



The London Gazette.

Published by Authority.

FRIDAY, NOVEMBER 21, 1851.

Foreign-Office, November 20, 1851.

A DISPATCH has been this day received by Viscount Palmerston, Her Majesty's Principal Secretary of State for Foreign Affairs, from the Honourable George Edgcumbe, Her Majesty's Chargé d'Affaires at Hanover, announcing the melancholy intelligence of the decease of His Majesty the King of Hanover, which took place at Hanover, at a quarter before seven o'clock on the morning of the 18th instant.

At the Court at *Windsor*, the 23rd day of *October* 1851,

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS Her Majesty's Commissioners for building new churches have, in pursuance of the ninth section of an Act, passed in the session of Parliament holden in the eighth and ninth years of Her Majesty's reign, intituled "An Act for the further amendment of the Church Building Acts," or under or by virtue of any and every other power or authority vested in them by the Church Building Acts, duly prepared and laid before Her Majesty in Council a representation, bearing date the eighth day of July, one thousand eight hundred and fifty-one, in the words following; that is to say:

"Your Majesty's Commissioners for building new churches beg leave humbly to represent to your Majesty, that having taken into consideration all the circumstances of the parishes of Siston and Bitton, and also of the parish or district parish of the Holy Trinity, Kingswood, in the county of Gloucester, and all within the diocese of Gloucester and Bristol, it appears to them to be expedient to unite and consolidate certain contiguous portions of the said parishes of Siston and Bitton, of the chapelry of Oldland, in the said parish of

Bitton, and of the said parish or district parish of the Holy Trinity, Kingswood, and to form the same into one consolidated chapelry for all ecclesiastical purposes, for the consecrated church of Saint Barnabas, situate at Warmley, in the said parish of Siston, under and by virtue of the power or authority for this purpose contained in the ninth section of an Act, passed in the session of Parliament holden in the eighth and ninth years of your Majesty's reign, intituled 'An Act for the further amendment of the Church Building Acts,' or under and by virtue of any and every other power or authority in this behalf vested in your Majesty's said Commissioners by the Church Building Acts, and that such proposed consolidated chapelry should be called or named 'The consolidated chapelry of Warmley,' with boundaries as hereinafter mentioned; that is to say: commencing at the turnpike-road at Bridge Yate, and proceeding southerly and south-easterly along the boundary-line which separates the parishes of Siston and Bitton from the parish of Pucklechurch, until it reaches the brook lying at the eastward of Cann Farm, then following the course of that brook, south-westerly, as far as Cowhorn-hill-bridge, and from that bridge, in a north-westerly direction, along a public footpath on the north-eastern side of the coalpits in the hamlet of Oldland, to the southern end of Wraxall-lane, then northerly up the middle of that lane until it reaches the turnpike-road from Kingswood-hill to Bridge Yate, and crossing that road easterly, enters the lane called Made-for-ever-lane, up the middle of which said lane it proceeds, in a northerly direction, until it reaches the main road across Siston Common, and proceeds south-easterly along the middle of that road until it reaches the southern boundary of the common lands called Goose Green, and continuing along such boundary south-easterly to the farm called Brook Farm, and from thence to the brook, down the course of which brook it then proceeds southerly as far as a field called Hook's Park, and then leaving such brook, to proceed westerly, southerly

and south-easterly, round that field, and again reaches the brook, and from thence to the boundary of land belonging to George Madgwick Davidson, Esquire, and thence along the boundary which separates the lands of Mr. David Barnes and Mr. Robert Leonard Jefferies from those of Thomas Pexton Peterson, Esquire, and thence in a southerly direction along the boundary which separates the field belonging to Mr. Thomas Rogers from the lands belonging to Mr. William Saunders, to the turnpike-road, and thence to proceed for a few yards easterly along the said turnpike-road until the boundary reaches the point at Bridge Yate where the said consolidated chapelry commenced, and as the same is more particularly delineated on the map or plan hereunto annexed, and is thereon coloured yellow, blue, pink, and green.

"That the consents of the Right Reverend James Henry, Bishop of the said diocese of Gloucester and Bristol, of Frederick Boughton Newton Dickenson, of Siston Court, in the county of Gloucester, Esquire, patron of the parish church of the said parish of Siston, and of the Venerable William Macdonald, prebendary or incumbent of the prebendal stall of Bitton, within the cathedral church of Salisbury, patron (in right of such stall) of the parish churches of the said parish of Bitton, and of the said district parish of the Holy Trinity, Kingswood aforesaid, have been severally obtained to the formation of the said consolidated chapelry of Warmley, as required by the Act and section firstly hereinbefore-mentioned, in testimony whereof they have severally signed and sealed this representation.

"Your Majesty's said Commissioners beg leave further to represent that it has been mutually agreed between the said Frederick Boughton Newton Dickenson and William Macdonald, as such respective patrons as aforesaid, testified as aforesaid (with the approbation of your Majesty's said Commissioners, testified as hereinafter mentioned, and of the said James Henry, Bishop of Gloucester and Bristol, testified as aforesaid), that the right of presentation and appointment of an incumbent or perpetual curate to serve the said church of Saint Barnabas, at Warmley aforesaid, should be vested in, belong to, and, whenever occasion may require, be exercised by, the said James Henry, Bishop of Gloucester and Bristol, and his successors, Bishops of Gloucester and Bristol, for ever.

"Your Majesty's said Commissioners therefore humbly pray that your Majesty will be graciously pleased to take the premises into your royal consideration, and to make such Order in respect thereto as to your Majesty, in your royal wisdom, shall seem meet."

Her Majesty having taken the said representation, together with the map or plan thereunto annexed, into consideration, was pleased, by and with the advice of Her Privy Council, to approve thereof, and to order, as it is hereby ordered, that the proposed assignment be accordingly made, and the agreement in respect of the right of presentation and appointment of an incumbent or perpetual curate to serve the said church of Saint Barnabas, at Warmley, be carried into effect agreeably to the provisions of the said Acts; and Her Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith enrolled, pursuant to the said Acts, and registered by the Registrar of the diocese of Gloucester and Bristol.

Wm. L. Bathurst.

AT the Court at *Windsor*, the 23rd day of *October* 1851,

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS Her Majesty's Commissioners for building new churches have, in pursuance of the ninth section of an Act, passed in the session of Parliament holden in the eighth and ninth years of Her Majesty's reign, intituled "An Act for the further amendment of the Church Building Acts," or under and by virtue of any and every other power or authority vested in them by the Church Building Acts, duly prepared and laid before Her Majesty in Council a representation, bearing date the fourth day of September 1851, in the words following; that is to say:

"Your Majesty's Commissioners for building new churches beg leave humbly to represent to your Majesty, that having taken into consideration all the circumstances of the parishes of Bakewell, Hope, and Hartington, in the county of Derby, and in the diocese of Lichfield, it appears to them to be expedient to unite and consolidate certain contiguous portions of the said parishes, and to form the same into one consolidated chapelry for all ecclesiastical purposes, for the consecrated church, called Christ Church, situate at King Sterndale, in the said parish of Bakewell, under and by virtue of the power or authority for this purpose contained in the ninth section of an Act, passed in the session of Parliament holden in the eighth and ninth years of your Majesty's reign, intituled 'An Act for the further amendment of the Church Building Acts,' or under and by virtue of any and every other power or authority in this behalf vested in your Majesty's said Commissioners by the Church Building Acts, and that such proposed consolidated chapelry should comprise certain portions, all lying contiguous to each other, of the following chapelries; that is to say: of the chapelries of Buxton, Chelmerton, and Taddington, in the said parish of Bakewell, of the chapelry of Fairfield, in the said parish of Hope, and of the chapelry of Earl Sterndale, in the said parish of Hartington, and that such proposed consolidated chapelry should be named or called 'The consolidated chapelry of King Sterndale,' with boundaries as hereinafter mentioned; that is to say: the boundary will commence at Blackwell Mill Ford across the river Wye, and proceed westerly from that ford along the Blackwell Mill-road into the Bakewell-road, which road it will cross to Marl Dale and then proceed southerly along the western sides of Marl Dale and Deep Dale as far as Back Dale, then south-westerly along the northern side of Back Dale, until it reaches the Ashbourne-road, then south-easterly down that road as far as Brierlow Toll-gate, and from that gate in a north-westerly direction, will proceed along the Old London-road as far as the Duke's Drive, then north-easterly and north-westerly along the Duke's Drive until it enters the Bakewell-road, then easterly along the Bakewell-road as far as Lovers' Leap, from which place the boundary line will proceed in a straight line north-easterly across the said chapelry of Fairfield, in the said parish of Hope, to a bound stone, placed on the western side of Great Rocks Dale, and from such bound stone south-easterly down the said dale to Blackwell Mill Ford, where the boundary of the said consolidated chapelry commenced, and as the same is more particularly delineated on the map or plan hereunto annexed, and is thereon coloured blue, pink, green, yellow, and lilac.

"That the consents of the Right Reverend John, Bishop of the said diocese of Lichfield, of the Very Reverend the Dean of the cathedral church of Lichfield, and the Chapter of the same church (patrons of the parish churches of the said parishes of Bakewell and Hope), and the Most Noble William Spencer, Duke and Earl of Devonshire (patron of the parish church of the said parish of Hartington), have been severally obtained to the formation of the said consolidated chapelry of King Sterndale, as required by the Act and section hereinbefore mentioned; in testimony whereof the said John, Bishop of Lichfield, and William Spencer, Duke and Earl of Devonshire, have signed and sealed this representation, and the said Dean and Chapter have hereto affixed their common or capitular seal.

"Your Majesty's said Commissioners beg leave further to represent to your Majesty that it has been mutually agreed between the said Dean and Chapter, and the said William Spencer, Duke and Earl of Devonshire, as such respective patrons as aforesaid, testified as aforesaid (with the approbation of your Majesty's said Commissioners, testified as hereinafter mentioned, and of the said John, Bishop of Lichfield, testified as aforesaid), that the right of presentation and appointment of an incumbent or perpetual curate to serve the said church called Christ Church, at King Sterndale aforesaid, should be vested in, belong to, and whenever occasion may require, be exercised by Elizabeth Piekford, of King Sterndale aforesaid, Widow, her heirs and assigns for ever.

"Your Majesty's said Commissioners, therefore, humbly pray that your Majesty will be graciously pleased to take the premises into your royal consideration, and to make such Order in respect thereto as to your Majesty, in your royal wisdom shall seem meet."

Her Majesty having taken the said representation, together with the map or plan thereunto annexed, into consideration, was pleased, by and with the advice of Her Privy Council, to approve thereof, and to order, as it is hereby ordered, that the proposed assignment be accordingly made, and the agreement in respect of the right of presentation and appointment of an incumbent or perpetual curate to serve the said church of Christ Church at King Sterndale, be carried into effect agreeably to the provisions of the said Acts; and Her Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith enrolled pursuant to the said Acts, and registered by the Registrar of the diocese of Lichfield.

Wm. L. Bathurst.

Windsor-Castle, November 18, 1851.

This day had audience of Her Majesty:

The Prince de Castelcicala, Envoy Extraordinary and Minister Plenipotentiary from the King of the Kingdom of the Two Sicilies, to take leave;

The Chevalier de Lisboa, Envoy Extraordinary and Minister Plenipotentiary from the Emperor of Brazil, to deliver his letter of recall;

And the Chevalier de Macedo, Envoy Extraordinary and Minister Plenipotentiary from the Emperor of Brazil, to deliver his credentials;

To which they were respectively introduced by Viscount Palmerston, G. C. B. Her Majesty's Secretary of State for Foreign Affairs.

War-Office, 21st November 1851.

6th Regiment of Dragoons, Arthur Pryse Jones, Gent. to be Cornet, by purchase, vice Wheatcroft, promoted. Dated 21st November 1851.

7th Light Dragoons, Charles William Paulet, Gent. to be Cornet, by purchase, vice Aytoun. Dated 21st November 1851.

15th Light Dragoons, William Edington Stuart, Gent. to be Cornet, by purchase, vice Harnett, promoted. Dated 21st November 1851.

17th Light Dragoons, Lieutenant William Felix Tollemache, from the 77th Foot, to be Lieutenant, vice Howard St. George, who exchanges. Dated 21st November 1851.

Coldstream Regiment of Foot Guards, Ensign Harvey Tower, from the 48th Foot, to be Ensign and Lieutenant, by purchase, vice the Hon. G. C. C. Eliot, promoted. Dated 21st November 1851.

2nd Foot, Lieutenant Frederick Connor to be Captain, without purchase, vice Oldham, killed in action. Dated 10th September 1851.

Ensign Lord Charles Edward Hay to be Lieutenant, without purchase, vice Connor. Dated 10th September 1851.

6th Foot, George Henry James Mowbray Chapman, Gent. to be Ensign, by purchase. Dated 21st November 1851.

7th Foot, Ensign the Honourable Eyre Challoner Henry Massey, from the 68th Foot, to be Lieutenant, by purchase, vice Tritton, who retires. Dated 21st November 1851.

9th Foot, William George Herbert Taylor Fairfax, Gent. to be Ensign, by purchase, vice Wilkinson, promoted. Dated 21st November 1851.

12th Foot, Lieutenant George Lloyd Studdert, from the Cape Mounted Riflemen, to be Lieutenant, vice Goodrich, who exchanges. Dated 21st November 1851.

13th Foot, Charles Poore Long, Gent. to be Ensign, by purchase, vice Somerset, promoted. Dated 21st November 1851.

16th Foot, John Watkins Freeman, Gent. to be Ensign, by purchase, vice Stacpoole, who retires. Dated 21st November 1851.

19th Foot, Lieutenant John Hay Moore to be Captain, by purchase, vice Campbell, who retires. Dated 21st November 1851.

Ensign Oswald Augustus Grimston to be Lieutenant, by purchase, vice Moore. Dated 21st November 1851.

Henry Ladbroke Weller Clarke, Gent. to be Ensign, by purchase, vice Grimston. Dated 21st November 1851.

23rd Foot, Second Lieutenant Henry Bathurst to be First Lieutenant, by purchase, vice Holland, who retires. Dated 21st November 1851.

30th Foot, Augustus Henry Williamson, Gent. to be Ensign, by purchase, vice Bennett, promoted. Dated 21st November 1851.

35th Foot, John Ormsby Vandeleur, Gent. to be Ensign, by purchase, vice Wright, promoted. Dated 21st November 1851.

38th Foot, Arthur Brooksbank, Gent. to be Ensign, by purchase, vice Craster, promoted. Dated 21st November 1851.

40th Foot, Captain James Cochrane, from half-pay Unattached, to be Captain, vice Brevet Major Henry Douglas Cowper, who exchanges. Dated 21st November 1851.

Lieutenant Francis Barry Drew to be Captain, by purchase, vice Cochrane, who retires. Dated 21st November 1851.

Ensign Alfred Abraham Wade Lea to be Lieutenant, by purchase, vice Drew. Dated 21st November 1851.

Theophilus Bolton, Gent. to be Ensign, by purchase, vice Lea. Dated 21st November 1851.

Lieutenant Henry Christopher Wise to be Adjutant, vice Drew, promoted. Dated 21st November 1851.

43rd Foot, Lord Eustace Cecil to be Ensign, by purchase, vice the Honourable R. Monck, promoted. Dated 21st November 1851.

Henry Basil Houson, Gent. to be Ensign, by purchase, vice Wilmot, promoted. Dated 22nd November 1851.

65th Foot, Serjeant-Major Edward Withers to be Quartermaster, vice Paul, deceased. Dated 21st November 1851.

74th Foot, Charles Wylde Sherlock, Gent. to be Ensign, by purchase, vice Serjeant, who retires. Dated 21st November 1851.

75th Foot, Theodore Arundell, Gent. to be Ensign, by purchase, vice Rivers, promoted. Dated 21st November 1851.

77th Foot, Lieutenant Howard St. George, from the 17th Light Dragoons, to be Lieutenant, vice Tollemache, who exchanges. Dated 21st November 1851.

George Edward Copley, Gent. to be Ensign, by purchase, vice Pechell, promoted. Dated 21st November 1851.

