and to enlarge, deepen and widen the waterway of the new cut or channel, called the Nene Outfall Cut, at and near a certain bridge across the said Nene Outfall Cut, called Cross Keys Bridge, in the counties of Lincoln and Norfolk, or one of them, by removing the said bridge, and the piers, piles, abutments, and appendages thereof, and the toll-houses, toll-gates, and erections immediately adjoining and appertaining to the said bridge; and for erecting a new bridge across the same cut, on the upstream side of and adjoining the existing bridge there, with proper and sufficient toll-houses, toll-gates, piers, piles, abutments, and appendages; and to make and maintain all necessary approaches, slipways, and other works connected with such new bridge; and to levy tolls in respect of such new bridge, and to alter existing tolls, and to confer, vary, or extinguish exemptions from tolls, and other rights and privileges; which said new bridge, works, and approaches, will be situate in the parish of Sutton Saint Mary, otherwise Long Sutton, otherwise Sutton in Holland, and the hamlet of Sutton Saint Mary, in the said parish, in the county of Lincoln,

and in the parishes of Walpole Saint Andrew and Walpole Saint Peter, in the county of Norfolk, and in an extra-parochial place called Wingland, near to or adjoining the said two last-mentioned parishes, in the counties of Lincoln and Norfolk, some or one of them. Also to lower, widen, alter, and improve a certain sluice, called the North Level Sea Sluice, situate in the parish of Tid Saint Mary, in the county of Lincoln, at the point of junction of the North Level Main Drain with the said Nene Outfall Cut; and to improve, widen, deepen, enlarge and vary the channel of the Wisbech river, commencing from the upper end of Kinderleys Cut, and terminating at a place called the Horseshoe Corner, opposite to or near the old Roman bank, commonly called Leverington Bank, in the parish of Leverington; which works, connected with the improvement of the channel of the Wisbech river, are intended to be made in, or to pass from, through, or into, and which said channel is situate within the several parishes, townships, or extra-parochial places of Tid Saint Mary, in the said county of Lincoln, Tid Saint Giles, Newton, Leverington, and Wisbech Saint Peter, in the isle of Ely, in the county of Cambridge; and West Walton, Walpole Saint Peter, Walpole Saint Andrew, Emneth and Walsoken, in the county of Norfolk, or some of them; and to make a new cut, commencing at the said place, called the Horseshoe Corner, opposite to or near the said old Roman bank, commonly called Leverington Bank, and terminating in the channel of the said Wisbech river, at a point opposite a certain brewery belonging to and in the occupation of Edward Phillips, John Phillips, and Richard Tibbits, in the said parish of Wisbech Saint Peter; which new cut is intended to be made in or to pass from, through, or into the several parishes of Leverington and Wisbech Saint Peter, in the said isle of Ely and county of Cambridge, and Walsoken, in the said county of Norfolk, some or one of them; and to divert into the said intended new cut, water from the Wisbech river; and also to improve the navigation of, and to deepen, widen, enlarge, regulate, and improve the present channel of the said Wisbech river between the said point opposite the said brewery, belonging to the said Edward Phillips, John Phillips, and Richard Tibbits, and a point opposite the toll-gate situate upon the north bank of Smith's Leam, in the hamlet of Guyhirn, in the said parish of Wisbech Saint Mary, in the isle of Ely, in the county of Cambridge, and belonging to the governor, bailiffs, and commonalty of the corporation of Bedford Level; which said river, between the points aforesaid, is situate within, or passes from, through, or into the several parishes, townships, extra-parochial, and other places of Wisbech Saint Peter, Elm, Wisbech Saint Mary, Guyhirn, and the hamlet of March, in the parish of Doddington, in the said isle of Ely and county of Cambridge; and to make all banks, bridges, sluices, tunnels, and other works necessary thereto within the said parishes, townships, extra-parochial and other places aforesaid; and to widen, deepen, improve, and vary

the existing channel, called Smith's Leam, and Hill's Cut, from the point opposite to the said toll-gate, situate upon the north bank of Smith's Leam aforesaid, to the point of junction of the said Hill's Cut with the river Nene; and to widen, deepen, improve, and vary the channel of the said river Nene, from the point of junction last mentioned to Woodstone Staunch, in the parish of Woodstone, in the county of Huntingdon, and in the hamlet of Longthorpe, in the parish of Saint John the Baptist, Peterborough, in the county of Northampton; which said channel so intended to be widened, deepened, improved, or varied, is situate in, or passes from, through, or into the several parishes, hamlets, extra-parochial and other places of Wisbech Saint Peter, Wisbech Saint Mary, Guyhirn, Elm, Waldersey, March, Doddington, Whittlesey Saint Andrew and Whittlesey Saint Mary, Eldernell, Coates, Estrea, and Standground, in the said isle of Ely and county of Cambridge; and Standground, Fletton, and Woodstone, in the said county of Huntingdon, and Longthorpe, and Saint John the Baptist, Peterborough, in the county of Northampton, or some of them; and also to cleanse, scour out, and deepen Moreton's Leam, for the purpose of draining Moreton's Leam Wash and the adjoining lands, which said Leam, and the necessary works for its cleansing, scouring, deepening, and support, are or will be situate in, or pass from, through, or into the several parishes, hamlets, extra-parochial, and other places of Wisbech Saint Peter, Wisbech Saint Mary, Guyhirn, Elm, Doddington, March, Eldernell, Coates, Estrea, Whittlesey Saint Mary, Whittlesey Saint Andrew, and Whittlesey Northea, and Standground Northea, in the said isle of Ely and county of Cambridge; Standground, Standground-cum-Farcet, Standground Northea, Fletton, and Woodstone, in the said county of Huntingdon; and Longthorpe, and Saint John the Baptist, Peterborough, in the said county of Northampton; and to convert the present channel of the said Wisbech river, between the said place called the Horseshoe-corner and a point opposite a certain place called the Low, situate on the north brink of the said Wisbech river, in the said parish of Wisbech Saint Peter, into a floating harbour, with all proper works and conveniences connected therewith, and to supply the same with water from the said Wisbech river, and to provide for the more effectual sewage and drainage of the said town of Wisbech Saint Peter; and to make a new cut, for the purpose of affording communication for vessels between the said floating harbour and the sea, across the point of land on the east side of the said Wisbech river, and opposite to the Horseshoe-corner, from a point in the Wisbech river, situate three hundred and fifty yards; or thereabouts, below the old Roman bank aforesaid, commonly called Leverington Bank, to another point in the said Wisbech river, situate one hundred and fifty yards, or thereabouts, above the old Roman bank aforesaid, commonly called Leverington Bank, with all proper locks, works, and conveniences connected therewith.

