

George the Third, intituled "An Act for draining and improving, and for inclosing, dividing, and allotting certain tracts of common and waste lands, called Marshland Smeeth and Marshland Fen, lying within the country of Marshland, in the county of Norfolk; and for stinting and regulating the stocking, feeding, and depasturing of the said Smeeth and Fen until the inclosure division and allotment thereof," within the district to which the provisions of the said Act apply, with a view to equalizing the burden of such rates; and to authorize the Commissioners of Drainage, appointed under the provisions of the said Act, to assess such rates at a sum per acre, instead of at a sum upon every allotment made by virtue of the said Act, and to levy the rates so assessed, and to increase, vary, or otherwise alter the said rates.

And it is also proposed by the said intended Act to form the lands in the said Smeeth and Fen, and in Well Moor, Broad Fen, and Short Fen, in the said Act mentioned, and now drained with the said Smeeth and Fen, and all other places comprized within the limits of the said drainage district, into a district for the repair of all the roads situate within the said limits, which the persons entitled to allotments under the said Act were, by the award made in pursuance thereof, required or directed to repair, and also the gravel bank from Tilney-bridge to Lord's-bridge; and to authorise the said Commissioners to levy rates or taxes upon such allotments, and upon the said lands in Well Moor, Broad Fen, and Short Fen, or upon the owners, lessees, or occupiers thereof, respectively, in respect thereof; and to raise money upon the credit of such rates or taxes for the repair of such roads.

And it is also proposed by the said intended Act to exempt all such allotments aforesaid, and the said lands in Well Moor, Broad Fen, and Short Fen, and the said roads, or the owners, lessees, and occupiers thereof, respectively, in respect thereof, from the payment of the ordinary parochial highway rates in the several parishes, townships, or places where such allotments and lands respectively are respectively situate, or from otherwise contributing towards or being liable for the repair of public highways situate in such parishes, townships, or places, or any of them, beyond the limits of the said district.

And it is also proposed by the said intended Act, further and otherwise, to alter existing rates and taxes within the parishes, townships, places, and district aforesaid, and to confer, vary, and extinguish exemptions from payment of rates and taxes, and to confer, vary, and extinguish other rights and privileges.

And it is also proposed by the said intended Act to repeal, alter, or amend such of the provisions of the said existing Act as it may be necessary or expedient so to repeal, alter, or amend for the purposes of the said intended Act.—Dated this fourth day of November one thousand eight hundred and forty-eight.

Edwd. Jackson, Wisbech.

Stockton and Darlington Railway.

(Lease of Line to the York, Newcastle, and Berwick Railway Company, and Amalgamation of the two Undertakings.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, extend, and enlarge the powers and provisions of the several Acts relating to the Stockton and Darlington Railway, passed respectively in the sessions of Parliament held in the first and second, the fourth, the fifth, and the ninth years of the reign of His late Majesty King George IV, and of the several Acts relating to the York, Newcastle, and Berwick Railway, passed respectively in the sessions of Parliament held in the fifth, sixth, seventh, ninth, tenth, eleventh, and twelfth years of the reign of Her present Majesty.

And it is intended by the said Act, so to be applied for, to enable the Stockton and Darlington Railway Company to demise or lease for any term or number of years to the said York, Newcastle, and Berwick Railway Company, the said Stockton and Darlington Railway, and all the branch railways, stations, houses, warehouses, buildings, works, lands, and hereditaments connected therewith, or thereunto belonging; and all the estate, right, title, interest, conveniences, and things in, about, or appertaining thereto or connected therewith; and all other the property and effects, and all the powers and privileges now vested in them the said Stockton and Darlington Railway Company, or which may become vested in them by any Act to be passed in the next session of Parliament, and to enable the said York, Newcastle, and Berwick Railway Company to enter into and accept such lease of the said Stockton and Darlington Railway, and of the said railway branches, works, property, and effects, and to exercise all the powers and privileges now vested in the said Stockton and Darlington Railway Company, and to consolidate and unite the said last-mentioned railway branches and works with the said York, Newcastle, and Berwick Railway, and to enable the said York, Newcastle, and Berwick Railway Company to levy and receive tolls, rates, and duties on or in respect of the said Stockton and Darlington Railway, and on or in respect of the said branches and works respectively, and to exercise all or any of the rights and privileges relating thereto, and if necessary to alter, vary, and increase the tolls, rates, and duties now payable on the same respectively, and to grant exemptions from the payment of such respective tolls, rates and duties, and to alter, amend, enlarge, and extend or repeal some of the powers and provisions of the before-mentioned Acts relating to the said Stockton and Darlington Railway.—Dated this sixth day of November 1848.

Mewburn, Hutchinson, and Mewburn, Solicitors for the Bill.