Thomas Esmonde, Gent. to be Ensign, by purchase, vice Rickman, promoted. Dated 22nd November 1851.

80th Foot, Richard Swift, Gent. to be Ensign, by purchase, vice Sullivan, promoted. Dated 21st November 1851.

82nd Foot, Brevet Lieutenant-Colonel Charles Stewart, from half-pay Unattached, to be Major, vice Brevet Lieutenant-Colonel William Slater, who exchanges. Dated 21st November 1851.

Captain Edward Blagden Hale to be Major, by purchase, vice Stewart, who retires. Dated 21st November 1851.

Lieutenant Frederick Edward Tighe to be Captain, by purchase, vice Hale. Dated 21st November 1851.

Ensign William Barron to be Lieutenant, by purchase, vice Tighe. Dated 21st November 1851.

Henry Apreece, Gent. to be Ensign, by purchase, vice Barron. Dated 21st November 1851.

93rd Foot, James Wemyss, Gent. to be Ensign, by purchase, vice Burroughs, promoted. Dated 21st November 1851.

Rifle Brigade, George Smyth Windham to be Second Lieutenant, by purchase, vice Trafford Trafford, appointed to 51st Foot. Dated 21st November 1851.

1st West India Regiment, Edward Staines Harrison, Gent. to be Ensign, without purchase, vice Blaikie, appointed to the Ceylon Rifle Regiment. Dated 21st November 1851.

2nd West India Regiment, George Banmer Dawson, Gent. to be Ensign, without purchase, vice Patterson, promoted. Dated 21st November 1851.

3rd West India Regiment, Robert Beckles Hunte, Gent. to be Ensign, by purchase, vice Rogers, promoted. Dated 21st November 1851.

West Holmes Hill, Gent. to be Ensign, without purchase, vice Hamilton, deceased. Dated 22nd November 1851.

Hafed Lamont, Gent. to be Ensign, without purchase, vice Knott, promoted. Dated 23rd November 1851.

Royal Newfoundland Companies, Arthur Saunders Quill, Gent. to be Ensign, without purchase, vice King, removed to 9th Foot. Dated 21st November 1851.

Cape Mounted Riflemen, Lieutenant Thomas White Goodrich, from the 12th Foot, to be Lieutenant, vice Studdert, who exchanges. Dated 21st November 1851.

John Ponsonby Cox, Gent. to be Ensign, without purchase, vice Smyth, promoted. Dated 21st November 1851.

Gold Coast Corps, Quartermaster-Serjeant Robert Jones, from the 1st West India Regiment, to be Ensign, without purchase, vice Thompson, whose promotion has been cancelled. Dated 21st November 1851.

BREVET.

Lieutenant-Colonel John Austen, Unattached, to be Colonel in the Army. Dated 11th November 1851.

To be Majors in the Army.

Captain James W. Dalgety (Captain of Companies of Gentlemen Cadets at the Royal Military College). Dated 11th November 1851.

Captain Robert Daly (Captain of Companies of Gentlemen Cadets at the Royal Military College). Dated 11th November 1851.

Brevet Major Thomas Donnelly, of the East India Company's Service, to have the temporary rank of Major while employed at the Military Seminary, at Addiscombe. Dated 21st November 1851.

War-Office, 21st November 1851.

BREVET.

HER Majesty has been pleased to appoint the under-mentioned Officers of The East India Company's Forces, to take rank by Brevet in Her Majesty's Army in the East Indies only, as follow.—The Commissions to be dated 11th November 1851.

To be LIEUTENANT-GENERALS.

Major-General Brackley Kennett, Bombay Infantry.

Richard Whish, Bombay Artillery.

Augustus Andrews, C.B., Madras Infantry.

James Ahmuty, Bengal Artillery.

James Cock, Bengal Infantry.

Charles McLeod, C.B., Madras Infantry.

Edmund William Shuldham, Bombay Infantry.

William Sandwith, C.B., Bombay Infantry.

Mossom Boyd, Bengal Infantry.

John Mac Innes, Bengal Infantry.

James Fallowfield Salter, C.B., Bombay Infantry.

Patrick Byres, Bengal Infantry.

- Major-General Edmund Cartwright, Bengal Infantry.
 Henry George Andrew Taylor, C.B., Madras Infantry.
 Alfred Richards, C.B., Bengal Infantry.
 Archibald Watson, Bengal Cavalry.
 Brook Brydges Parlby, C.B., Madras Infantry.
 Henry Hodgson, Bengal Infantry.
 Sir Robert Henry Cunliffe, Bt., C.B., Bengal Infantry.
 John Truscott, Bengal Infantry.
 John Woulfe, Madras Infantry.
 Edward Melian Gullifer Showers, Madras Artillery.
 Francis Whish Wilson, C.B., Madras Infantry.
 John Collette, Madras Cavalry.
 Patrick Cameron, Madras Cavalry.
 John Carfrae, Madras Infantry.
 Richard West, Madras Infantry.
 George Jackson, Madras Infantry.
 Henry Huthwaite, Bengal Infantry.
 Thomas Wilson, C.B., Bengal Infantry.
 George Swiney, Bengal Artillery.
 Sir George Pollock, G.C.B., Bengal Artillery.
 Samuel Goodfellow, Bombay Engineers.
 Alexander Lindsay, C.B., Bengal Artillery.
 James Stuart Fraser, Madras Infantry.
 Peter Delamotte, C.B., Bombay Cavalry.
 Sir Walter Raleigh Gilbert, Bart., G.C.B., Bengal Infantry.
 Thomas Paterson Smith, Bengal Infantry.
 Edward Frederick, C.B., Bombay Infantry.
 George Benjamin Brooks, Bombay Infantry.
 Peter Lodwick, Bombay Infantry.
 James Morse, Bombay Infantry.
 Suetonius Henry Tod, Bengal Infantry.
 John Briggs, Madras Infantry.
 Harry Thorsor, Bengal Cavalry.
 James Kennedy, C.B., Bengal Cavalry.
 Benjamin Roope, Bengal Infantry.
 Charles William Hamilton, Bengal Infantry.
 Edmund Frederick Waters, C.B., Bengal Infantry.
 William Martin Burton, Madras Artillery.
 Sir William Sampson Whish, K.C.B., Bengal Artillery.
 George Hunter, C.B., Bengal Infantry.
 Richard Collyer Andree, Bengal Infantry.
 Edgar Wyatt, Bengal Infantry.
 George Mackenzie Steuart, Madras Infantry.
 Mark Cubbon, Madras Infantry.
 Samuel Roger Stover, Bombay Artillery.
 Thomas Shubrick, Bengal Cavalry.
 William Henry Komm, Bengal Infantry.
 Thomas King, Madras Infantry.
- Major-General Thomas Morgan, Bombay Infantry.
 Lechmeere Coore Russell, C.B., Bombay Artillery.
 Duncan McLeod, Bengal Engineers.
 William Cullen, Madras Artillery.
 David Barr, Bombay Infantry.
 Sir John Hunter Littler, G.C.B., Bengal Infantry.
 William Vincent, Bengal Infantry.
 Thomas Marrett, Madras Infantry.
 Samuel Smith, Bengal Cavalry.
 Thomas Henry Paul, Bengal Infantry.
 Ezekiel Barton, Bengal Infantry.
 Henry Tuffnel Roberts, C.B., Bengal Cavalry.
 Francis Farquharson, Bombay Infantry.
 Sir Henry Pottinger, Bart., G.C.B., Bombay Infantry.
 James Caulfeild, C.B., Bengal Cavalry.
 Richard Tickell, C.B., Bengal Engineers.
- To be LIEUTENANT-COLONELS.
- Major Lucius Horton Smith, 6th Bengal Cavalry.
 John Fitzgerald, 2nd Bengal Cavalry.
 William Coghlan, Bombay Artillery.
 Philip Anstruther, C.B., Madras Artillery.
 Alexander James Hadfield, C.B., 37th Madras Native Infantry.
 Frederick Wright Hands, 2nd Madras European Regiment.
 Albert Pinson, 46th Madras Native Infantry.
 Francis Jenkins, 47th Bengal Native Infantry.
 John Francis Bird, 22nd Madras Native Infantry.
 Thomas Sewell, 11th Bengal Native Infantry.
 George Monro Carmichael Smyth, 3rd Bengal Cavalry.
- To be MAJORS.
- Captain Robert Farquhar, 6th Bombay Native Infantry.
 Frederick Knyvett, 64th Bengal Native Infantry.
 William Wallace Dunlop, 50th Madras Native Infantry.
 Cole Macleod, 42nd Madras Native Infantry.
 Nathaniel Sneyd Nesbitt, 22nd Bengal Native Infantry.
 Charles Alexander Stewart, 16th Bombay Native Infantry.
 George Stephens Brown, 27th Bombay Native Infantry.
 David Ross, 51st Bengal Native Infantry.
 Edward Du Pre Townshend, 9th Bengal Native Infantry.
 William John Baptist Knyvett, 38th Bengal Light Infantry.
 Henry Cotton, 67th Bengal Native Infantry.
 Henry Lyell, 43rd Bengal Light Infantry.
 William Tudor Boddam, 2nd Madras Cavalry.
 James Forbes, 2nd Madras European Light Infantry.
 Charles Frederick Liardet, 14th Madras Native Infantry.

Captain George Gordon, 48th Madras Native Infantry.
 William Henry Budd, 31st Madras Native Infantry.
 James Alexander, 8th Madras Cavalry.
 Nathaniel Dunbar Barton, 6th Bengal Cavalry.
 Patrick Theodore French, 23rd Bombay Light Infantry.
 Edward Skipper, 7th Bombay Native Infantry.
 George Nelson Prior, 21st Bombay Native Infantry.
 Thomas Dalyell, 42nd Bengal Light Infantry.
 Christopher Birdwood, 3rd Bombay Native Infantry.
 George Craven Armstrong, 47th Bengal Native Infantry.
 Robert Warden Fraser, 45th Bengal Native Infantry.
 Richard Chitty, 40th Bengal Native Infantry.
 James Whistler, 6th Madras Cavalry.
 William Stuart Menteath, 69th Bengal Native Infantry.
 Edward Watt, 6th Bengal Cavalry.
 Robert Shortreed, 2nd Bombay European Light Infantry.
 James Holland, 28th Bombay Native Infantry.
 Samuel Robinson Bagshawe, 7th Bengal Native Infantry.
 George Pope, 22nd Bombay Native Infantry.
 Henry Walker Burt, 46th Bengal Native Infantry.
 Thomas Gamble Fraser, 29th Bombay Native Infantry.
 George Wilson, 26th Bombay Native Infantry.
 Charles Boulton, 47th Bengal Native Infantry.
 William Anderson, 59th Bengal Native Infantry.
 Edward Cluterbuck, 38th Madras Native Infantry.
 Simon Fraser Mackenzie, 2nd Madras Cavalry.
 Dashwood Strettell, 20th Madras Native Infantry.
 Charles Yates, 46th Madras Native Infantry.
 John Carne Boulderson, 35th Madras Native Infantry.
 John Wetherston Rickards, 21st Madras Native Infantry.
 William Edward Gibb, 14th Madras Native Infantry.
 James Smith Du Vernet, 2nd Madras European Light Infantry.
 Thomas David Colyear, 7th Bengal Cavalry.
 Samuel Athill Lyons, 34th Bengal Native Infantry.
 George Cator Turner Stockley, 7th Bombay Native Infantry.
 Francis Ruddle Bazeley, Bengal Artillery.
 Hamilton Vetch, 54th Bengal Native Infantry.
 William Purves, 9th Bombay Native Light Infantry.
 George Jackson, 11th Madras Native Infantry.
 Henry Swan Waters, 3rd Madras Cavalry.

Captain Charles Baseley, 51st Bengal Native Infantry.
 James Grissell, 46th Bengal Native Infantry.
 Joseph Hampton Hampton, 50th Bengal Native Infantry.
 John Howard Wakefield, 17th Bengal Native Infantry.
 Henry Kirke, 12th Bengal Native Infantry.
 Henry Pritchard, 8th Madras Native Infantry.
 Elgate Whichelo, 9th Bombay Native Infantry.
 Henry Daniel Maitland, 72nd Bengal Native Infantry.
 Samuel Henry Partridge, 18th Bombay Native Infantry.
 Augustus De Butts, Madras Engineers.
 Frederick Gaitskell, Bengal Artillery.
 George Clarkson, 12th Bombay Native Infantry.
 Henry Aston, 10th Bombay Native Infantry.
 Samuel Landon, 16th Bombay Native Infantry.
 Archibald Park, 29th Bengal Native Infantry.
 Keith Young, 50th Bengal Native Infantry.
 Archibald Robert John Swinton, 32nd Bengal Native Infantry.
 John Powell, 28th Bengal Native Infantry.
 Thomas Francis Blois, 11th Bengal Native Infantry.
 Thomas Kensington Whistler, Madras Artillery.
 John Hunt, 22nd Bengal Native Infantry.
 John Fulton, 5th Bengal Native Infantry.
 Archibald Goldie Young, 43rd Madras Native Infantry.
 Henry John Mc George, 7th Bengal Native Infantry.
 Joshua Wilcox, 4th Bengal Native Infantry.
 Edward Paterson Del'Hoste, 27th Bombay Native Infantry.
 Colpoys Dickson, 51st Bengal Native Infantry.
 Henry William Matthews, 43rd Bengal Light Infantry.
 Douglas Graham, 28th Bombay Native Infantry.
 Benjamin Stuart Sullivan, 4th Madras Cavalry.
 Ponsonby Shaw, 34th Madras Native Infantry.
 Henry Basil Blogg, 7th Madras Cavalry.
 Edward Thomas Tierney, 28th Bengal Native Infantry.
 Charles Prior, 64th Bengal Native Infantry.
 Thomas Smith Price, 8th Bengal Native Infantry.
 William Wynne Apperley, 4th Bengal Native Cavalry.
 William Cantis, 15th Madras Native Infantry.
 Edward Vibart, 2nd Bengal Cavalry.
 Charles Cooper, 23rd Bengal Native Infantry.
 John Henry Blanshard, 63rd Bengal Native Infantry.
 Edward Buckle, Madras Engineers.
 William Cross, 38th Madras Native Infantry.