And notice is hereby also given, that it is the intention of the parties applying for leave to bring

in the said Bill, to raise money by loan or mortgage, for the purposes of the said undertaking, and to levy tolls or tonnage dues, in respect of the navigation between the sea and the town of Wisbech Saint Peter aforesaid, and in respect of the navigation between the city of Peterborough, in the said county of Northampton, and the sea, and also to levy rates or taxes upon or in respect of the lands intended to be benefitted by the same drainage works, and also to alter existing tolls, tonnage dues, rates, and taxes, and to confer, vary, or extinguish, exemptions from the payment of tolls, tonnage dues, rates, and taxes, and other rights and privileges; which said lands are situate in the several parishes, townships, extra-parochial, and other places of West Walton and Walsoken, in the said county of Norfolk; Sutton Saint Edmund's, in the said county of Lincoln; Newton, Leverington, Wisbech Saint Peter, Wisbech Saint Mary, Elm, Waldresea, Redmoor, Guyhirn, Whittlesey Saint Andrew, Whittlesey Saint Mary, Eldernell, Coates, Estrea, Whittlesey Northea, Standground, and Standground Northea, or some of them, in the said isle of Ely and county of Cambridge; and Longthorpe, and Saint John the Baptist, Peterborough, in the said county of Northampton; Standground, otherwise Standground-with-Farcett, Standground Northea, Fletton, Woodstone, Orton Longueville, and Orton Waterville, in the county of Huntingdon, or some of them.

And notice is hereby also given that, in the said Bill, powers will be contained for taking down and removing the present bridge across Smith's Leam aforesaid, at a place called the Dog-in-a-doublet, and for building a new bridge in lieu of and upon or adjoining the site thereof, and for improving the roads and approaches thereto; which said bridge, roads, and approaches, are or will be situate in the said several parishes of Whittlesey Saint Andrew and Whittlesey Saint Mary, or one of them, and for taking tolls upon or in respect of the said bridge, and of the passage of horses, cattle, carts, and carriages over the same.

And notice is also hereby further given, that it is proposed to take powers by the said Bill to purchase lands and houses, by compulsion or agreement, for the purposes of the said undertaking, and to vary and extinguish all existing rights and privileges connected with such lands and houses, or which impede or interfere with the execution of the purposes aforesaid. And it is also intended to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, rivers, sewers, drains, pipes, canals, navigations, bridges, railways, or tramroads within the said parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary or expedient to cross, divert, alter, or stop up, in the construction or for the purposes of the said intended works.

And notice is hereby also given, that a plan of the said works, and a duplicate thereof, and a

section and a duplicate thereof, together with books of reference thereto, and a copy of this notice as published in the London Gazette, will be deposited, for public inspection, with the Clerk of the Peace for the parts of Holland in the county of Lincoln, at his office at Spalding; with the Clerk of the Peace for the county of Norfolk, at his office at Aylsham; with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge; with the Clerk of the Peace for the isle of Ely, in the said county of Cambridge, at his office in the said town of Wisbech Saint Peter; with the Clerk of the Peace for the county of Huntingdon, at his office at Saint Ives; with the Clerk of the Peace for the liberty and Soke of Peterborough, at his office at the city of Peterborough aforesaid; and with the Clerk of the Peace for the county of Northampton, at his office at Northampton; on or before the thirtieth day of November, one thousand eight hundred and forty-seven; and, on or before the said thirtieth day of November one thousand eight hundred and forty-seven, a copy of so much of the said plans and sections as relates to each of the before-mentioned parishes, in or through which the works hereinbefore mentioned or any of them are intended to be made, together with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each parish, at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his dwelling house.