- Captain John Bates, 40th Madras Native Infantry.
- Edmund Vere Peregrine Holloway, 42nd Madras Native Infantry.
- Stuart Bayly, 26th Madras Native Infantry.
- Frederick Burgoyne, Madras Artillery.
- George William Young Simpson, Madras Artillery.
- William Joseph Martin, 9th Bengal Native Infantry.
- George William Hamilton, 34th Bengal Native Infantry.
- John De Winter Charles James Moir, 28th Bengal Native Infantry.
- William Charles Birch, 5th Bengal Native Infantry.
- Maxwell Hyslop, 59th Bengal Native Infantry.
- Arundel Barker, 1st Madras Fusiliers.
- Thomas Back, 2nd Madras Native Infantry.
- Charles Norgate, 18th Bengal Native Infantry.
- Douglas Truscott Caddy, 70th Bengal Native Infantry.
- John Joseph Losh, 9th Madras Native Infantry.
- Henry Spiller Watkin, 15th Bombay Native Infantry.
- Tudor Lavie, Madras Artillery.
- Frederick Alexander Miles, Bengal Artillery.
- Thomas McGoun, 6th Madras Native Infantry.
- William Jervis, 42nd Bengal Native Infantry.
- Edward Baker, 32nd Madras Native Infantry.
- Nathaniel Henry Thornbury, 4th Bombay Native Infantry.
- Edmund Arthur Guerin, 2nd Bombay European Light Infantry.
- Robert Henry Seale, 20th Bengal Native Infantry.
- Charles Samuel Reid, Bengal Artillery.
- Edward Sunderland, Bengal Artillery.
- George Briggs, Madras Artillery.
- John Maitland, Madras Artillery.
- Montague Watts, Madras Artillery.
- Alexander John Begbie, Madras Artillery.
- Robert Ramsay, 10th Bengal Native Infantry.
- Frederick William Burroughs, 17th Bengal Native Infantry.
- Charles Aphorp, 41st Bengal Native Infantry.
- John Graham, 5th Bengal Native Infantry.
- William Eyre Andrews, 73rd Bengal Native Infantry.
- George Tebbs, 33rd Bengal Native Infantry.
- Thomas Jackson, 10th Bombay Native Infantry.
- George Timins, 34th Bengal Native Infantry.
- Samuel Parr, 23rd Bombay Native Light Infantry.
- Henry Adolphus Shuckburgh, 40th Bengal Native Infantry.
- William Hamilton Nicholetts, 28th Bengal Native Infantry.
- George Fulljames, 25th Bombay Native Infantry.
- Captain Henry Downes Sheppard, 19th Madras Native Infantry.
- Robert Hall Wardell, 5th Bombay Native Infantry.
- Frederic Carleton Marsden, 29th Bengal Native Infantry.
- John Violet Snook, 23rd Bengal Native Infantry.
- Alexander Cumming Dewar, 37th Bengal Native Infantry.
- Charles Brown, 18th Bengal Native Infantry.
- John Wilson Coates, 6th Madras Native Infantry.
- George Poyntz Ricketts, 1st Bengal Cavalry.
- Thomas Mould Edgar Moorhouse, 35th Bengal Native Infantry.
- James Dickson Wilson, 10th Bengal Native Infantry.
- John Fortescue Porter, 1st Madras Cavalry.
- Thomas Tolfrey Christie, 17th Bombay Native Infantry.
- Adam Augustus Drummond, 11th Bombay Native Infantry.
- Henry Charles Morse, 8th Bombay Native Infantry.
- Henry Green, 18th Madras Native Infantry.
- Robert Gill, 44th Madras Native Infantry.
- William Campbell Onslow, 44th Madras Native Infantry.
- William Elliot Lockhart, 45th Madras Native Infantry.
- De Renzie James Brett, 31st Madras Native Infantry.
- Henry Colbeck, 4th Madras Native Infantry.
- Stephen Charles Briggs, 31st Madras Native Infantry.
- George Forster, 49th Madras Native Infantry.
- Charles William Hodson, 16th Madras Native Infantry.
- William Henry Rickards, 14th Bengal Native Infantry.
- Charles John Richardson, 57th Bengal Native Infantry.
- John Kingston Phibbs, 41st Bengal Native Infantry.
- Francis Alexander Williamson, 63rd Bengal Native Infantry.
- David Nisbett, 53rd Bengal Native Infantry.
- John Holmes, 12th Bombay Native Infantry.
- William Ward, Madras Artillery.
- Augustus Frederick Oakes, Madras Artillery.
- Hippesley Marsh, 3rd Bengal Cavalry.
- William John Morris, 9th Bombay Native Infantry.
- Archibald Frazer Macpherson, 43rd Bengal Light Infantry.
- John Minshull Drake, 46th Bengal Native Infantry.
- William Carlisle Stather, 1st Bombay Grenadier Native Infantry.
- George Powell Thomas, 64th Bengal Native Infantry.
- George Arthur Brownlow, 3rd Bengal Cavalry.
- Edward Pinckard Bryant, 68th Bengal Native Infantry.
- David Wilkie, 4th Bengal Native Infantry.

Captain Andrew Henry Duncan, 43rd Bengal Light Infantry.
 Richard Ouseley, 50th Bengal Native Infantry.
 Augustine Fitz Gerald, Bengal Artillery.
 George Fleetwood Charles Fitzgerald, Bengal Artillery.
 William Piers Meares, 42nd Bengal Light Infantry.
 Charles Seton Guthrie, Bengal Engineers.
 Charles Phillips Wilder, 6th Madras Cavalry.
 James Kilner, Bombay Engineers.
 William Knox Babington, 17th Madras Native Infantry.
 John Robertson Younger, 56th Bengal Native Infantry.
 George Larkins, Bengal Artillery.
 George Murray, 8th Bengal Cavalry.
 George Alexander Tulloch, 33rd Madras Native Infantry.
 Thomas Quin, 4th Bengal Cavalry.
 Richard Rich Wilford Ellis, 23rd Bengal Native Infantry.
 Lionel Percy Denham Eld, 9th Bengal Native Infantry.
 Frederic Calder Minchin, 67th Bengal Native Infantry.
 James Ross Arrow, 15th Madras Native Infantry.
 Charles Pattenson, 4th Bengal Native Infantry.
 Edward Lawford, Madras Engineers.
 Samuel Best, Madras Engineers.
 Hugh Montgomery, Madras Artillery.
 William Kirkman Loyd, Madras Artillery.
 Thomas Martin, 20th Bengal Native Infantry.
 John Hamilton Kennedy, 47th Madras Native Infantry.
 Edwin Marriott, 57th Bengal Native Infantry.

Admiralty, 12th November 1851.

Corps of Royal Marines.

First Lieutenant William Mansell Mansell to be Adjutant, vice Fellows, promoted.

Admiralty, 19th November 1851.

Corps of Royal Marines.

Colonel Second Commandant David James Ballingall to be Colonel Commandant, vice Gibsone, who retires on full pay.
 Lieutenant-Colonel James Whylock to be Colonel Second Commandant, vice Ballingall, promoted.
 Brevet Major John Tothill to be Lieutenant-Colonel, vice Whylock, promoted.
 First Lieutenant William Christopher Parkin Elliott to be Captain, vice Tothill, promoted.
 Second Lieutenant William Taylor to be First Lieutenant, vice Elliott, promoted.

Commission signed by the Lord Lieutenant of the County of Dorset.

Queen's Own Regiment of Yeomanry Cavalry.

Charles Joseph Parke, Gent. to be Cornet, vice Cornet St. Lo, promoted. Dated 13th November 1851.

Commissions signed by the Lord Lieutenant of the County of Ayr.

Prince Regent's Royal Regiment of Ayrshire Militia.

Lieutenant and Adjutant James Miller to serve with the rank of Captain. Dated 11th November 1851.

Ayrshire Regiment of Yeomanry Cavalry.

Lieutenant and Adjutant Augustus Bressan Calvert to serve with the rank of Captain. Dated 11th November 1851.

COURT OF EXCHEQUER.

Michaelmas Term.—Fifteenth Victoria.

Wednesday, the 19th day of November 1851.

This Court will hold Sittings on Monday the 1st and Tuesday the 2nd days of December, and on Friday the 5th day of December next, and will at such Sittings proceed in disposing of the business then pending in the Demurrer paper. And also in giving judgment in all matters then standing for judgment.

Fred. Pollock.

J. Parke.

E. H. Alderson.

T. J. Platt.

Read in open Court,
 E. Bennett.

Whitehall, November 8, 1851.

The Lord Chancellor has appointed Edward Butler, of Leeds, in the county of York, Gent. to be a Master Extraordinary in the High Court of Chancery.

THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR,

The Produce of the British Possessions in AMERICA,

Computed from the RETURNS made in the Week ending the 18th day of November 1851.

Is Twenty-one Shillings and Two Pence per Hundred Weight;

Exclusive of the Duties of Customs paid or payable thereon on the IMPORTATION thereof into GREAT BRITAIN;

THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR,

The Produce of the MAURITIUS, Computed as above, and Exclusive of Duty,

Is Twenty-two Shillings and Three Pence Three Farthings per Hundred Weight;

THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR,

The Produce of the EAST INDIES, Computed as above, and Exclusive of Duty,

Is Twenty-six Shillings and Two Pence Farthing per Hundred Weight;

The AVERAGE PRICE of the three foregoing Descriptions of SUGAR, jointly,

Computed as above, and Exclusive of Duty,

Is Twenty-one Shillings and Eleven Pence per Hundred Weight.

By Authority of Parliament,

HENRY BICKNELL,
 Clerk of the Grocers' Company.

Grocers'-Hall, November 21, 1851.

Holywell Union. Llanasa Parish.

To the Churchwardens of the parish of Llanasa, in the county of Flint;

To the Clerk or Clerks to the Justices of the Petty Sessions held for the division or divisions in which the said parish is situate;

And to all others whom it may concern.

WHEREAS the population of the parish of Llanasa, in the county of Flint, according to the last census, exceeds two thousand persons:

And whereas at a meeting of the Vestry of the said parish, held at the vestry-room of the said parish, after due notice thereof, on Thursday the fourth day of September last, it was resolved,—

“That a Vestry Clerk be appointed; and we recommend the salary of eleven pounds five shillings per annum to be paid from the twenty-fifth day of March last; also that he should be required to perform generally the duties of a Vestry Clerk, according to the provisions of 13 and 14 Vict. c. 57.; and that this Vestry do not think it necessary to require a security.”

And whereas the Churchwardens of the said parish have made their application in writing to the Poor Law Board, pursuant to the above resolution.

Now, therefore, we, the said Poor Law Board, under the authority of the several Statutes in that behalf made and provided, do hereby order and direct as follows; that is to say:

ART. 1. That so much of the aforesaid Act as relates to the appointment of a Vestry Clerk shall forthwith be applied to, and be put in force within, the said parish of Llanasa.

ART. 2: That a copy of this order shall be published in the London Gazette.

Given under our hand and seal of office, this thirteenth day of October, in the year one thousand eight hundred and fifty-one.

M. T. Baines, President.

R. W. Grey, Secretary.

NOTICE is hereby given, that a building, named the Congregational Church, situate at Cockermouth, in the parish of Bingham, in the county of Cumberland, being a building licensed and used for public religious worship, belonging to the denomination called Congregationalists, was, on the 10th day of November 1851, duly registered for solemnizing marriages therein, pursuant to the Act of the 6th and 7th Wm. IV., cap. 85, and substituted for a building named the Independent Chapel, situated at Cockermouth aforesaid, the register of which was cancelled on the said 10th day of November 1851.

Witness my hand this 13th day of November 1851.

Robert Benson, Superintendent Registrar.

In the Matter of certain Letters Patent, granted to Joseph Jepson Oddy Taylor, of Gracechurch-street, in the city of London, Machinist, bearing date, and sealed at Westminster, the 1st day of May 1838, for “An improved mode of propelling Ships and other Vessels on Water.”

NOTICE is hereby given, that under and by virtue and in pursuance of an Act, made and passed in the session of Parliament held in the 5th and 6th years of the reign of His late Majesty King William the 4th, intituled “An Act to amend the law touching letters patent for in-

No. 21265.

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ventions;” and of another Act made and passed in the session of Parliament held in the 2nd and 3rd years of the reign of Her present Majesty Queen Victoria, intituled “An Act to amend an Act of the 5th and 6th years of the reign of King William the 4th, intituled ‘An Act to amend the law touching letters patent for inventions;’” and of another Act, made and passed in the session of Parliament held in the 7th and 8th years of the reign of Her said present Majesty Queen Victoria, intituled “An Act for amending an Act passed in the 4th year of the reign of His late Majesty, intituled ‘An Act for the better administration of justice in His Majesty’s Privy Council, and to extend its jurisdiction and powers;’” a petition will be presented to Her Majesty in Council by and on behalf of the said Joseph Jepson Oddy Taylor, now of No. 50, Gracechurch-street, in the city of London, Machinist, praying Her Majesty to grant a prolongation of the term of the said letters patent; and notice is hereby given, that an application will be made to the Right Honourable the Lords of the Judicial Committee of Her Majesty’s Privy Council, on the 24th day of December next, or on the then next day of sitting of the said Committee, to fix an early day for the hearing of the matters contained in the said petition; and any person desirous of being heard in opposition to the prayer of the said petition must enter a caveat to that effect in the Privy Council Office, on or before the said 24th day of December next.

J. J. Hubbard, 18, Bucklersbury, London,
Solicitor and Agent for the said
Petition.

Chelsea Water Works Company.

(Amendment of Acts and Alteration of Powers.—
Extension of Works.—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, or to repeal all or some of the powers and provisions of certain Acts of Parliament and Letters Patent respectively relating to the Governor and Company of Chelsea Water Works following; that is to say: an Act, passed in the session of Parliament held in the 8th year of the reign of His late Majesty King George the First, intituled, “An Act for better supplying the City and Liberties of Westminster and parts adjacent with water;” certain Letters Patent relating to the said Governor and Company, passed under the Great Seal of Great Britain, and dated at Westminster the 8th day of March, in the 9th year of the reign of His said late Majesty King George the First; certain other Letters Patent relating to the said Governor and Company, also passed under the Great Seal of Great Britain, and dated at Westminster the 11th day of October, in the 7th year of the reign of His late Majesty King George the Second; and a certain other Act of Parliament, passed in the session of Parliament held in the 49th year of the reign of His late Majesty King George the Third, intituled “An Act for amending an Act for better supplying the City and Liberties of Westminster, and parts adjacent with water, and for enlarging the powers thereof;” and to grant other powers and provisions in lieu thereof; and in case of such repeal, to re-incorporate the said Company, and vest in them all works, lands, houses, property, hereditaments, chattels, effects, powers, privileges,

rights, duties, and liabilities, now vested in the said Governor and Company, and also to extend the powers now vested in the said Governor and Company, in reference to purchasing and holding and leasing lands and hereditaments, and to increase the amount of the yearly value of any lands and hereditaments which may be held or leased by the said Governor and Company, or to grant other powers in lieu thereof:

And to enable the said Governor and Company, or the said Company so to be incorporated, to make, construct, and perform the following works; that is to say: to lay pipes or make communications through, into, and upon the bank, bed, stream, and soil of that part of the River Thames, in the parish of Kynggestone, otherwise Kingston, otherwise Kingston-upon-Thames, in the county of Surrey, which abuts upon or is near to a wharf or wharves in the occupation of Charles Lambourne, at Seething Wells, in the same parish, and to take, obtain, and draw water from the said River Thames at the place aforesaid, and to divert the same into the reservoirs, aqueducts, mains, pipes, and works hereinafter described, and to construct a reservoir or reservoirs in the same parish, with all necessary filters, and other works, on the southern bank of the said River Thames at or adjoining the wharf or wharves aforesaid, for the purpose of collecting and impounding such water; also to construct and lay down aqueducts or main pipes from and out of the said reservoir or reservoirs and filters, to and into a reservoir or reservoirs to be made and constructed on Putney Heath, at the place next hereinafter described; also to make and construct a reservoir or reservoirs on Putney Heath, otherwise called Putney South Common, in the parish of Puttenheath, otherwise Pottenheath, otherwise Putney, otherwise Saint Mary Putney, otherwise the parish of Putney and hamlet of Roehampton, in the county of Surrey, near to a certain beer-shop there, now kept by James Wigley, in such last named parish; also to construct and lay down aqueducts or main pipes, to commence at or within the said last-mentioned reservoir or reservoirs, and to terminate in the parishes of Saint Luke Chelsea, otherwise Chelsea, and Saint Mary Abbots Kensington, both in the county of Middlesex, in that part of the highway in such last-mentioned parishes which is near to the Jews' Cemetery, at the corner of Upper Church-street, and there to communicate with the other works belonging to the said Governor and Company, and to construct and maintain an aqueduct across the said River Thames, with all proper piers, abutments, works, and conveniences, which aqueduct will commence in the said parish of Puttenheath, otherwise Pottenheath, otherwise Putney, otherwise Saint Mary Putney, otherwise the parish of Putney and hamlet of Roehampton, in the county of Surrey, at a point forty yards or thereabouts eastward of the Five Bells public-house there, and terminate in the parish of Fulham, otherwise All Saints Fulham, in the county of Middlesex, at a point sixty-five yards or thereabouts westward of the Swan public-house there; all which said communications, pipes, aqueducts, mains, reservoirs, piers, abutments, and works, are intended to be made and will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them; that is to say: Kynggestone, otherwise Kingston, otherwise Kingston-upon-Thames: Surbeton, otherwise Surbiton: Norbeton, otherwise Norbiton: Ham, otherwise Saint Andrews Ham: Ham and Hatch: Kingston Bottom: Putney Bottom: Combe Park Bottom: Putney Heath: Putney South Common:

Puttenheath, otherwise Pottenheath, otherwise Putney, otherwise Saint Mary Putney, otherwise the parish of Putney and hamlet of Roehampton, all in the county of Surrey: and Fulham, otherwise All Saints Fulham: Saint John's Walham Green: Saint Mary Fulham: Saint Luke Chelsea, otherwise Chelsea: and Saint Mary Abbots Kensington, all in the county of Middlesex. Also to construct and maintain a drain, commencing in the parish of Sunbury, otherwise Saint Mary Sunbury, in the county of Middlesex, at a certain bridge called or known as Court Bridge, otherwise Kempton Bridge, otherwise Brickhall Bridge, on the road leading from the village of Sunbury to Hampton, and terminating in the parish of Hampton Wick, in the same county, by a junction with the River Thames, opposite to Raven's Island, in the said river, which said drain will pass from, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them; that is to say: Sunbury, otherwise Saint Mary Sunbury: the precincts of Hampton Court: Hampton, otherwise the Blessed Virgin Mary Hampton: Hampton Wick, and a part of the Thames, and the bank, bed, stream, and soil thereof, all in the county of Middlesex; and also to intercept and to divert into such proposed drain, the waters of a certain brook or stream commonly called Kempton, otherwise Kenton Park Brook, now flowing under the said Court Bridge, otherwise Kempton Bridge, otherwise Brickhall Bridge, and also of such and so many of the existing drains now running into the said River Thames, as are situate between the respective points at which the said intended drain is to commence and to terminate as hereinbefore described, and which will be crossed or intercepted by the said proposed drain. Also to construct and maintain another drain commencing in the parish of East Molesey, otherwise East Mouldsey, otherwise East Moulsey, in the county of Surrey, at a point on the bank of the River Thames, 400 yards or thereabouts westward of the head of Moulsey Lock, and terminating in the parish of Thames Ditton, otherwise Saint Nicholas Thames Ditton, in the same county, at a point 100 yards or thereabouts westward of the Swan Inn, at Thames Ditton, by a junction with a drain about to be constructed by the Company of Proprietors of the Lambeth Waterworks, which said drain proposed to be constructed by the Chelsea Water Works Company will pass from, through, or into the parishes, townships, extra-parochial and other places following, or one of them, that is to say, East Molesey, otherwise East Mouldsey, otherwise East Moulsey, and Thames Ditton, otherwise Saint Nicholas Thames Ditton, both in the county of Surrey, and also to convey and pass through such last mentioned proposed drain such quantity of water from the said River Thames at the said point westward of the head of Moulsey Lock aforesaid, as may be necessary for cleansing the said proposed drain; and also to construct and maintain a branch drain commencing in the said parish of East Molesey, otherwise East Mouldsey, otherwise East Moulsey, in the county of Surrey, at or near a culvert under the highway leading from East Moulsey Church to the village of East Moulsey at a distance of sixty yards or thereabouts north-eastwardly of the said church, and terminating in the said last mentioned parish by a junction with the said proposed drain of the Chelsea Water Works Company, lastly hereinbefore mentioned or referred to, at or near a saw mill in the village of East Moulsey, now occupied by Thomas Andrews, which said proposed drain and branch will pass from, through,

or into the parishes, townships, extra-parochial and other places following, or one of them, that is to say, East Molesey, otherwise East Mouldsey, otherwise East Moulsey, and Thames Ditton, otherwise Saint Nicholas Thames Ditton, both in the county of Surrey, also to intercept and divert into such last mentioned proposed drain and branch drain, at or near the culvert hereinbefore described, the waters of a brook or stream now running into the pond at such culvert, called or known as Causeway Pond, and thence under the said culvert into the River Upper Mole, and also to intercept and divert into such proposed drain and branch drain, such and so many of the existing drains now running into the rivers Mole, Upper Mole, and Thames, or either of them, as are situate between the points at which the same proposed drain and branch drain respectively are intended to commence and to terminate as hereinbefore described, and which will be crossed or intercepted by the said proposed drain and branch drain.

And notice is hereby further given, that duplicate plans and sections, describing the situation, line, or course and levels of the works respectively, together with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will, on or before the 29th day of November 1851, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office, at North-street, Lambeth, in the same county, and with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, on Clerkenwell-green, in the same county; and that on or before the same 29th day of November 1851, a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes from, in, through, or into which the said works will be made, with 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, a copy of so much of the said plans, sections, and book of reference as relates thereto, together with a copy of the said notice published in the London Gazette, will, on or before the same day, be deposited with the parish clerk of some parish immediately adjoining thereto.

And it is also intended to apply for powers to enable the said Governor and Company, or the Company so to be incorporated as aforesaid, to supply water to the City and Liberties of Westminster and parts adjacent, in the county of Middlesex, and including all or any part or parts of the several parishes, and other places following; that is to say:—Fulham: Brompton: Chelsea: Buckingham Palace and the precincts thereof: Saint James's Palace and the precincts thereof: Saint Andrew Holborn above Bars: Saint Ann Soho: Saint Clement's Danes: Saint George Hanover-square: Saint George Bloomsbury: Saint George and Saint Giles Bloomsbury: Saint George the Martyr Queen-square Bloomsbury: Saint Giles-in-the-fields: Saint James Westminster: Saint John the Baptist Savoy Strand: Saint James Clerkenwell: Ely-place and the liberties thereof: Saint John the Evangelist Westminster: Notting Hill: Saint Luke Old-street: Saint Luke Chelsea: Saint Margaret Westminster: Saint Martin-in-the-fields: Saint Mary Abbots Kensington: Saint Mary-le-bone: Saint Mary-le-Strand: Saint Paul Covent Garden: Hammersmith: Savoy Precinct: Whitehall: the Close of the Collegiate Church of Saint Peter Westminster: Westminster Palace and the precincts thereof: Old Artillery-ground: the

Liberty of the Duchy of Lancaster: Saint Margaret and Saint John Westminster: Saint Mary Paddington: Willesden: Kilburn: Hampstead: Scotland-yard Westminster: Lincoln's-inn-fields: Saint Pancras: and Kensington Palace, and the precincts thereof, all in the county of Middlesex.

And for all or any of the purposes aforesaid, it is intended to apply for powers to construct, lay down, and maintain all necessary roads, tunnels, pipe tracks, embankments, bridges, aqueducts, cuts or channels of communication, arches, piers, abutments, shafts, weirs, pipes, mains, conduits, reservoirs, culverts, sluices, drains, engines, and other works and conveniences, and to take down, remove, cross, divert, break up, alter, or stop up, either temporarily or permanently, all turnpike and other roads, railways, canals, tramways, navigations, bridges, rivers, streams, drains, pipes, mains, aqueducts, waters, watercourses and sewers, streets, lanes, highways, and footpaths, within the parishes and places aforesaid, or such of them as it may be necessary to take down, remove, cross, divert, break up, alter, or stop up, for the purposes of laying down pipes and drains, and taking and conveying water, or otherwise for the execution of all or any of the said works, and for the purposes of the said intended Bill.

And it is also intended to apply for powers to purchase and take, by compulsion or agreement, lands, houses, water, and other property, rights, easements, and hereditaments, for the purposes aforesaid, and to vary, repeal, or extinguish all existing rights and privileges connected therewith, which would interfere with the execution of the proposed works, or the objects and purposes of the said intended Bill: and also to levy and recover rates, or rents, for and in respect of the supply of water, and to continue, alter, or vary the existing rates, or rents, and to confer, vary, or extinguish exemptions from the payment of rates, or rents, and such other rights or privileges as may be found expedient; and to increase the capital of the said Governor and Company by the creation of new shares, and by mortgage or bond, or by such other ways and means as Parliament shall authorize and direct.

Dated this eleventh day of November 1851.

Few and Co. 2, Henrietta-street, Covent Garden.

Lancashire and Yorkshire and East Lancashire Railways Amalgamation.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the union and amalgamation of the East Lancashire Railway Company with the Lancashire and Yorkshire Railway Company, and the union and consolidation into one undertaking of the several undertakings of such respective Companies, so that all the undertakings, property, estate, effects, rights, powers, and privileges, of what nature and kind soever, and whether with reference to the levying of tolls, rates, and duties, or otherwise vested in and belonging to, or exercised and enjoyed by, the said Companies respectively at the time of such union or amalgamation taking effect, may be vested in, and belong to, and be exercised and enjoyed by, such one united and consolidated Company, either under the name of the Lancashire and Yorkshire Railway Company, or under such other name as may be given to, or adopted by, such united and consolidated Company. And the said Act will provide for the dissolution of the East Lancashire Railway Company, and the incorporation of the shareholders therein with the

Lancashire and Yorkshire Railway Company, or such one united and consolidated Company, and for regulating, fixing, and determining the capital, stock, and borrowing powers of the Lancashire and Yorkshire Railway Company, or such united and consolidated Company, and the rights, privileges, preferences, and priorities of the different classes of shareholders in the said two Companies respectively, in the capital stock of the Lancashire and Yorkshire Railway Company, or such united and consolidated Company; and for the completion, by the Lancashire and Yorkshire Railway Company, or such united and consolidated Company, of the works authorised to be executed by the said two Companies severally, but not completed at the time of such union or amalgamation taking effect; and for the fulfilment by or for the Lancashire and Yorkshire Railway Company, or such united and consolidated Company, of all or some of the contracts, agreements, or arrangements entered into by or on behalf of the said two Companies severally, and in existence and capable of taking effect at the time of such union or amalgamation. And the said Bill will also provide for the mortgage, bond, or other debt of the said two Companies, and for the security of the holders of such mortgages and bonds, and of other creditors. And also for the future election of directors of the Lancashire and Yorkshire Railway Company, or such united and consolidated Company, and (if need be) for altering the number of the directors of the Lancashire and Yorkshire Railway Company.

And it is further proposed by the said intended Act to alter, amend, and enlarge, or to repeal all or some of the powers and provisions of the several Acts following, or some of them (that is to say): "The Manchester and Leeds Railway Act, 1836;" "The Manchester and Leeds Railway Act, 1837;" "The Manchester and Leeds Railway Act, 1839;" "The Manchester and Leeds Railway Act, 1841;" "The Manchester and Leeds Railway Act, 1844;" "The Manchester and Leeds Railway Act, No. 1, 1845;" "The Manchester and Leeds Railway Act, No. 2, 1845;" "The Manchester and Leeds Railway Act, 1846;" "The Manchester and Leeds Railway Act, No. 1, 1847;" "The Manchester and Leeds Railway Act, No. 2, 1847;" "The Manchester and Leeds Railway Act, No. 3, 1847;" "The Lancashire and Yorkshire Railway Act, 1848;" "The Lancashire and Yorkshire Railway Act, 1849;" "The Lancashire and Yorkshire Railway Act, 1850;" "The Ashton, Stalybridge, and Liverpool Junction Railway Act, 1844;" "The Ashton, Stalybridge, and Liverpool Junction Railway Act, 1845;" "The Manchester, Bolton, and Bury Canal and Railway Act, 1831;" "The Manchester, Bolton, and Bury Canal and Railway Act, 1832;" "The Manchester, Bolton, and Bury Canal and Railway Act, 1835;" "The Manchester, Bolton, and Bury Canal and Railway Act, 1838;" "The Manchester, Bolton, and Bury Canal and Railway Act, No. 2, 1846;" "The Manchester, Bolton, and Bury, and Manchester and Leeds Canal and Railways Act, 1846;" "The Liverpool and Bury Railway Act, 1845;" "The Liverpool and Bury Railway Act, 1846;" "The Liverpool and Bury, and Manchester and Leeds Railways Act, 1846;" "The Huddersfield and Sheffield Junction Railway Act, 1845;" "The Huddersfield and Sheffield Junction and Manchester and Leeds Railways Act, 1846;" "The West Riding Union Railways Act, 1846;" "The Wakefield, Pontefract, and Goole Railway Act, 1845;" "The Wakefield, Pontefract, and Goole Railway

Branches Act, 1846;" "The Wakefield, Pontefract, and Goole Railway and Port of Goole Act, 1846;" "The Manchester and Southport Railway Act, 1847;" "The Oldham Alliance Railway Act, 1847;" and also an Act, passed in the session of Parliament held in the 9th and 10th years of the reign of Her present Majesty, intituled "An Act for vesting in the Grand Junction Railway Company, and the Manchester and Leeds Railway Company, the North Union Railway and all the works, property, and effects appertaining thereto;" an Act, passed in the said session of Parliament held in the ninth and tenth years of the reign of Her said present Majesty, intituled "An Act for making certain lines of railway in the West Riding of the county of York, to be called the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway;" "The Leeds Central Railway Station Act, 1848;" "The Lancashire and Yorkshire and London and North-Western Railways (Preston and Wyre Railway Harbour and Dock Vesting) Act, 1849;" "The East Lancashire Railway Act, 1844;" "The East Lancashire Railway Act, 1845;" "The East Lancashire Railway Act, 1845, No. 2;" "The East Lancashire Deviation and Branch Railways Act, 1846;" "The Blackburn and Preston Railway Acts, 1844, 1845, and 1846;" and "The East Lancashire Railway Amalgamation Act, 1846;" "The Liverpool, Ormskirk, and Preston Railway Act, 1846;" "The East Lancashire Railway (Deviations and Rawtenstall Coal Branch) Act, 1847;" "The East Lancashire Railway Act, 1847 (Preston Extension);" "The East Lancashire Railway Act, 1849;" and "The East Lancashire Railway Act, 1851."

Dated this 13th day of November 1851.

Islington Cattle Market.

(Incorporation of the Company and Enlargement of the Market.)

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, or repeal all or some of the provisions of an Act, passed in the 6th year of the reign of His late Majesty King William the Fourth, intituled "An Act for establishing a market for the sale of cattle, in the parish of Saint Mary, Islington, in the county of Middlesex," and in such Bill provision is intended to be made for incorporating and giving additional powers to a Company for the more effectually carrying the purposes of the said Act into execution, and in such Bill provision is also intended to be made for enlarging the said market, and extending the same to a market for the sale of meat, hay, straw, and such like substances, and for forming lairs for cattle, and slaughter-houses, near or adjoining to the said market, which said market, lairs, and slaughter-houses, now are, or will be situate in the several parishes of Saint Mary Islington, and Saint John Hackney, both in the county of Middlesex; and it is proposed by such Bill to obtain powers to purchase, by compulsion or otherwise, all such lands, houses, and other hereditaments as may be necessary for any of the purposes before mentioned, and to vary, repeal, or extinguish all existing rights and privileges connected with such lands, houses, and hereditaments as would in any manner impede or interfere with the construction or maintenance of the said works, any or either of them; and it is proposed by the said Bill to extend the collection of the tolls, rates, and duties now authorised to be collected within the present market, to the enlarged

market by the said Bill proposed to be formed, and also to authorise the levying and collecting of tolls, rates, and duties, in respect of meat, hay, straw, and other such like substances exposed for sale in the said market, and in respect of the use of the said lairs and slaughter-houses, and, to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties.

Dated this 11th day of November 1851.

Tyrrell and Paine, Guildhall-yard, London.

Malton and Driffeld Junction Railway.

(Powers to subscribe towards Thirsk and Malton Branch Railway, and to cancel and merge Forfeited Shares, and to issue New Shares in lieu thereof; Arrangements as to use of Branch Railway, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the Malton and Driffeld Junction Railway Act, 1846, and the Malton and Driffeld Junction Railway Amendment Act, 1851, or otherwise to repeal the said Acts, and consolidate some of the powers and provisions thereof, and of the said intended Act, in one Act, and to empower the Malton and Driffeld Junction Railway Company to subscribe towards the construction of the Thirsk and Malton Branch Railway authorised by the Newcastle and Darlington Junction (Thirsk and Malton Branches) Railway Act, 1846, and to take, accept, and hold shares in the capital authorised to be raised by the said last mentioned Act for the purposes of such Act, and either to raise a further sum of money or to apply their corporate funds for such purpose, and to cancel and merge in the capital stock of such Company all or any shares therein which have been forfeited, or which may be, or may become liable to be forfeited, and to issue new shares in lieu thereof, with or without preference or priority in payment of dividends, or other special privileges attached thereto.