And notice is hereby also given, that it is intended, in case it shall be found expedient, by the same Bill to repeal, alter, or amend the several Acts hereinafter mentioned, that is to say; an Act, passed in the seventh year of the reign of 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 also an Act, passed in the fiftieth year of the reign of 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;" and also an Act, passed in the eleventh year of the reign of Queen Victoria, intituled "An Act to enable the mayor, aldermen, and burgesses of the borough of Wisbech, or guardians of the port and harbour of Wisbech, to raise a sum of money, and for other purposes;" and also an Act, passed in the fifteenth year of the reign of King Charles the Second, intituled "An Act for settling the drainage of the great level of the fens, called Bedford Level." And also an Act passed in the twentieth year of the said last-mentioned reign, intituled "An Act for the taxing and assessing of the lands of the adventurers within the great level of the fens." And also an Act

passed in the seventh and eighth years of the reign of King George the Fourth, intituled "An Act for improving the outfall of the river Nene, and the drainage of the lands discharging their waters into the Wisbech river, and the navigation of the said Wisbech river, from the upper end of Kinderley's Cut to the sea, and for embanking the salt marshes and bare sands lying between the said cut and the sea." And also an Act passed in the tenth year of the said last-mentioned reign, intituled "An Act for altering, amending, and enlarging the powers granted by an Act passed in the seventh and eighth years of the reign of His present Majesty, for improving the outfall of the river Nene, and the drainage of the lands discharging their waters into the Wisbech river, and the navigation of the said Wisbech river from the upper end of Kinderley's Cut to the sea, and for embanking the salt marshes and bare sands lying between the said cut and the sea." Also an Act for improving the drainage of the lands lying in the north level part of said the great level of the fens, called Bedford Level, and in Great Portsand in the manor of Crowland, and for providing a navigation between Clow's Cross, and the Nene Outfall Cut: And also an Act passed in the thirty-fourth year of the reign of King George the Third, intituled "An Act for making and maintaining a navigable canal from Wisbech river, at or near a place called the Old Sluice, in the town of Wisbech, in the isle of Ely, and county of Cambridge, to join the river Nene, in the parish of Outwell, in the said isle of Ely and in the county of Norfolk; and for improving and maintaining the navigation of the said river from Outwell Church to Salter's Lode Sluice." And also an Act passed in the twelfth year of the reign of Queen Anne, intituled "An Act for making the river Nine or Nen, running from Northampton to Peterborough, navigable:" and also an Act passed in the eleventh year of the reign of King George the First, intituled "An Act for making more effectual an Act passed in the Parliament holden in the twelfth year of the reign of Her late Majesty Queen Anne, intituled 'An Act for making the river Nine or Nen, running from Northampton to Peterborough, navigable:" And also an Act passed in the thirty-fourth year of the reign of King George the Third, intituled "An Act to remove difficulties in the execution of the powers vested in the Commissioners appointed by two Acts passed in the thirteenth year of the reign of Queen Anne and in the eleventh year of the reign of King George the First, for making the river Nine or Nen, running from Northampton to Peterborough, navigable, so far as the same relate to the navigation between Peterborough and Thrapstone-bridge:" And also an Act passed in the ninth year of the reign of King George the Fourth, intituled "An Act for repairing the road leading from Chatteris Ferry, through Chatteris and March, to Wisbech St. Peter's, and from thence to Tid Gote, in the isle of Ely, and from Wisbech aforesaid through Outwell to Downham-bridge, in the county of Norfolk;" And also an Act passed in the fiftieth year of the reign of King George

the Third, intituled "An Act for making and maintaining a turnpike road from the town of Wisbech, in the isle of Ely, in the county of Cambridge, to the town of Thorney, in the same isle and county:" And also an Act passed in the first and second years of the reign of King William the Fourth, intituled "An Act for repairing the road from the town of Wisbech, in the isle of Ely, in the county of Cambridge, to the town of Thorney, in the same isle and county:" And also an Act passed in the seventh and eighth years of the reign of King George the Fourth, intituled "An Act for repairing the road from the High Bridge, in Spalding, to Tydd Goat, in the county of Lincoln, and other roads in the same county.

Dated this tenth day of November 1847.

*Wing and Twining,
John Peed.*

Turnpike Roads from Brompton and Earles Court to North End, and from North End to Hammersmith Bridge; Notice of Application to continue the Acts authorizing the said Roads, and to consolidate them; also to authorize the Transfer of the said Roads to the Commissioners of Metropolitan Turnpike Road Trusts, North of the Thames.

NOTICE is hereby given, that application will be made to Parliament in the ensuing session, for leave to bring in a Bill to continue for a limited number of years an Act, passed in the sixth year of the reign of His Majesty King George the Fourth, intituled "An Act for making and maintaining a turnpike road from Brompton and Earles Court, in the parish of Saint Mary Abbots, Kensington, in the county of Middlesex, to communicate with the road called Fulham-fields-road, at North End, in the same county, and for making another turnpike road to communicate therewith, from the high road from London to Fulham, in the said county;" and also of another Act, passed in the ninth year of the reign of His Majesty King George the Fourth, intituled "An Act for making and maintaining a turnpike road from North End to Hammersmith-bridge, both in the county of Middlesex;" and also to amend, alter, and extend the powers and provisions of the said Acts, and to consolidate the same; and further to authorize the trustees named and appointed by the said Acts, and now acting in the execution thereof, to transfer the power and authority vested in the said trustees respectively to the Commissioners of the Metropolitan Turnpike Roads Trust, North of the Thames, and to vest in them the fulfilment of all existing engagements, and the future repair and management of the said roads, in the same manner as the other metropolitan roads are now managed, and to make all necessary provisions and arrangements, and to authorize the said Commissioners of Metropolitan Turnpike Roads to execute the same.—Dated the 9th day of November 1847.

*James Coppock, Parliamentary Agent,
3, Cleveland-row.*

New Smithfield, or Great Metropolitan Cattle Market and Abattoirs Company.

(To incorporate a Company for establishing a Market or Markets and Public Slaughtering Houses for the Cities of London and Westminster, and Metropolitan Boroughs.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to incorporate a company for establishing and maintaining a market and market-place, or markets and market-places, and abattoirs or public slaughtering houses, stores, and buildings, with all proper roads, approaches, and conveniences thereto, respectively, in and for the cities of London and Westminster, and metropolitan boroughs, in the counties of Middlesex and Surrey.

And notice is hereby further given, that the market or market-place, and principal abattoir or public slaughtering house, stores, and buildings will be situate at or near Camden-town and Maiden-lane, in the parishes of Saint Pancras and Saint Mary, Islington, or one of them; and of the six proposed district or subsidiary abattoirs or public slaughtering houses, stores, and buildings, one will be situate at or near North End Brewery, in the parish of Saint Mary Abbots, Kensington; another will be situate at or near the Paddington Workhouse, in the parish of Paddington; another will be situate at or near the North Pole public-house, in the parishes of Saint Mary, Islington, and Saint Leonard, Shoreditch, or one of them; another will be situate at or near Collins' Cattle Lairs, in the parishes of Saint Dunstan, Stepney, Mile-end Old-town, and Saint Matthew's, Bethnal-green, or one of them; another will be situate at or near the Vauxhall Waterworks, in the parish of Battersea; and the other or remaining district or subsidiary abattoir or public slaughtering house, stores, and buildings, will be situate at or near the Surrey Canal-bridge, Old Kent-road, in the parishes of Saint Giles, Camberwell, and Saint Mary Magdalen, Bermondsey, or one of them; all the aforesaid parishes, extra-parochial and other place or places being respectively situate in the counties of Middlesex and Surrey, or one of them. And in which said Bill or Bills will be contained all proper and requisite provisions for the government and regulation of the said market and market-place, or markets and market-places, slaughtering houses, stores, and buildings, and the appointment of proper officers for the inspection of the same, and for securing the wholesomeness of the meat and provisions offered for sale, or sold therein respectively.

And notice is hereby further given, that it is intended to obtain powers in the said Bill or Bills to prohibit the slaughtering of cattle at any place or places within the said cities of London and Westminster and metropolitan boroughs, other than and except at such aforesaid abattoirs or public slaughtering houses; and also to prohibit the driving

of cattle during certain hours of the day through or along the public thoroughfares of the same cities and boroughs respectively, or such other district or districts as shall be limited and defined by the said Bill or Bills; and it is also intended to obtain powers in the said Bill or Bills to authorize the said company to alter, widen, divert, or stop up, whether temporarily or permanently, all turnpike and other roads, streets, highways, canals, streams, and rivers, sewers, drains, and pipes, within the aforesaid parishes or extra-parochial or other place or places, or any of them, with which it may be necessary to interfere in the construction of the intended market or market-place, or markets or market-places, and public slaughtering houses, stores, and buildings, or either of them; and it is also intended to obtain powers for the compulsory purchase of certain lands and houses and other rights, interests, or privileges therein for the purposes aforesaid; and it is also intended to provide for the transport and conveyance of cattle to be brought to the said market or markets, as also to be forwarded therefrom to the several districts or subsidiary abattoirs over and along the several railways having termini within the said metropolitan boroughs or defined districts at such convenient hours and times, and in such manner as may be thought expedient and requisite for the purpose.

And notice is hereby also given, that it is intended to levy, receive, and take certain tolls, rents, rates, and duties, for the use and occupation of the said market and market-place, or markets and market-places, or for standing or stallage therein, and also for the use and occupation of the said abattoirs or slaughtering houses, stores, and buildings, and to confer exemptions from such tolls, rates, rents, or duties; and it is also intended to extinguish all exemptions from payment of tolls, rents, rates, and duties, or any other rights or privileges, as may be contrary to or inconsistent with the said intended Bill or Bills; and also to extinguish all exemptions from the payment of standage or stallage, rates, tolls, or duties, and also to enfranchise such copyhold messuages, tenements, or hereditaments (if any) as may be purchased, taken, used, or required, under the powers of the said intended Bill or Bills, from all manorial and other rights and duties or incumbrances; and in which said Bill or Bills will be inserted all such other powers and provisions, rights, and privileges, as may be deemed necessary for carrying into effect the purposes aforesaid.—Dated this 12th day of November 1847.

Wm. Parkin, New Palace-yard.

Liverpool Gas Light Company and Liverpool New Gas and Coke Company,

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, or some of them, that is to say; an Act, passed in the session of Parliament holden in the tenth and eleventh years of the reign of Her present Majesty, intituled "An Act to repeal two several Acts relating to the Liverpool Gas Light Company, and to substitute other provisions in lieu thereof, and to enable the said Company to raise a further sum of money;" an Act, passed in the fourth year of the reign of His Majesty King George the Fourth, intituled "An Act for lighting with oil gas the town of Liverpool and certain places adjacent thereto;" an Act, passed in the fourth year of the reign of His late Majesty King William the Fourth, intituled "An Act to empower the Liverpool Oil Gas Light Company to produce gas from coal and other materials, and to amend the Act relating to the said company;" and an Act passed, in the seventh year of the reign of Her present Majesty, intituled "An Act to amend and enlarge the provisions of two several Acts for lighting with gas the town of Liverpool and certain places adjacent thereto."

And it is intended by the Act so to be applied for to authorize and empower the union and amalgamation into one undertaking of the Liverpool Gas Light Company and the Liverpool New Gas and Coke Company, and the respective capitals, stock, shares, property, and effects of the Liverpool Gas Light Company and the Liverpool New Gas and Coke Company, and the vesting in one company of all the capital, stock, shares, property, and effects, powers, rights, and privileges now vested, or which before the passing of the Act so to be applied for may become vested, in the said two companies, or either of them, and to authorize the incorporation of a new company for carrying out the objects mentioned in the said Acts respectively.