And by the proposed Act, it is intended to enable the said Malton and Driffeld Junction Railway Company and the York, Newcastle, and Berwick Railway Company, to enter into agreements as to the working, management, and maintenance of the said Thirsk and Malton Branch Railway, and the division and apportionment of the rates, tolls, and charges levied and received thereon, and the payment of the costs and expenses of the working, management, and maintenance thereof.

And it is also proposed by the said intended Act, so far as may be necessary for the purposes aforesaid, to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts relating to the York, Newcastle, and Berwick Railway Company (lately called the York and Newcastle Railway Company, and originally the Newcastle and Darlington Junction Railway Company), passed respectively in the 5th, 6th, 7th, 9th, 10th, 11th, 12th, 13th, 14th, and 15th years of the reign of Her present Majesty; and also of two several Acts relating to the lately dissolved railway company, called the Newcastle and Berwick Railway Company, passed respectively in the 9th and 10th years of the reign of Her present Majesty, so far as the same are yet unrepealed, and relate to the said York, Newcastle, and Berwick Railway Company.

Dated this 11th day of November 1851.

A. and W. Simpson, Malton, Solicitors.

Bangor and Caernarvon Railway.

(Power to sell or lease to the Chester and Holyhead Railway Company, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to enable the Bangor and Caernarvon Railway Company to sell or lease the Bangor and Caernarvon Railway to the Chester and Holyhead Railway Company, and to enable such last-mentioned Company to purchase or take on lease the said Bangor and Caernarvon Railway, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed upon between the said Companies, and also to enable the said Companies to enter into and carry into effect such agreements as to them may seem expedient in respect of the construction, completion, maintenance, and use of the said Bangor and Caernarvon Railway by the said Chester and Holyhead Railway Company, and in respect of the apportionment of tolls derivable from the traffic passing on the said Bangor and Caernarvon Railway, and on the Chester and Holyhead Railway, or to confirm any agreements that may have been already entered into between the same Companies.

And it is proposed by the said intended Act to alter, amend and enlarge, the provisions of "The Bangor and Caernarvon Railway Act, 1851," and also the provisions of the several Acts following relating to the Chester and Holyhead Railway Company, or some or one of them; that is to say: the local and personal Acts, 7 and 8 Vict. cap. 65; 8 and 9 Vict. cap. 33; 10 and 11 Vict. cap. 147 and 238; 11 and 12 Vict. cap. 60; and 12 and 13 Vict. cap. 41; so far as may be necessary for the purposes aforesaid.

Dated this 11th day of November 1851.

Tyrrell and Paine, Guildhall-yard, London.

Bangor and Caernarvon Railway.

(Extension at Caernarvon.—Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorise the construction by the Bangor and Caernarvon Railway Company of an extension of the line of the Bangor and Caernarvon Railway, together with all suitable and proper works, stations, wharfs, tunnels, bridges, and other conveniences, such extension to commence by a junction with the line of the said railway as at present authorised in a field marked No. 16; in the parish of Llanbeblig, at a spot six miles and six furlongs from the junction with the Chester and Holyhead Railway, as shewn on the maps or plans deposited for "The Bangor and Caernarvon Railway Act, 1851," and to terminate partly on the present quays of Caernarvon, and partly on an embankment proposed to be enclosed from the mud land or shore of the river Seiont, in the parish of Llanbeblig aforesaid, and numbered 1 on the plans hereinafter referred to, the whole of which proposed extension railway, and the works and conveniences connected therewith, will be situate in the said parish of Llanbeblig;

And notice is hereby further given, that on or before the 30th day of November 1851, duplicate plans, describing the line or situation of the said extension railway, and the lands in or through which the same is intended to be made or situate, with duplicate sections of the same railway, together with a book of reference to the said plans, containing the names of the owners, or reputed

owners, lessees, or reputed lessees, and occupiers of such lands, and together also with a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the said county of Caernarvon, at his office, in Caernarvon, and on or before the same 30th day of November, a copy of the said plans and sections, 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 the said parish of Llanbeblig, at his place of abode.

And in the said Act powers will be inserted to deviate in the construction of the said extension railway from the line or situation thereof, as laid down on the plans so to be deposited as aforesaid, to the extent shown or defined on the said plans, and to alter or divert all such tramways, turnpike-roads, parish roads, and other highways, rivers, and brooks as may be required to be diverted or altered for the purposes of such extension railway.

And it is intended to apply for powers in the said Act to levy and raise tolls and duties for, and in respect of, the use of the said extension railway and works, and conveniences, and for the compulsory purchase of lands, buildings, messuages, and tenements, for the purposes aforesaid.

And it is further intended by such Act or Acts to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands or hereditaments proposed to be purchased or taken for the purposes of the said intended works, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges in lieu thereof; and it is also intended to alter, vary, and amend some of the provisions of the said "Bangor and Caernarvon Railway Act, 1851;" and if it should be deemed expedient so to do, to repeal all or any part of the provisions of the said Act, and to re-enact, with such alterations and amendments as may be requisite, so many of such provisions respectively as may be desirable for the purposes aforesaid, and for carrying out and completing the undertakings of the said Company.

Dated this 11th day of November 1851.

Tyrrell and Paine, Guildhall-yard, London.

Lee River Trust.

Amendment of Acts; Extension of Powers; Enlargement of Existing Works; and Construction of New Works.

Re-introduction of Bill suspended last Session.

WHEREAS a Bill was introduced into Parliament in the last session, intituled "A Bill for enabling the trustees of the river Lee to obtain an additional supply of water; to alter and amend the Acts relating to the navigation of the river Lee; to provide funds for improvements in the navigation; and for other purposes;" which Bill was suspended in consequence of a resolution of the House of Commons:

And whereas, by certain resolutions of both Houses of Parliament, leave was given to the promoters to re-introduce the said Bill upon certain conditions in the said resolutions of both Houses set forth:

Now notice is hereby given, that it is intended by the trustees of the river Lee, the promoters of the said Bill, to present a petition to Parliament in the ensuing session, for leave to re-introduce the said Bill in accordance with the said resolutions of both Houses of Parliament; and that the said Bill, to be re-introduced as aforesaid,

will be, in every respect the same as such former Bill at the last stage of its proceedings in the said House of Commons during the last session of Parliament; and that the petition for leave to bring in the said Bill will be deposited in the Private Bill Office, on or before the thirty-first day of December next.

Dated this seventh day of November, one thousand eight hundred and fifty-one.

*Jno. Marchant, Clerk to the Trustees,
30, Great George-street, Westminster,
and Hertford.*

Aldborough Harbour of Refuge and Improvement.

(Vesting part of Rivers Alde and Ore in Commissioners, Tolls, Rate upon adjacent Parishes, and Passing Toll.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next session thereof for leave to bring in a Bill, to confer upon the Commissioners to be thereby appointed, all or some of the following powers:—

To vest in them all necessary powers for the regulation, government, control, and conservancy of the rivers Ore and Alde, from the point where the said first-mentioned river discharges itself into the sea at Orford Haven up to Snape Bridge, on the river Alde; and to enable the said Commissioners to convert the said rivers into a harbour of refuge by making a cut or entrance from the said rivers into the sea, at or adjacent to a place called Slaughden Quay, in the parish of Aldborough, otherwise Aldboro', otherwise Aldeburgh, in the county of Suffolk; and by widening the said rivers opposite to the said Slaughden Quay, by the removal of the projecting portion of land in the parish of Sudbourn, in the said county.

Also, to construct and maintain all necessary piers, jetties, quays, wharfs, and other works and conveniences, at and adjacent to Slaughden Quay, which may be required in the construction and maintenance of the said harbour of refuge and the works connected therewith; also powers to dredge, scour, and deepen the bed of the said rivers between the before-mentioned points; and also the bed of the sea in front of and adjacent to the said cut or entrance; and also power to divert the waters of the said rivers Alde and Ore, through such cut or entrance.

The said river Ore and the portion of the river Alde to be vested as aforesaid in the said Commissioners, are situate in the several parishes or places following, or some of them; that is to say: Hollesley, Orford, Boyton, Sudbourn, Iken, Aldborough, Snape, Gedgrave, Havergate, Alderton, and Butley, all in the county of Suffolk.

The said Bill will also empower the said Commissioners to purchase by compulsion the lands and other property necessary for the construction of the before-mentioned works, and to alter, vary, and extinguish all existing rights and privileges in and over such lands and other property; and in and over the said rivers and the foreshore at Slaughden Quay, which would in any way interfere with the said undertaking; and the said Bill will also confer upon the said Commissioners all or some of the following powers as to rates and tolls:

Power to levy tolls, rates, and dues upon all ships, vessels, and other craft, and upon the cargoes thereof respectively, entering the said harbour, or passing over or upon the said rivers, or any part or parts thereof respectively, between the points aforesaid.

Power to levy a toll upon all ships, vessels, and

other craft bound to or from any port in Great Britain and passing the entrance to the said harbour.

Power to levy a rate or tax upon land, houses, and other property in the town or borough of Aldborough aforesaid, and also a rate or tax upon the lands in the before-mentioned parishes, for and in respect of the improved drainage and other advantages which such lands will derive from the before-mentioned works; and the said Bill will confer certain exemptions from the before-mentioned tolls, rates, dues, and taxes.

And it is also intended by the said Bill to enable the Commissioners to appropriate a part of the funds, which will arise from all or any of the before-mentioned sources, towards the general improvement of the town of Aldborough, and the said Bill will incorporate the said Commissioners, and confer upon them other rights and privileges.

And notice is hereby also given, that duplicate plans, shewing the line or situation of the said intended works, and duplicate sections, shewing the levels thereof, and 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 other property to be taken for the said works, will, together with a copy of this notice, as published in the London Gazette, be deposited for public inspection, at the office of the Clerk of the Peace for the said county of Suffolk, at Bury St. Edmund's, on or before the 29th day of this instant November; and that on or before the same day a copy of the said plans, sections, and books of reference, and of this notice, will be deposited with the respective parish clerks of the said parishes of Aldborough and Sudbourn, at their places of abode.

Dated this 12th day of November 1851.

SUPPLEMENT TO

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES, of the several Banks of Issue in ENGLAND and WALES, in Circulation during the Week ending Saturday the 8th day of November 1851.

The under-mentioned Parties having omitted to transmit their Accounts in proper time to be inserted in the Gazette of Tuesday the 18th day of November 1851.

Name, Title, and Principal Place of Issue.		Average Amount.	
		£.	
Devizes and Wiltshire Bank	Devizes	Locke and Co.	9,827

Inland Revenue, Somerset-House, November 20, 1851. P. DEANS, Registrar of Bank Returns

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Saturday the 15th day of November 1851.

ISSUE DEPARTMENT.

£.		£.	
Notes issued	29,114,435	Government Debt	11,015,100
		Other Securities	2,984,900
		Gold Coin and Bullion	15,081,060
		Silver Bullion	33,375
	<u>£29,114,435</u>		<u>£29,114,435</u>

Dated the 20th day of November 1851.

M. Marshall, Chief Cashier.

BANKING DEPARTMENT.

£.		£.	
Proprietors' Capital	14,553,000	Government Securities (including	
Rest	3,180,188	Dead Weight Annuity)	13,241,768
Public Deposits (including Ex-		Other Securities	11,818,439
chequer, Savings' Banks, Com-		Notes	9,528,870
missioners of National Debt, and		Gold and Silver Coin	580,909
Dividend Accounts)	6,938,290		
Other Deposits	9,308,899		
Seven Day and other Bills	1,189,609		
	<u>£35,169,986</u>		<u>£35,169,986</u>

Dated the 20th day of November 1851.

M. Marshall, Chief Cashier.

WEEKLY RETURNS of the Quantities and Price of BRITISH CORN, IMPERIAL MEASURE, as received from the Inspectors and Officers of Excise in the following Cities and Towns in ENGLAND and WALES, from which the Prices that govern Duty are calculated, conformably to the Act of the 5th Victoria, cap. 14.

Received in the Week ended November 15, 1851.	WHEAT.						BARLEY.						OATS.						RYE.						BEANS.						PEAS.					
	MARKETS.		Quantities.		Price.		Quantities.		Price.		Quantities.		Price.		Quantities.		Price.		Quantities.		Price.		Quantities.		Price.											
	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.						
London ..	4620	0	9314	9	6	2284	0	3311	10	8	7529	0	7157	6	3	76	0	107	0	0	320	0	456	2	0	452	0	686	13	1						
Uxbridge ..	537	7	1139	15	3	135	0	199	1	6	96	0	92	13	6	—	—	—	—	—	24	0	33	12	0	—	—	—	—	—						
Chelmsford ..	2423	2	4694	3	5	1283	1	1904	7	7	18	0	15	15	0	—	—	—	—	—	267	0	344	8	3	54	0	72	10	0						
Colchester ..	1297	4	2457	16	9	585	4	791	13	4	153	4	147	0	6	—	—	—	—	—	95	0	130	2	6	57	4	81	2	6						
Romford ..	1156	0	2147	2	5	433	0	613	13	10	—	—	—	—	—	15	0	19	10	0	35	0	45	19	0	8	0	10	16	0						
Chipping Ongar ..	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Saffron Walden ..	235	2	411	11	9	1725	4	2415	18	11	—	—	—	—	—	—	—	—	—	—	20	2	30	13	0	15	0	20	12	6						
Braintree ..	712	4	1312	6	9	796	0	1128	0	6	17	0	15	8	6	—	—	—	—	—	59	4	74	17	3	28	4	39	16	6						
Hertford ..	55	2	106	10	0	1195	2	1645	12	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Royston ..	403	6	720	0	0	1548	0	2119	7	0	12	0	11	6	0	—	—	—	—	—	10	0	13	10	0	4	3	5	19	0						
Bishop Stortford ..	518	4	900	17	2	3222	3	4634	19	1	17	0	14	9	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
St. Albans ..	19	3	38	7	6	99	2	134	6	9	12	0	14	2	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Hemel Hempstead ..	135	0	249	7	6	10	0	12	10	0	15	0	13	15	0	—	—	—	—	—	—	—	—	—	—	6	2	10	0	0						
Hitchin ..	198	1	377	16	0	1124	6	1583	19	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Aylesbury ..	87	0	163	4	6	251	4	317	3	3	17	0	16	14	3	—	—	—	—	—	57	4	73	6	3	—	—	—	—	—						
Buckingham ..	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
High Wycombe ..	146	0	277	19	0	225	4	314	13	6	30	0	26	11	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Newport Pagnel ..	147	1	269	0	3	12	4	15	12	6	—	—	—	—	—	—	—	—	—	—	52	4	68	5	0	—	—	—	—	—						
Oxford ..	343	0	613	9	0	987	0	1289	3	0	57	0	50	0	0	—	—	—	—	—	62	0	93	0	0	43	0	64	0	0						
Banbury ..	227	1	403	0	2	114	0	136	1	6	—	—	—	—	—	—	—	—	—	—	10	0	12	0	0	27	4	39	17	6						
Henley ..	76	4	133	2	0	405	0	575	16	6	57	4	44	14	9	—	—	—	—	—	37	4	54	9	6	—	—	—	—	—						
Witney ..	74	0	128	12	0	200	4	233	3	6	30	0	21	10	0	—	—	—	—	—	19	4	22	18	6	—	—	—	—	—						
Chipping Norton ..	15	0	25	3	4	558	0	665	10	0	86	0	89	18	0	—	—	—	—	—	36	0	50	16	0	—	—	—	—	—						
Warminster ..	401	4	712	19	3	1471	0	2004	0	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Swindon ..	570	4	979	14	0	141	4	185	18	6	—	—	—	—	—	—	—	—	—	—	244	4	332	5	0	—	—	—	—	—						
Devizes ..	505	4	868	2	9	764	4	1038	2	9	27	4	24	1	3	—	—	—	—	—	51	0	75	1	6	15	0	21	0	0						
Salisbury ..	394	4	713	4	6	480	0	617	2	6	10	0	9	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Troubridge ..	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Chippenham ..	47	4	81	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Windsor ..	52	0	105	0	0	35	0	52	10	0	28	0	30	6	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Reading ..	1048	0	2052	13	0	1078	0	1514	8	0	129	4	120	13	0	—	—	—	—	—	70	4	98	1	0	72	4	106	10	0						
Abingdon ..	97	4	176	0	0	70	2	96	5	0	12	4	15	12	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Maidenhead ..	—	—	—	—	—	360	4	538	18	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						

No. 21265.

C

Received in the Week ended
November 15, 1851.

MARKETS.	WHEAT.			BARLEY.			OATS.			RYE.			BEANS.			PEAS.		
	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.
	Qrs.	Bs.	£ s. d.	Qrs.	Bs.	£ s. d.	Qrs.	Bs.	£ s. d.	Qrs.	Bs.	£ s. d.	Qrs.	Bs.	£ s. d.	Qrs.	Bs.	£ s. d.
Newbury	1179	4	2219 5 6	1597	4	2168 3 6	214	0	180 18 0	—	—	—	65	0	91 8 9	105	0	152 10 0
Wallingford	265	0	505 11 6	738	4	1041 19 0	15	0	12 15 0	—	—	—	27	4	39 15 0	20	0	28 15 0
Guildford	544	7	1130 6 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Croydon	446	0	878 12 9	150	0	203 3 0	20	0	19 0 0	—	—	—	10	0	15 15 0	—	—	—
Kingston	67	4	129 17 9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dorking	122	2	239 13 0	2	0	2 12 0	26	0	23 3 0	—	—	—	—	—	—	9	0	13 10 0
Maidstone	320	0	578 13 0	42	4	58 3 6	—	—	—	—	—	—	15	0	22 17 6	18	0	24 6 0
Canterbury	527	0	999 13 0	482	0	703 14 0	20	0	18 0 0	—	—	—	50	0	66 0 0	12	0	16 16 0
Dartford	None	—	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Chatham & Rochester...	39	0	76 19 0	327	3	463 19 1	—	—	—	—	—	—	—	—	—	—	—	—
Dover	294	0	526 9 0	228	0	319 6 6	46	0	40 19 0	—	—	—	—	—	—	—	—	—
Gravesend	90	0	179 1 6	—	—	—	12	0	10 16 0	—	—	—	—	—	—	—	—	—
Ashford	25	0	49 15 0	48	0	69 12 0	—	—	—	—	—	—	—	—	—	—	—	—
Chichester	72	4	134 15 6	233	0	334 12 0	—	—	—	—	—	—	—	—	—	—	—	—
Lewes	275	0	492 0 0	245	4	366 18 0	20	0	18 0 0	—	—	—	59	0	80 5 0	34	0	47 16 0
Rye	None	—	Return.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Brighton	156	4	289 2 6	225	0	318 0 0	51	4	50 0 0	—	—	—	5	0	6 17 6	6	0	9 0 0
East Grinstead	60	0	113 17 0	—	—	—	35	0	32 2 0	—	—	—	—	—	—	11	0	17 8 0
Battle	None	—	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Arundel	None	—	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hastings	7	4	13 10 0	—	—	—	50	0	49 11 0	—	—	—	—	—	—	—	—	—
Midhurst	None	—	Return.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shoreham	None	—	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Winchester	651	0	1218 1 2	597	0	783 9 0	—	—	—	—	—	—	—	—	—	—	—	—
Andover	423	0	790 6 0	257	0	319 5 8	60	0	49 5 0	—	—	—	10	0	17 0 0	—	—	—
Basingstoke	715	0	1375 9 0	350	0	466 4 0	275	0	228 9 6	—	—	—	10	0	14 0 0	17	0	25 10 0
Fareham	None	—	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Havant	20	0	38 0 0	41	0	56 10 0	—	—	—	—	—	—	—	—	—	5	0	8 0 0
Newport	257	0	465 14 6	83	4	108 14 0	3	0	2 14 0	—	—	—	10	0	14 10 0	12	4	18 15 0
Ringwood	251	0	434 9 6	249	0	307 12 0	10	0	8 15 0	—	—	—	5	0	8 0 0	—	—	—
Southampton	32	0	58 8 0	179	4	240 16 7	12	5	12 1 0	—	—	—	12	0	16 16 0	—	—	—
Portsmouth	144	4	267 2 6	60	0	82 8 3	—	—	—	—	—	—	41	4	61 4 3	—	—	—
Christchurch	None	—	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Blandford	280	0	506 18 0	257	0	329 4 0	15	0	13 10 0	—	—	—	—	—	—	—	—	—
Bridport	26	0	47 6 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dorchester	258	4	479 0 6	646	4	826 13 6	—	—	—	—	—	—	—	—	—	—	—	—
Sherborne	None	—	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shaftesbury	404	0	731 17 0	63	0	79 17 6	23	0	20 13 6	—	—	—	—	—	—	—	—	—

3087

Received in the Week ended
November 15, 1851.

MARKETS.	WHEAT.			BARLEY.			OATS.			RYE.			BEANS.			PEAS.		
	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.
	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.
Wareham	25	0	45 12 6	100	0	123 2 6	10	0	10 15 0	—	—	—	10	0	17 0 0	—	—	—
Poole	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Exeter	123	6	240 14 11	228	1	283 15 0	—	—	—	—	—	—	—	—	—	—	—	—
Barnstaple	—	—	—	70	0	83 10 0	—	—	—	—	—	—	—	—	—	—	—	—
Plymouth	153	6	298 9 6	125	0	161 10 0	—	—	—	—	—	—	—	—	—	—	—	—
Totness	134	4	259 6 6	107	4	129 0 0	—	—	—	—	—	—	—	—	—	—	—	—
Tavistock	90	0	172 4 0	96	0	128 2 6	164	0	145 3 6	—	—	—	—	—	—	—	—	—
Kingsbridge	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Oakhampton	75	0	150 3 6	—	—	—	30	0	26 0 0	—	—	—	—	—	—	—	—	—
Tiverton	72	0	134 11 6	9	2	11 2 0	—	—	—	—	—	—	—	—	—	—	—	—
Honiton	43	6	81 2 0	3	1	3 10 10	12	3	10 13 10	—	—	—	—	—	—	—	—	—
Truro	126	6	241 19 6	75	0	81 5 0	364	4	291 12 0	—	—	—	—	—	—	—	—	—
Bodmin	96	4	183 8 0	12	3	14 1 2	26	0	25 12 0	—	—	—	—	—	—	—	—	—
Launceston	126	0	237 3 0	22	2	28 18 6	120	3	101 17 9	—	—	—	—	—	—	—	—	—
Redruth	—	—	—	141	6	160 13 0	—	—	—	—	—	—	—	—	—	—	—	—
Helstone	96	3	180 11 9	35	2	40 14 0	—	—	—	—	—	—	—	—	—	—	—	—
St. Austell	88	7	171 2 0	83	2	93 4 6	11	5	12 4 0	—	—	—	—	—	—	—	—	—
Falmouth	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Callington	15	0	28 2 6	15	0	18 17 6	—	—	—	—	—	—	—	—	—	—	—	—
Liskeard	32	5	68 16 6	19	1	22 17 3	8	2	7 16 6	—	—	—	—	—	—	—	—	—
St. Columb	32	5	63 10 0	12	6	13 7 0	—	—	—	—	—	—	—	—	—	—	—	—
Bristol	271	1	483 17 6	1052	4	1467 18 3	560	0	488 12 6	—	—	—	18	4	30 5 0	50	0	90 0 0
Taunton	296	2	579 18 1	764	3	941 13 4	4	2	3 10 10	—	—	—	3	2	4 11 0	—	—	—
Wells	No	Return.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bridgewater	257	5	502 7 4	46	2	55 10 0	6	2	5 4 2	—	—	—	104	2	137 13 11	—	—	—
Frome	41	0	71 13 0	—	—	—	—	—	—	—	—	—	3	0	4 19 0	—	—	—
Chard	18	6	36 2 11	196	7	241 0 5	27	4	22 18 4	—	—	—	127	4	178 5 0	—	—	—
Somerton	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shepton Mallett	—	—	—	71	0	99 7 6	—	—	—	—	—	—	—	—	—	—	—	—
Wellington	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wiveliscomb	—	—	—	114	1	136 19 0	—	—	—	—	—	—	—	—	—	—	—	—
Monmouth	37	4	66 10 0	17	4	22 15 0	—	—	—	—	—	—	—	—	—	—	—	—
Abergavenny	19	7	36 11 8	171	2	212 9 1	—	—	—	—	—	—	—	—	—	—	—	—
Chepstow	64	3	108 19 4	137	4	180 0 10	—	—	—	—	—	—	—	—	—	—	—	—
Pontipool	57	6	105 7 10	44	0	55 14 8	—	—	—	—	—	—	—	—	—	—	—	—
Newport	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Gloucester	643	4	1159 10 6	215	0	275 0 0	613	0	568 12 0	—	—	—	—	—	—	—	—	—
Cirencester	691	0	1203 13 0	1155	0	1414 17 3	133	0	136 3 0	—	—	—	15	0	23 17 6	—	—	—

Received in the Week ended November 15, 1851.		WHEAT.			BARLEY.			OATS.			RYE.			BEANS.			PEAS.								
MARKERS.	Quantities.		Price.			Quantities.		Price.			Quantities.		Price.			Quantities.		Price.							
	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.
Tetbury	None		Sold.			—		—			—		—			—		—			—		—		
Stow-on-the-Wold	95	0	172	10	0	32	0	36	17	0	—		—			—		—			—				
Tewkesbury	754	3	1393	7	2	195	0	239	15	10	12	4	12	10	0	—		—			—				
Cheltenham	—		—			52	4	68	2	6	50	0	57	10	0	—		—			—				
Dursley	25	0	45	0	0	150	0	195	0	0	—		—			—		—			—				
Northleach	20	0	34	0	0	64	0	75	6	0	—		—			—		—			—				
Stroud	46	2	75	13	10	—		—			—		—			—		—			—				
Hereford	110	0	186	16	8	61	2	77	8	0	—		—			25	0	31	13	4	37	4	47	10	0
Leominster	None		Sold.			—		—			—		—			—		—			—				
Kington	None		Sold.			—		—			—		—			—		—			—				
Worcester	163	7	297	4	2	213	2	284	0	2	—		—			—		—			—				
Bromsgrove	103	4	192	14	0	18	2	24	6	8	—		—			23	2	34	2	0	18	2	25	11	0
Kidderminster	—		—			158	3	218	3	2	—		—			—		—			—				
Stourbridge	—		—			64	2	90	12	4	—		—			—		—			—				
Evesham	246	5	454	9	8	35	1	43	19	11	—		—			11	2	19	10	0	—		—		
Shrewsbury	147	5	265	5	6	76	0	104	3	0	65	2	60	1	6	—		—			—				
Ludlow	33	2	65	8	4	30	1	40	0	0	—		—			—		—			—				
Newport	107	3	197	15	0	9	1	12	0	0	—		—			—		—			—				
Oswestry	49	3	90	1	0	76	4	101	7	0	—		—			—		—			—				
Wellington	32	1	60	14	9	—		—			—		—			—		—			—				
Wenlock	77	2	144	0	0	41	3	52	10	0	—		—			—		—			—				
Whitchurch	58	0	105	18	2	58	5	78	0	10	16	0	15	0	0	—		—			—				
Market Drayton	80	4	185	16	8	—		—			8	7	8	10	0	—		—			—				
Stafford	None		Sold.			—		—			—		—			—		—			—				
Burton-on-Trent	78	4	145	11	0	20	0	27	2	6	—		—			—		—			—				
Lichfield	None		Sold.			—		—			—		—			—		—			—				
Newcastle-under-Lyne	45	0	88	3	3	—		—			—		—			—		—			—				
Stone	24	7	48	9	0	—		—			—		—			—		—			—				
Uttoxeter	48	2	89	16	0	—		—			—		—			—		—			—				
Walsall	228	0	433	5	0	69	3	97	9	0	—		—			—		—			—				
Wolverhampton	No		Return.			—		—			—		—			—		—			—				
Chester	141	0	268	11	8	—		—			—		—			—		—			—				
Nantwich	424	7	764	1	3	46	6	63	15	0	50	0	42	8	4	—		—			—				
Middlewich	182	5	320	7	1	—		—			43	2	39	5	8	—		—			—				
Four-Lane-ends	29	1	53	18	0	128	0	170	2	8	—		—			—		—			—				
Congleton	None		Sold.			—		—			—		—			—		—			—				
Macclesfield	None		Sold.			—		—			—		—			—		—			—				
Stockport	None		Sold.			—		—			—		—			—		—			—				

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Received in the Week ended November 15, 1851.		WHEAT.					BARLEY.					OATS.					RYE.					BEANS.					PEAS.					
MARKETS.		Quantities.			Price.			Quantities.			Price.			Quantities.			Price.			Quantities.			Price.			Quantities.			Price.			
		Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	
Derby		132	0	246	18	9	29	0	42	0	0	30	0	30	15	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Chesterfield		156	6	297	10	9	30	0	37	0	0	56	4	50	8	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Coventry		863	2	1561	1	4	168	0	228	19	0	10	0	10	5	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Birmingham		1350	5	2493	1	3	346	0	480	2	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Warwick		802	4	1478	9	6	324	4	442	14	9	14	0	15	8	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Stratford-on-Avon		147	0	266	13	0	629	0	824	0	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Leicester		1788	0	3193	6	9	592	0	767	2	0	210	0	203	18	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Loughborough		505	4	959	0	9	242	4	326	8	9	57	0	48	17	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Hinckley		196	0	359	4	0	22	0	29	2	6	45	0	46	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Lutterworth		—	—	—	—	—	103	0	134	17	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Northampton		1640	0	2925	19	0	1467	0	2022	19	0	116	0	118	9	0	15	0	20	5	0	375	0	546	9	6	50	0	71	3	0	
Peterborough		2070	0	3450	19	3	591	3	749	8	9	352	4	312	19	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Daventry		47	0	80	0	0	—	—	—	—	—	15	0	13	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Wellingborough		366	0	633	10	6	182	0	241	8	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Kettering	Incor rect.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Oakham		—	—	—	—	—	40	0	50	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Bedford		525	2	923	6	6	230	4	326	17	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Leighton Buzzard		290	0	522	16	0	57	4	70	16	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Luton		204	3	364	6	6	83	0	105	2	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Huntingdon		518	5	873	15	6	305	3	393	10	1	96	0	83	8	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
St. Ives		1001	0	1647	6	6	407	2	553	15	5	36	0	29	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Cambridge		2110	5	3631	3	4	2805	1	3939	10	5	959	1	755	17	10	19	6	20	14	9	58	5	81	13	4	10	0	14	0	0	
Ely		1025	6	1620	14	9	61	6	73	13	9	60	0	47	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Wisbeach		2665	4	4468	8	10	—	—	—	—	—	658	4	526	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Newmarket		423	1	723	6	4	348	6	466	0	0	12	4	7	10	0	15	0	17	5	0	—	—	—	—	—	—	—	—	—	—	
Ipswich		956	4	1832	4	0	1759	1	2415	1	11	22	4	21	7	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Woodbridge		857	4	1629	9	0	1123	1	1488	18	1	10	0	9	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Sudbury		500	5	928	9	3	916	2	1251	1	6	15	0	12	15	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hadleigh		774	6	1440	3	4	672	5	905	19	6	36	4	36	11	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Stowmarket		342	2	607	15	4	1307	7	1774	17	9	8	6	9	12	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Bury St. Edmunds		1806	1	3228	17	0	2140	4	2792	3	5	211	0	201	8	9	30	0	38	5	0	123	0	163	7	0	32	4	44	10	0	
Beccles		262	0	484	14	0	697	0	996	16	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Bungay		267	0	487	3	0	1075	0	1430	16	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Lowstoft	None Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Norwich		2939	6	5300	18	6	5610	6	7334	10	1	35	0	36	15	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Yarmouth		403	4	745	18	9	1125	6	1446	2	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lynn		1978	3	3389	1	6	1503	0	1854	4	9	32	0	25	11	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Thetford	None Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Received in the Week ended
November 15, 1851.