And it is further intended by such Act so to be applied for to enable such new company to raise, for the purposes of the said company, the capital and monies then remaining to be raised by the said Liverpool Gas Light Company and Liverpool New Gas and Coke Company respectively, by such and the like means as those by which the said companies were severally empowered to raise the same; and to authorize the said amalgamated company to receive and collect rates or rents for or in respect of gas to be supplied by them, and to alter the maximum price for gas authorized to be charged by the said Act passed in the seventh year of the reign of Her present Majesty, to the maximum price for gas authorized to be charged by the said Act passed in the session of Parliament holden in the tenth and eleventh years of the reign of Her said Majesty; and to consolidate and fix the reserved or contingent fund for the said amalgamated company; and to enable the same company to purchase and hold lands and houses, by agreement; 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 thirteenth day of November 1847.

Carson and Ellis, } Solicitors to the Liverpool
Liverpool, } Gas Light Company.
John B. Lloyd, } Solicitor to the Liverpool New
Liverpool, } Gas and Coke Company.

East and West Looe Harbour and Bridge.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for improving and maintaining the harbour of East Looe and West Looe, situate in or adjoining the several parishes, townships, and extra-parochial places of the borough of East Looe, within the parish of Saint Martins by Looe, and of the borough of West Looe, within the parish of Talland, in the county of Cornwall, and the approaches to the said harbour from the sea; and it is intended in such Act to place the management and improvement of the said harbour under one body of Commissioners, and to empower such Commissioners to cleanse, scour, dredge, deepen, and improve the said harbour, and its sea walls, quays, and wharfs, and to secure and protect the same respectively, and to take down the bridge across the said harbour, and to build a new bridge instead thereof, with proper approaches and works connected therewith, at or near the site of the present bridge; and which said bridge, approaches, and works will be situate in the said several parishes, townships, and extra-parochial places of the borough of East Looe, within the parish of Saint Martins by Looe, and of the said borough of West Looe, within the parish of Talland, in the said county of Cornwall.

And it is further intended to take powers for levying rates, tolls, and duties for the use of the said harbour, quays, wharfs, and bridges, and to alter the existing tolls, rates, and duties, and to take compulsory powers for the purchase of lands required for the proposed works, and to confer, vary, and extinguish exemptions from payment of rates, tolls, and duties, and other rights and privileges.

And notice is hereby further given, that duplicate plans of the said harbour and bridge, with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the property to be taken, with a copy of the notice, as published in the London Gazette, 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 Cornwall, at his office in St. Austell; and, on or before the said thirtieth day of November instant, a copy of the said plans and book of reference, so far as relates to each parish in which the said harbour, bridge, and works are or will be situate, with a copy of said Gazette notice, will be deposited with the parish clerk of each such parish, at his residence.—Dated this twenty-fourth day of November 1847.

Campbell and Witty, 21, Essex-street,
Strand:

**LOW'S PATENT FOR IMPROVEMENTS
IN THE MANUFACTURE OF ZINC,
COPPER, TIN, AND OTHER METALS.**

Power to assign to a Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the present session, for leave to bring in a Bill to authorize 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 fourth day of November, in the eleventh year of the reign of Her present Majesty, granting unto Charles Low, of Roseberry-place, Dalston, in the county of Middlesex, Gentleman, the sole use of an invention of "Improvements in the Manufacture of Zinc, Copper, Tin, and other Metals," within England, Wales, and Berwick-upon-Tweed, and the islands of Jersey, Guernsey, Alderney, Sark, and Man, and also in all Her said Majesty's Colonies and Plantations abroad; and also any other letters patent for the sole use of the said invention, and of any improvement or improvements upon such original invention or any part thereof, or of any other invention or inventions relating thereto; and also to authorize the assignment or grant to and purchase or tenure by the said company or persons of any partial or other interest or interests, licence or licences, in or under the said respective letters patent; and also to enable such company or persons to make, use, exercise, and vend such invention and 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 respective letters patent, licence or licences, 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 23rd day of November 1847.

Peile and Son, Solicitors.

The Windsor, Staines, and South Western Railway
Act No. 1, 1847.

(Slough Extension and Deviations). Amendment and Extension to Slough, and power to make certain Deviations, and to enable the London and South Western Railway Company to Subscribe.

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 Windsor, Staines, and South Western (Richmond to Windsor) Railway Act,

1847;" and to enable the Company incorporated thereby, to make an extension of the railway authorized to be made by the "Windsor, Staines, and South Western Railway, Act No. 1, 1847," with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, roads, approaches, and conveniences connected therewith; which said extension of the said railway, and the works connected therewith will commence by a junction with the authorized line of the Windsor, Staines, and South Western (Richmond to Windsor) Railway, in the field in the parish of Datchet, in the county of Bucks, numbered 72 on the plans of the said railway deposited with the Clerk of the Peace for the said county of Bucks, in the month of November 1846, which field belongs to the Dean and Canons of Windsor, and is in the occupation of John Thomas Stroud, and to terminate by a junction with the Great Western Railway at a point one hundred yards, or thereabouts, east of the eastern end of the platform attached to the "Up-Train" booking office, at the Slough station of the Great Western Railway; and which said extension railway and works will be made in or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them (that is to say), Datchet, Slough, Upton-cum-Chalvey, and Stoke Poges, all in the county of Buckingham. And in the same Bill it is intended to apply for powers to enable the said Windsor, Staines, and South Western (Richmond to Windsor) Railway Company to make certain alterations and deviations in the line of the said railway, as authorized by the said Windsor, Staines and South Western Railway Act, No. 1, 1847, and to relinquish such parts of the original works as may be rendered unnecessary by reason of the making of such deviated or altered line or lines, or either of them; one of such proposed deviated or altered lines to commence in a field in the parish of Staines, in the county of Middlesex, belonging to the Rev. Richard Govett, and occupied by William Holgate, and which said field is numbered 112 in the said parish of Staines, on the plan of the said Windsor, Staines, and South Western (Richmond to Windsor) Railway, deposited with the Clerk of the Peace for the said county of Middlesex, in the said month of November 1846, and to terminate in a certain piece of waste land, in the said parish of Staines, numbered on the same deposited plans 130, in the said parish of Staines, at the distance of one hundred yards, or thereabouts, north-east from the entrance gate leading to the piece of land numbered 129 in the said parish of Staines; on the said deposited plans, and which last-mentioned piece of land is in the occupation of Mr. Henry Emlyn; and which said deviated or altered line will be made wholly in the said parish of Staines. And the other of such deviated or altered lines of railway will commence in a field in the parish of Twickenham, in the county of Middlesex, occupied by Mr. Charles Eley, and which said field is numbered 138, in the parish of Twickenham, on the said plan of the said Windsor, Staines, and South Western (Richmond

to Windsor) Railway, deposited with the said Clerk of the Peace for the said county of Middlesex, in the month of November 1846, and will terminate in a certain field also in the said parish of Twickenham, and in the occupation of the said Charles Eley, numbered 134 on the same deposited plans, in the said parish of Twickenham, and which said last-mentioned deviated or altered line of railway will be made wholly in the said parish of Twickenham.

And notice is hereby given, that 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 herein-after mentioned; and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, footways, streets, and other highways, rivers, streams, creeks, sewers, pipes, canals, navigations, towing paths, bridges, railways, or tram roads within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works.

And notice is hereby further given, that duplicate plans and sections of the said intended works, together with books of reference thereto, and also a published map, with the lines of railway delineated thereon, together with a copy of this notice, as published in the London Gazette, will be deposited, for public inspection, with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury in such county, and with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell, in such county, on or before the thirtieth day of November one thousand eight hundred and forty-seven; and, on or before the said thirtieth day of November, one thousand eight hundred and forty-seven, a copy of so much of the plans and sections as relates to each parish in or through which the said works are intended to be made, together with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his dwelling-house.

And notice is hereby further given, that it is intended by the said Bill to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties, upon or in respect of the said intended works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and other rights and privileges; also powers to enable the said London and South Western Railway Company out of their corporate or other funds to take shares in and subscribe for

or towards the making, maintaining, working, and using the said intended railways and works, or any part thereof.

And 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 relating to the said London and South Western Railway as follows: that is to say, "The London and South Western Railway Act, 1834;" "The London and South Western Railway Deviations Act, 1837;" "The Portsmouth Branch Railway Act, 1839;" "The London and South Western Railway Company's Amendment Act, 1841;" "The London and South Western Railway Company's Wandsworth Water Act, 1841;" "The Salisbury Branch Railway Act, 1844;" "The London and South Western Railway Company's Amendment Act, 1844;" "The Guildford Extension and Portsmouth and Fareham Railway Act, 1845;" "The London and South Western Railway Company's Amendment Act, 1845;" "The London and South Western Railway Metropolitan Extensions Act, 1845;" "The London and South Western Railway Company's Amendment Act, 1846;" "The Southampton and Dorchester Railway Act, 1845;" "The London and South Western Railway (Chertsey and Egham Branch) Act, 1846;" "The London and South Western Railway (Fainham and Alton Branch) Act, 1846;" "The London and South Western Railway (Hampton Court Branch) Act, 1846;" "The London and South Western Railway Company's London-bridge Extension Act, 1846;" "The London and South Western Railway Company's (Basingstoke and Salisbury Extension) Act, 1846;" "The London and South Western Railway Company's Widening and York-road Station Enlargement Act, 1847;" "The London and South Western Railway Company's (Portsmouth Extensions and Godalming Deviation) Act, 1847;" "The London and South Western Railway Company's (Andover and Southampton Junction Railway) Act, 1847;" "The London and South Western Railway Company's Amendment Act, 1847;" "The Brighton and Chichester (Portsmouth Extension), and London and South Western Railways Act, 1847;" "The Southampton and Dorchester Railway (Lymington and Eling Branches) Act, 1847;" and "The Southampton and Dorchester Railway (Weymouth Branch) Act, 1847."

And notice is hereby further given, that it is intended to take powers in the said Bill to enable the Great Western Railway Company and the Windsor, Staines, and South Western (Richmond to Windsor) Railway Company, and their lessees or assigns, to make and enter into such mutual contracts and agreements as may be deemed expedient with reference to the use by the said Great Western Railway Company of the said herein-before described extension line of railway to Slough, and of the stations and other works and conveniences connected therewith, and for the

purpose aforesaid to alter, amend, and enlarge the powers and provisions of the several Acts relating to the said Great Western Railway passed in the sessions of Parliament herein-after mentioned; that is to say, in the sessions held respectively in the fifth, the sixth, and in the sixth and seventh years of the reign of His late Majesty King William the Fourth; and the first, the first and second, the second, the fifth, the sixth, the seventh, the eighth and ninth, the ninth, the ninth and tenth, and in the tenth and eleventh years of the reign of Her present Majesty; and also of the several Acts relating to the West London Railway, passed in the sessions held respectively in the third and in the sixth years of the reign of His late Majesty King William the Fourth, and in the eighth and ninth, and ninth and tenth, and in the tenth and eleventh years of the reign of Her present Majesty.—Dated the 8th day of November 1847.