MARKETS.	WHEAT.				BARLEY.				OATS.				RYE.				BEANS.				PEAS.						
	Quantities.		Price.		Quantities.		Price.		Quantities.		Price.		Quantities.		Price.		Quantities.		Price.		Quantities.		Price.				
	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.		
Watton	38	4	72	13	6	183	0	223	19	6	—	—	—	—	—	—	58	0	73	9	3	18	0	24	3	3	
Diss	260	4	460	6	4	204	4	249	3	0	15	0	14	5	0	—	—	—	—	—	—	—	—	—	—	—	
East Dereham	366	4	647	17	3	625	0	777	11	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Harleston.....	315	5	570	11	9	833	3	1066	5	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Holt.....	201	0	344	2	6	470	4	531	18	0	15	0	14	5	0	—	—	—	—	—	—	—	—	—	—	—	—
Aylesham.....	93	7	171	4	1	166	6	205	3	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Fakenham	1156	2	2026	14	3	1880	6	2334	6	3	25	0	20	12	6	—	—	—	—	—	—	—	—	—	—	—	—
Northwalsham.....	188	2	326	6	9	661	4	820	17	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Swaffham.....	32	4	55	17	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lincoln	3155	4	5810	6	6	2980	4	3881	17	6	395	0	349	12	6	—	—	—	—	—	—	—	—	—	—	—	—
Gainsborough	302	0	564	14	0	349	0	449	0	0	30	0	26	14	0	—	—	—	—	—	—	—	—	—	—	—	—
Glanfordbridge	1005	0	1874	1	0	976	0	1245	4	6	19	0	14	13	0	—	—	—	—	—	—	—	—	—	—	—	—
Louth	972	4	1564	16	0	712	4	842	14	3	62	0	53	1	0	—	—	—	—	—	—	—	—	—	—	—	—
Boston.....	4440	4	7871	16	9	238	0	314	5	0	584	4	506	12	4	—	—	—	—	—	—	—	—	—	—	—	—
Sleaford	1433	0	2423	16	0	110	0	132	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stamford	1009	0	1685	17	0	1027	0	1272	12	6	70	0	61	0	0	—	—	—	—	—	—	—	—	—	—	—	—
Spalding	1353	0	2247	15	6	50	0	55	0	0	488	0	418	14	3	—	—	—	—	—	—	—	—	—	—	—	—
Barton-on-Humber.....	14	0	24	10	0	60	0	75	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bourne.....	233	0	370	0	0	62	0	71	19	6	100	0	83	17	6	—	—	—	—	—	—	—	—	—	—	—	—
Grantham	561	0	998	5	0	370	0	480	3	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Grimsby	262	0	461	12	0	150	0	186	0	0	63	0	55	0	6	—	—	—	—	—	—	—	—	—	—	—	—
Horncastle	236	0	395	15	6	662	0	783	2	6	130	0	107	10	0	20	0	25	0	0	—	—	—	—	—	—	—
Market Raisin.....	426	0	744	10	9	64	0	69	10	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Caister.....	20	0	36	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Alford	333	0	539	15	6	229	0	278	13	0	25	0	19	0	0	—	—	—	—	—	—	—	—	—	—	—	—
Holbeck	219	4	380	11	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Long Sutton	141	0	239	13	6	—	—	—	—	—	33	0	25	1	1	—	—	—	—	—	—	—	—	—	—	—	—
Nottingham.....	904	4	1669	3	0	766	0	1031	12	6	68	0	61	12	0	7	0	8	15	0	56	4	89	10	0	51	0
Newark	1316	0	2448	19	4	1553	0	2046	16	0	55	0	50	12	6	—	—	—	—	—	—	—	—	—	—	—	—
Mansfield.....	128	4	244	9	6	58	4	75	16	0	12	0	10	16	0	—	—	—	—	—	—	—	—	—	—	—	—
Retford	51	0	94	8	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
York	681	0	1277	14	0	863	0	1150	10	1	302	0	280	12	7	7	4	9	10	0	22	0	41	5	0	—	—
Leeds	2714	0	5151	8	7	1603	0	2264	14	3	181	0	179	1	0	13	0	17	18	6	151	0	242	15	0	3	0
Wakefield	4022	0	7432	0	3	977	0	1386	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bridlington	324	0	559	18	0	68	0	88	8	0	56	0	42	18	0	—	—	—	—	—	—	—	—	—	—	—	—
Beverley	823	4	1488	1	10	216	4	291	18	0	230	0	175	10	0	—	—	—	—	—	—	—	—	—	—	—	—
Howden	138	0	272	19	4	49	0	58	7	0	53	0	42	13	9	—	—	—	—	—	—	—	—	—	—	—	—
Sheffield	33	0	64	17	6	—	—	—	—	—	3	0	2	13	3	—	—	—	—	—	—	—	—	—	—	—	—

Received in the Week ended
November 15, 1851.

MARKETS.	WHEAT.			BARLEY.			OATS.			RYE.			BEANS.			PEAS.				
	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.		
	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.		
Hull	1255	3	2175	3	11	200	0	225	0	0	—	—	—	—	—	—	—	—		
Whitby	73	6	121	17	0	—	—	—	—	—	—	—	—	—	—	—	—	—		
New Malton	1137	7	2045	2	7	1165	7	1436	15	11	587	4	489	2	11	—	—	—		
Barnsley	215	5	411	5	0	40	0	55	10	0	16	0	16	0	0	—	10	0		
Bedale	73	3	146	0	1	5	5	7	6	3	23	0	22	16	0	—	—	—		
Bradford	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Doncaster	1499	4	2995	16	10	595	0	841	4	9	—	—	—	—	60	6	101	8	1	
Knarborough	59	4	116	1	2	160	0	225	15	0	20	0	17	0	0	—	—	—	—	
Pickering	23	2	38	10	0	66	2	80	10	0	52	4	45	10	0	—	—	—	—	
Richmond	107	5	208	10	6	12	0	16	15	0	36	5	37	6	9	—	—	1	0	
Ripon	158	5	315	6	11	56	0	78	0	0	9	4	9	5	6	5	0	9	15	0
Selby	83	2	157	6	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skipton	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Thirsk	50	5	91	16	9	35	4	43	17	0	92	4	89	14	0	5	4	9	18	0
Rotherham	15	0	27	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Otley	2	0	4	0	0	—	—	—	—	—	—	—	—	—	—	9	0	18	0	0
Thorne	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Liverpool	220	4	414	0	5	—	—	—	—	—	17	2	15	0	0	5	2	7	0	0
Ulverstone	41	5	85	10	0	133	1	175	1	8	82	1	82	10	10	—	—	—	—	—
Lancaster	29	4	58	2	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Preston	146	4	269	0	8	—	—	—	—	—	—	—	—	—	7	3	11	19	0	—
Wigan	33	1	60	13	6	—	—	—	—	—	56	2	51	5	0	—	—	—	—	—
Warrington	139	0	240	18	8	83	0	105	16	6	38	0	31	7	0	—	—	—	—	—
Manchester	336	6	597	19	9	—	—	—	—	—	287	1	259	10	8	—	—	—	—	—
Bolton	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Blackburn	No		Return.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bury	No		Return.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rochdale	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Appleby	52	2	107	19	8	11	2	14	8	9	121	0	116	9	3	—	—	—	—	—
Kendal	13	2	27	18	1	—	—	—	—	—	28	0	26	3	10	—	—	—	—	—
Carlisle	336	3	716	12	6	54	3	74	1	9	142	2	135	2	5	—	—	—	—	—
Whitehaven	11	2	24	17	0	4	1	5	11	3	21	0	19	14	0	—	—	—	—	—
Cockermouth	72	4	165	3	3	24	6	33	3	1	33	7	33	8	11	—	—	—	—	—
Penrith	105	0	230	17	3	39	0	54	18	6	124	0	118	19	6	—	—	—	—	—
Erremont	35	6	75	13	5	7	5	10	5	3	18	4	18	6	11	—	—	—	—	—
Wigton	71	2	148	19	9	32	2	42	18	0	40	4	41	1	5	—	—	—	—	—
Maryport	165	3	307	6	6	77	7	103	16	0	84	0	72	12	6	—	—	—	—	—
Workington	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Received in the Week ended November 15, 1851.		WHEAT.			BARLEY.			OATS.			RYE.			BEANS.			PEAS.											
MARKETS.		Quantities.		Price.			Quantities.		Price.			Quantities.		Price.			Quantities.		Price.									
		Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.		
Belford	.....	None		Sold.			—		—			—		—			—		—			3	0	5	1	3	
Hexham	.....	65	0	124	0	10	79	0	91	10	2	25	0	25	0	0	—		—			—		—		—	
Newcastle	.....	1526	4	2737	16	0	198	0	254	17	0	253	2	248	12	4	—		—			—		—		—	
Morpeth	.....	295	0	511	5	6	138	0	163	10	0	60	0	55	14	0	—		—			—		—		—	
Alnwick	.....	269	2	473	5	0	113	0	124	13	1	14	0	12	12	0	—		—			—		—		—	
Berwick	.....	468	4	832	10	3	1997	2	2343	19	7	187	4	173	13	11	—		—			—		—		—	
Durham	.....	137	4	241	3	9	—		—			—		—			—		—			—		—		—	
Stockton	.....	263	1	483	1	11	—		—			—		—			—		—			—		—		—	
Darlington	.....	266	3	495	18	4	14	2	20	19	0	22	0	20	6	8	—		—			—		—		—	
Sunderland	.....	341	2	611	7	6	535	2	742	18	3	—		—			—		—			—		—		—	
Barnard Castle	.....	113	0	222	19	0	9	0	11	17	0	3	0	2	12	0	—		—			—		—		—	
Wolsingham	.....	44	4	82	6	6	25	0	33	8	9	—		—			—		—			—		—		—	
Mold	.....	None		Sold.			—		—			—		—			—		—			—		—		—	
Denbigh	.....	297	1	491	17	6	48	0	55	10	4	34	6	26	18	4	—		—			—		—		—	
Wrexham	.....	71	7	127	0	10	61	7	82	12	0	—		—			—		—			—		—		—	
Carnarvon	.....	49	0	91	17	6	29	0	39	15	1	18	0	15	10	6	—		—			—		—		—	
Bangor	.....	None		Sold.			—		—			—		—			—		—			—		—		—	
Llangefni	.....	None		Sold.			—		—			—		—			—		—			—		—		—	
Corwen	.....	None		Sold.			—		—			—		—			—		—			—		—		—	
Welshpool	.....	77	7	147	18	5	—		—			—		—			—		—			—		—		—	
Newtown	.....	62	4	116	14	10	—		—			—		—			—		—			—		—		—	
Haverfordwest	.....	3	4	6	3	4	7	5	8	2	4	64	7	36	15	3	—		—			—		—		—	
Carmarthen	.....	31	4	58	17	6	251	5	310	1	0	104	3	74	1	0	—		—			—		—		—	
Llandillo	.....	—		—			13	1	15	15	0	—		—			—		—			—		—		—	
Swansea	.....	—		—			63	2	77	3	0	—		—			—		—			—		—		—	
Cowbridge	.....	—		—			15	0	19	10	0	—		—			—		—			—		—		—	
Cardiff	.....	No		Return.			—		—			—		—			—		—			—		—		—	
Brecon	.....	—		—			75	0	95	10	0	—		—			—		—			—		—		—	
Knighton	.....	None		Sold.			—		—			—		—			—		—			—		—		—	
Grand Total	102352	3	—			88132	6	—			20431	2	—			223	4	—			4401	3	—		2258	1	
General Weekly Average	—		s.	d.		—		s.	d.		—		s.	d.		—		s.	d.		—		s.	d.		—	
	—		36	4	807	—		26	7	155	—		18	1	603	—		26	0	657	—		28	8	144	—	
Aggregate Average of Six Weeks	—		36	2		—		25	7		—		17	5		—		24	8		—		28	3		27	5

AN ACCOUNT of the Total Quantities of each Kind of CORN, distinguishing Foreign and Colonial, imported into the principal Ports of GREAT BRITAIN (viz. London, Liverpool, Hull, Newcastle, Bristol, Gloucester, Plymouth, Leith, Glasgow, Dundee, and Perth), with the Quantities entered therein for Home Consumption, and the Rates and Amount of Duty thereon, in the Week ended 12th November 1851.

SPECIES.	Quantities Imported into the Ports of Great Britain, enumerated above (being those into which Corn is chiefly Imported).						Quantities Entered for Home Consumption, at the same Ports.						Amount of Duty received thereon.						Rates of Duty (Foreign and Colonial)																										
	Foreign.		Colonial.		Total.		Foreign.		Colonial.		Total.		Foreign.		Colonial.		Total.		Corn and Grain of all sorts, per qr.	Meal and Flour of all sorts, per cwt.																									
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	£	s.	d.	£	s.	d.	£	s.	d.	s.	d.																						
Wheat & Wheat Flour	29276	7	5751	6	35028	5	29276	7	5751	6	35028	5	1635	7	2	343	17	4	1979	4	6	}	1	0																					
Barley & Barley Meal.....	6259	5	—	—	6259	5	6259	5	—	—	6259	5	312	19	8	—	—	312	19	8	}				0	4½																			
Oats and Oat Meal.....	10957	5	—	—	10957	5	10957	5	—	—	10957	5	547	16	2	—	—	547	16	2							}	0	4½																
Rye and Rye Meal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—										}	0	4½													
Pease and Pea Meal	4560	2	—	—	4560	2	4626	6	—	—	4626	6	231	6	9	—	—	231	6	9													}	0	4½										
Beans and Bean Meal	8062	7	—	—	8062	7	8062	7	—	—	8062	7	403	2	11	—	—	403	2	11																}	0	4½							
Indian Corn & Indian Meal	5981	0	—	—	5981	0	5981	0	—	—	5981	0	299	1	0	—	—	299	1	0																			}	0	4½				
Buck Wheat & Buck Wheat Meal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—																						}	0	4½	
Malt.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—																									}
	65098	2	5751	6	70850	0	65164	6	5751	6	70916	4	3429	13	8	343	17	4	3773	11		0	}	0																					

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Office of the Inspector-General of Imports and Exports, Custom-house, London, 19th November 1851.

R. D. WOODFIELD,
Assistant Inspector-General.

Birkenhead Dock Trustees.

Alteration of Works, Power to raise Money, and grant Preferential Securities, Power to sell or lease to Great Western, Shrewsbury and Chester, Shrewsbury and Birmingham, Shrewsbury and Hereford, Birkenhead, Lancashire, and Cheshire Junction, London and North Western, and Chester and Holyhead Railway Companies, and Birkenhead Dock Company; and Powers to such Companies, or some of them, to purchase or lease; to contribute Funds, guarantee Loans and Interest, and raise Money. Alteration of Birkenhead and Liverpool Dock Rates and Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts following, or some of them, relating to the Birkenhead Dock and Trustees; that is to say: local and personal, 7th and 8th Victoria, cap. 79; 8th and 9th Victoria, cap. 4; 10th and 11th Victoria, caps. 264 and 265; 11th and 12th Victoria, cap. 144; and 13th and 14th Victoria, cap. 100; or otherwise to repeal the said Acts, and to consolidate the provisions thereof, or some of them, into one Act.

And it is proposed by the said intended Act to empower the trustees of the Birkenhead Docks to make the following alterations in the works authorised by the said Acts or some of them, in the township of Poulton-cum-Seacombe, and parish of Wallasey, and in the extra-parochial place of Birkenhead, or one of them, in the county of Chester; that is to say: an alteration in the line of the sea-wall on the north and south sides of the entrance into the low-water basin, and of the walls of the said low-water basin, and to construct a dam across the great low-water basin, between the land known as the North Reserve and the land known as the South Reserve, and one or more lock or locks, and gate or gates, and other works connected therewith, and to convert a portion of the said low-water basin into and for ever thereafter to maintain the same as a half-tide basin; and also to construct a lock or locks, with gates and works connected therewith, between the proposed half-tide basin and the great float; and also to construct a permanent dam, with locks, gates, and bridges across the great float, at or near the copper smelting works, belonging to Messrs. Bibby, in lieu of, and near to the temporary dam now constructed across the same, and to purchase, by compulsion or agreement, such land abutting upon or adjoining the great float as may be necessary for the purpose; and also to construct graving docks and other works at or near to the Egerton Dock, and to make such other alterations in the works authorised by the several before-mentioned Acts relating to the Birkenhead Docks, or some or one of such Acts as may be necessary or convenient for the purpose of carrying into execution the several purposes before mentioned. And for such purpose to contract and agree with the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, for the grant or purchase and sale of a portion of the reclaimed land on the north side of the Wallasey Pool, known as the North Reserve. And also to empower the said trustees to raise money for the purposes of their undertaking, either in addition to, or in substitution for, the money, or part thereof, which they are at present authorised to raise by means of mortgages or bonds, taking precedence over all or some of the existing mortgages or bonds granted by the said trustees. And to grant

mortgages or bonds for securing the arrears of interest now due and owing upon the existing mortgage or bond debt of the said trustees, and to capitalise such arrears of interest.