Bircham, Dalrymple, and Drake, London,
Solicitors for the said Bill.

Manchester, Buxton, Matlock, and Midlands Junction Railway, Deviation and Branches.

Deviation between Taxal and Darley, with Branches to Buxton, Bakewell, and to join the Midlands Railway, in the Parish of Duffield, and Extension of Time for purchasing Lands.

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," and of "The Manchester, Buxton, Matlock, and Midlands Junction Railway Act, 1847," in which said Bill it is intended to apply for powers to deviate the line of the said Manchester, Buxton, Matlock, and Midlands Junction Railway, authorized by the said Acts, or one of them, and to construct in lieu thereof the railway hereinafter described, with all necessary stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith, that is to say; a deviated line of railway to commence in a field in the township of Yeardsley cum Whaley, in the parish of Taxal, in the county of Chester, numbered 27 in the said township in the Parliamentary plan of the said Manchester, Buxton, Matlock, and Midlands Junction Railway deposited with the Clerk of the Peace for the county of Chester, in the month of November 1846, and belonging to John William Jodrell, Esq., and in the occupation of James Mellor, and to terminate by a junction with the present authorized line of the said Manchester, Buxton, Matlock, and Midlands Junction Railway, at a point in the township of Darley and parish of Darley, in the county of Derby, where the same railway crosses or is intended to cross the turnpike road leading from Chesterfield to Matlock and Darley, and numbered 79 in the said township of Darley, on the plan of the same railway, deposited with the Clerk of the Peace for the county of

Derby, in the month of November 1846; which said deviated line of 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; Taxal otherwise Taxall, Whaley cum Yeardsley otherwise Yeardsley cum Whaley, Whaley, Whaley Bridge Hockerley otherwise Hockerley Hall, and Goyts Bridge, in the county of Chester; Chapel-en-le-Frith, Coombs Edge or Combs Edge, Bowden Edge, Bradshaw Edge, Bowden Chapel, Whitehough, Milton, Chapel Milton, Chapel Town End, The Wash, Malcroft, Roych Tor, Roych Clough, Cowburn or Cobourne, Peak Forest, Glossop, Chinley Bugsworth and Brownside, Chinley, Bugsworth, Brownside, Brierley, Mellor, Ollersett, Beard, Thornsett, Whitle, Beard Ollersett Thornsett and Whitle, Chinley Chapel, Lane Side, The Roych, Castleton, Edale, Edale Chapel, Upper Booth, Barber Booth, White Booth, Grindsbrook or Grimesbrook, Grindsbooth or Grindsbrook Booth, Oller Brook or Owler Brook, Oller Booth, Lady Booth or Nether Booth, Hope, Fernilee, Aston, Thornhill, Brough, Shatton, Nether Shatton, Upper Shatton, Shatton and Brough, High Low, Nether Padley, Offerton, Stoke otherwise Stoke and Goatcliffe or Goldcliffe, Wardlow, Woodland, Mythom or Mytholm Bridge, Fullwood, Knouchley, Hathersage, Bamford, Outseats otherwise Hathersage Outseats, Stoney Middleton, Stoney Middleton in Hathersage, Derwent or Darwent, Upper Padley, Eyam, Woodland Eyam, or Eyam Woodlands, Stoney Middleton in Eyam, Grindleford Bridge, Baslow, Froggatt, Calver, Curbar, Bubnell, Brambley or Bramley, Bakewell, Beeley, Hassop, Nether Haddon, Over Haddon, Rowsley, Great Rowsley, Edensor, Pilsley, Calton otherwise Calton Lees, Chatsworth, Youlgreave, Stanton, Darley or Darleigh otherwise Darley Dale, Wensley, Snitterton, Wensley and Snitterton, Little Rowsley, Standliff or Stonecliff, Tinkersley, and Matlock, in the county of Derby.

And it is also intended to apply for power to relinquish so much of the authorized line of the said Manchester, Buxton, Matlock, and Midlands Junction Railway as lies between the said point at which the said deviated line of railway is intended to commence, and the said point at which the same is intended to terminate.

And notice is hereby further given, that it is intended to take powers in the said Bill to make the following branch railways, or some of them, out of the above-described intended deviated line of railway, that is to say;

A branch to be called the Buxton Branch, to commence in a field in the township of Bowden Edge, in the parish of Chapel-en-le-Frith, in the county of Derby, and belonging to the Reverend William Bagshaw, and in the occupation of Isaac Wilson, and to terminate at a field in the township of Fairfield, in the parish of Hope, in the said county of Derby, belonging to his Grace the Duke of Devonshire, and in the occupation of William Lees,

and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some or one of them, that is to say; Chapel-en-le-Frith, Bradshaw Edge, Bowden Edge, Coombs Edge or Combs Edge, Bowden Chapel, Whitehough, Milton, Chapel Milton, Chapel Town End, The Wash, Stodhart, Blackbrook, Barmoor, Barmoor Clough, Sittinglow, Peak Forest, Glossop, Chinley, Bugsworth, Brownside, Chinley Bugsworth and Brownside, Tideswell, Wormhill, Doveholes, Doveholesdale, Hope, Fairfield, Bakewell, and Buxton, in the county of Derby.

A branch to be called the Bakewell Branch, to commence in a field in the township of Great Rowsley, in the parish of Bakewell, in the county of Derby, belonging to his Grace the Duke of Rutland, and in the occupation of George Elliott, and to terminate at a public highway, commonly called Granby Road, adjoining the cattle market in the town of Bakewell, in the parish of Bakewell, in the county of Derby; and passing from, in, through, and into the several parishes, townships, extra-parochial and other places following, or some or one of them, that is to say; Darley or Darleigh otherwise Darley Dale, Little Rowsley, Wensley, Snitterton, Wensley and Snitterton, Stancliff or Stonecliff, Tinkersley, Youlgreave, Stanton, Great Rowsley, Bakewell, Beeley, Nether Haddon, Over Haddon, Ashford, Great Longstone otherwise Great Longstone and Holme, Hassop, Baslow, Edensor, Pilsley, Calton otherwise Calton Lees, and Chatsworth, in the county of Derby.

And it is also intended to take powers in the said Bill to make a branch railway from and out of the authorized line of the said Manchester, Buxton, Matlock, and Midlands Junction Railway, to commence in a field belonging to Francis Hurt, Esquire, and in the occupation of Robert Hay, in the township of Heage, in the parish of Duffield, in the county of Derby, numbered 2 in the same parish, on the plan of the said Manchester, Buxton, Matlock, and Midlands Junction Railway, deposited in the month of November 1845, with the Clerk of the Peace for the said county of Derby, and to terminate by a junction with the Midlands Railway at a point three hundred and fifty links, or thereabouts, south of the bridge by which a certain public highway in the said township of Heage, called or known by the name of Toadmoor Lane, is carried over the said Midlands Railway, and which public highway is numbered 10 in the same parish, on the plan so deposited with the Clerk of the Peace for the county of Derby, in the month of November 1845; and passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them, that is to say; Duffield, Heage or High Edge, Crich, Lea, Dethick, Holloway, Wirksworth and Alderwasley, in the county of Derby.

And it is also intended to apply for powers to make lateral deviations from the lines 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 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 proposed railways and works.

And notice is hereby further given, that a plan of the said proposed 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 intended lines of railway delineated thereon, together with a copy of this notice as published in the London Gazette, will be deposited, for public inspection, with the Clerk of the Peace for the county of Chester, at his office at Chester, in the said county, and with the Clerk of the Peace for the county of Derby, at his office at Chesterfield, in the said county, on or before the thirtieth day of November 1847; and, on or before the said thirtieth day of November 1847, a copy of so much of the plan and section 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, and a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode; and, in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his dwelling-house.

And notice is hereby further given, that it is intended to extend the time limited by the said Acts, or either of them, for the compulsory purchase, for the purposes of the said Manchester, Buxton, Matlock, and Midlands Junction Railway, of lands and houses lying between the authorized junction of the same railway with the Manchester and Birmingham line of the London and North-Western Railway at Cheadle, in the county of Chester, and the said field in the township of Yardsley-cum-Whaley, numbered 27 in the said township, on the Parliamentary plan so deposited with the Clerk of the Peace for the county of Chester, in the month of November 1846, as aforesaid, and also lying between the said point in the township of Darley, and parish of Darley, where the said Manchester, Buxton, Matlock, and Midlands Junction Railway crosses or is intended to cross the said turnpike road leading from Chesterfield to Matlock and Darley, and the authorized junction of the same railway with the Midlands Railway at Ambergate.

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 to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges, and to vary or reduce the capital authorized to be raised by the said Acts, or one of them.

James Wheeler, Westminster,
Solicitor for the proposed Bill.

Dated this tenth day of November 1847.

CONTRACTS FOR WILLOW RODS AND COOPERS' FLAGS.

Department of the Comptroller for Victualling and Transport Services, Somerset-Place, November 26, 1847.

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 9th 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 Victualling Stores, at Deptford, the undermentioned articles, viz.

Willow Rods, 1000 mille, to be delivered by the 31st January, in equal weekly proportions.

Coopers' Flags, 700 bolts, to be delivered by the 31st January, in equal weekly proportions.

Samples of the rods (not less than 500 great tale), and of the flags (not less than one bolt), must be produced by the parties tendering.

The conditions of the contracts 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
" and must also be delivered at Somerset-place.

CONTRACT FOR BRITISH OAK TIMBER, THICKSTUFF, PLANK, AND TREENAILS.

Department of the Storekeeper General of the Navy, Somerset-Place, November 22, 1847.

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 13th January next, at one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying

10,000 Loads of British Oak Timber (rough contents, but to be delivered in a rough or sided state, as the said Commissioners shall direct);

3,700 Loads of British Oak Thickstuff and Plank;

And 300,000 British Oak Treenails;

to be delivered at Her Majesty's several Dock-yards, by the 31st of December 1848, at prices, including all carriage and other expences.

A tender may be made for the whole contract, or for the quantities required for any one or more of the yards, but not for less than the full quantities of timber, thickstuff, plank, and treenails required for any one yard.

A form of the tender, showing the distribution, sidings, and dimensions of the timber, thickstuff, plank, and treenails, and all other necessary particulars, may be had on application to this Office, by letter or otherwise.

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 British Oak," 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 £13,000, for the due performance of the whole contract, or in a due proportion for a part only.

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

Saturday, November 27, 1847.

Price Two Shillings and Eight Pence.

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