And notice is hereby also given, that plans and sections of the proposed alterations of works, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November in this present year, be deposited with the Clerk of the Peace for the county of Chester, at his office, in Chester, and on or before the same day a copy of the said plans, sections, books of reference, and notice, will be deposited with the parish clerk of the parish of Wallasey, and with the parish clerk of the parish of Bidston, being the adjoining parish to the extra-parochial place of Birkenhead, at their respective places of abode.

And it is further proposed by the said intended Act to enable the said trustees to sell and convey or to lease their undertaking to the Great Western Railway Company, the Shrewsbury and Chester Railway Company, the Shrewsbury and Birmingham Railway Company, the Shrewsbury and Hereford Railway Company, the Birkenhead, Lancashire, and Cheshire Junction Railway Company, the London and North Western Railway Company, the Chester and Holyhead Railway Company, and the Birkenhead Dock Company, or some or one of them, and to enable the said Companies, or some or one of them, to purchase or take a lease of the same, and to vest in such Companies or Company so purchasing or accepting such lease, all or some of the property, rights, powers, privileges, and authorities now vested in or enjoyed by the Birkenhead Dock trustees, and to enable such Companies or Company to exercise all such rights, powers, privileges, and authorities, and to complete the Birkenhead Docks and levy and receive the tolls, rates, duties, and charges demandable by the said trustees in respect thereof.

And it is proposed by the said intended Act to enable the before-mentioned Companies, or some or one of them, and either jointly or severally, to advance and lend money to the said trustees, and also to enable the Companies, or some or one of them, and either jointly or severally, to guarantee the payment of monies or of interest on monies which may hereafter be borrowed by the said trustees. And to enable the said trustees to grant to the Company or Companies lending, advancing, or guaranteeing payment of any such monies as aforesaid, or any interest thereon, mortgages, bonds, or other securities as may be agreed upon, and to assign to such mortgages, bonds, or securities such preference or precedence over all or some of the existing mortgages or bonds granted by the said trustees as may be agreed upon, or as may be provided by the said intended Act. And also to enable the said trustees to sell and convey, or to grant by way of mortgage or security to the said Companies, or some or one of them, all or part of the reclaimed land on the south side of the Birkenhead Docks, known as the South Reserve, and to enable the said Companies, or some or one of them to purchase, take, and accept the same. And also to enable the said Companies, or some or one of them, to apply and appropriate their corporate funds, or so much thereof as may be required, to all or any of the purposes aforesaid, or otherwise to raise an additional sum of money for such purposes. And it is also proposed by the said intended Act to enable the said Companies, or some or one of them, to nominate and appoint one or more person or persons to act as trustees of the Birkenhead Docks; and for such purpose it is intended to alter the constitution of

the said trust, and, if need be, to increase the number of the trustees.

And it is further proposed by the said intended Act to alter and amend for all or any of the purposes aforesaid the several Acts following, or some of them; that is to say: the several Acts relating to or affecting the Great Western Railway Company; that is to say: local and personal, 5th and 6th William IV., cap. 107; 6th William IV., caps. 36, 38, 77, and 79; 7th William IV. and 1st Victoria, caps. 91 and 92; 1st and 2nd Victoria, caps. 24 and 26; 2nd and 3rd Victoria, cap. 27; 3rd and 4th Victoria, caps. 47 and 105; 4th and 5th Victoria, cap. 41; 5th Victoria, session 2, cap. 28; 6th Victoria, cap. 10; 7th Victoria, cap. 3; 7th and 8th Victoria, cap. 68; 8th and 9th Victoria, caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9th Victoria, cap. 14; 9th and 10th Victoria, caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10th and 11th Victoria, caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 243; 11th and 12th Victoria, caps. 28, 59, 74, 77, 82, 95, 131, 133, 135, 157, 158, and 159; and 14th and 15th Victoria, caps. 48 and 81. Also the several Acts relating to the Shrewsbury and Chester Railway Company; that is to say: local and personal, 7th and 8th Victoria, cap. 99; 8th and 9th Victoria, caps. 42 and 115; 9th and 10th Victoria, caps. 250, 251, 274, and 275; 10th and 11th Victoria, cap. 144; 12th and 13th Victoria, cap. 55; and 14th and 15th Victoria, cap. 131. Also the several Acts relating to the Shrewsbury and Birmingham Railway Company; that is to say: local and personal, 9th and 10th Victoria, caps. 307 and 308; 10th and 11th Victoria, cap. 80; and 12th and 13th Victoria, cap. 85. Also of the several Acts relating to the Shrewsbury and Hereford Railway Company; that is to say: local and personal Acts, 9 and 10 Victoria, cap. 325; and 13 and 14 Victoria, cap. 26; also of the several Acts relating to the Birkenhead, Lancashire, and Cheshire Junction Railway Company; that is to say: local and personal Acts, 1st Victoria, cap. 107; 3rd Victoria, cap. 2; 8 and 9 Victoria, cap. 99; 9 and 10 Victoria, cap. 91; and 10 and 11 Victoria, caps. 222 and 223. Also of the several Acts relating to the London and North Western Railway Company; that is to say: local and personal Acts, 8 and 9 Victoria, cap. 156; 9 and 10 Victoria, caps. 67, 80, 82, 152, 182, 184, 193, 204, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396; 10 and 11 Victoria, caps. 73, 107, 114, 118, 121, 132, 139, 159, 178, 188, 223, 270, 278, and 294; 11 and 12 Victoria, cap. 130; and 12 and 13 Victoria, cap. 74. Also of the several Acts relating to the Chester and Holyhead Railway Company; that is to say: local and personal, 7 and 8 Victoria, cap. 65; 8 and 9 Victoria, cap. 33; 10 and 11 Victoria, caps. 147 and 238; 11 and 12 Victoria, cap. 60; and 12 and 13 Victoria, cap. 41; and also of the several Acts relating to the Birkenhead Dock Company; that is to say: local and personal, 8 and 9 Victoria, cap. 60; and 11 and 12 Victoria, cap. 9.

And it is further proposed by the said intended Act to alter or vary the existing tolls, rates, dues, or duties, or some of them, now payable to the trustees of the Liverpool Docks, for the purpose of exempting and to exempt from the payment of such tolls, rates, dues, and duties, all vessels and the cargoes of such vessels which shall discharge any part of their cargoes in the river Mersey, and shall afterwards enter the Birkenhead Docks, or any of the basins connected therewith, for the purpose of discharging the residue of their cargoes therein, and shall not enter or use

the docks or basins belonging to the trustees of the Liverpool Docks, for the purpose of discharging any part of their cargoes therein.

And it is also proposed by the said intended Act to alter or vary the existing tolls, rates, dues, or duties, or some of them, now payable to the trustees of the Liverpool Docks, for the purpose of exempting and to exempt from the payment of such tolls, rates, dues, and duties, all vessels, and the cargoes of such vessels, which shall receive and take on board any part of their cargoes in the Birkenhead Docks, or any of the basins connected therewith, and shall afterwards receive and take on board any other part of their said cargoes in the river Mersey, and shall not enter or use the docks or basins belonging to the trustees of the Liverpool Docks for the purpose of receiving or taking on board any part of their cargoes.

And it is also proposed by the said intended Act to alter or vary the existing tolls, rates, dues, or duties, or some of them, now payable to the trustees of the Liverpool Docks, and the trustees of the Birkenhead Docks, respectively, for the purpose of exempting and to exempt from the payment of tolls, rates, dues, or duties to the trustees of the Liverpool Docks, all vessels (and the cargoes of such vessels), which having entered the Birkenhead Docks, or any of the basins connected therewith, and paid to the trustees of the Birkenhead Docks the tolls, rates, dues, or duties to which, under the provisions of the Acts for the time being in force, relating to the Birkenhead Docks, such vessels, and their cargoes respectively, shall be liable, shall afterwards enter the docks or basins belonging to the trustees of the Liverpool Docks, and also for the purpose of exempting and to exempt from the payment of tolls, rates, dues, or duties to the trustees of the Birkenhead Docks, all vessels (and the cargoes of such vessels), which having entered the docks or basins belonging to the trustees of the Liverpool Docks, and paid to the said trustees the tolls, rates, dues, or duties for which, under the provisions of the Acts for the time being in force, relating to the Liverpool Docks, such vessels, and their cargoes respectively, shall be liable, shall afterwards enter the Birkenhead Docks, or any of the basins connected therewith, or to reduce the amount of tolls, rates, dues, or duties payable to such trustees respectively, in respect of such vessels and the cargoes thereof.

And it is further proposed by the said intended Act to alter or vary the existing tolls, rates, dues, or duties, or some of them, now payable to the trustees of the Liverpool Docks in respect of vessels (and the cargoes of such vessels), which, having entered the Birkenhead Docks, or any of the basins connected therewith, and there discharged their inward cargoes, shall afterwards enter the docks or basins belonging to the trustees of the Liverpool Docks; and to exempt such vessels (and the cargoes of such vessels), from the payment to the trustees of the Liverpool Docks of any higher tolls, rates, dues, or duties than such as coasting vessels entering the said docks or basins from the nearest port, shall, under the provisions of the Acts for the time being in force, relating to the Liverpool Docks, be subject.

And notice is hereby also given, that for the purposes aforesaid, or some of them, it is proposed by the said intended Act to repeal, wholly or in part, or to alter, amend, explain, extend, and enlarge some of the powers and provisions contained in the Acts following, relating to the docks and harbour of Liverpool, or some of them; that is to say: Acts, passed respectively in the 8th

year of the reign of Queen Anne ; in the 3rd year of the reign of King George I. ; in the 11th year of the reign of King George II. ; in the 2nd, 25th, 39th, 51st, 53rd, and 59th years of the reign of King George III., respectively ; in the 6th year, and two several Acts, passed in the 9th year of the reign of King George IV. ; and Acts, passed respectively in the session held in the 11th year of the said last-mentioned reign, and in the 1st year of the reign of King William IV., and in the 4th, and in the 6th and 7th, and in the 7th and 8th, and in the 8th, and in the 9th and 10th, and in the 11th and 12th, and in the 14th and 15th years of the reign of her present Majesty.—Dated this 11th day of November 1851.

Fletcher and Hull, Liverpool, Solicitors for the Bill.

York, Newcastle, and Berwick Railway.

(Deviation of Thirsk and Malton Branch, Power for the Malton and Driffeld Junction Railway Company to subscribe towards and enter into Agreements with respect to the Thirsk and Malton Branch ; and to raise Further Capital for such purposes ; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts relating to the York, Newcastle, and Berwick Railway Company (lately called the York and Newcastle Railway Company, and originally the Newcastle and Darlington Junction Railway Company,) passed respectively in the 5th, 6th, 7th, 9th, 10th, 11th, 12th, 13th, 14th, and 15th years of the reign of Her present Majesty, and also of two several Acts relating to the lately dissolved railway company called the Newcastle and Berwick Railway Company, passed respectively in the 9th and 10th years of the reign of Her present Majesty, so far as the same are yet unrepealed, and relate to the said York, Newcastle, and Berwick Railway Company ; and to vary and extinguish some of the rights, exemptions, privileges, and restrictions granted, protected, preserved, limited, or otherwise provided for, by all or some or one of the said Acts, or of the other Acts of Parliament relating to or affecting the York, Newcastle, and Berwick Railway Company aforesaid, and to confer other rights, exemptions, privileges, and restrictions, or otherwise to repeal the said Acts, and to consolidate all or some of the provisions thereof and of the said intended Act in one Act.

And it is proposed by the said intended Act to empower the York, Newcastle, and Berwick Railway Company, to make a deviation in the line of the Thirsk and Malton Branch Railway, as authorised by "The Newcastle and Darlington Junction (Thirsk and Malton Branches) Railway Act, 1846," between the road or way leading from New Malton, in the township and parish of Old Malton, in the North Riding of the county of York, numbered 68 in the plans of the said branch railway, deposited with the respective Clerks of the Peace for the North and East Ridings of the said county of York, in the month of November 1845, and referred to by the said last-mentioned Act, and the point where the same branch railway joins the railway belonging to the York and North Midland Railway Company, called the York and Scarborough Railway, in the township and parish of Norton, in the said East Riding, as shown on the same last-mentioned plans, and to abandon so much of the said authorised branch railway as lies between the same point and the said road or way

numbered 68, and in lieu of the portion of railway so to be abandoned, to enable the York, Newcastle, and Berwick Railway Company to make and maintain the railway following, with all proper works and conveniences connected therewith ; that is to say : a railway commencing by a junction with the Malton and Driffeld Junction Railway, on the north-west side of the turnpike-road leading from New Malton to Scarborough, in the said township and parish of Norton, in the said East Riding of the county of York, where such road is carried by a bridge over the said Malton and Driffeld Junction Railway, and thence passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them ; that is to say ; Norton, New Malton, St. Leonard, and St. Michael New Malton, Settrington and Old Malton, all in the said North and East Ridings of the county of York, and terminating by a junction with the said present authorised Thirsk and Malton Branch Railway on the south-east side of the said road or way, numbered 68 as aforesaid, in the said township and parish of Old Malton.

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

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections of the proposed new line of railway, together with a book of reference to such plans, and a copy of this notice as published in the London and Edinburgh Gazettes, will be deposited with the Clerk of the Peace for the said North Riding of the county of York, at his office, in Northallerton, in the same riding, and with the Clerk of the Peace for the said East Riding of the county of York, at his office, in Beverley, in the same riding ; and that on or before the said 30th day of November instant, a copy of so much of the said maps, plans, sections, and book of reference, as relates to each parish in or through which the said intended new railway and works are proposed to be made, and also a copy of this notice, as published in the London and Edinburgh Gazettes, will be deposited with the parish clerk of each such parish at his place of abode.

And notice is hereby also given, that it is proposed by the said intended Act to empower the Malton and Driffeld Junction Railway Company, to subscribe towards the construction of the said Thirsk and Malton Branch Railway, and of the said intended new portion thereof, and to accept, take, and hold, shares in the capital authorised to be raised by the Newcastle and Darlington Junction (Thirsk and Malton branches) Railway

Act, 1846, for the purposes of such Act, and either to raise a further sum of money, or to apply their corporate funds for such purposes, and to cancel and merge in the capital stock of such Company, all or any shares therein which have been forfeited or which may be or may become liable to be forfeited, and to issue new shares in lieu thereof, with or without preference or priority in payment of dividends, or other special privileges attached thereto.

And by the proposed Act it is intended to enable the said Malton and Driffield Junction Railway Company, and the said York, Newcastle, and Berwick Railway Company, to enter into agreements as to the working, management, and maintenance of the said Thirsk and Malton Branch Railway, and the said intended new portion thereof, and the division and apportionment of the rates, tolls, and charges, levied and received thereon, and the payment of the costs and expenses of the working, management, and maintenance thereof, and (so far as it may be necessary) to alter, amend, extend and enlarge some of the powers and provisions of "The Malton and Driffield Junction Railway Act, 1846," and "The Malton and Driffield Junction Railway Amendment Act, 1851," or one of such Acts.

Dated this 6th day of November 1851.

Richardson and Gutch, York, Solicitors.

Birkenhead, Lancashire, and Cheshire Junction Railway Company.

(Powers to lease to and amalgamate with the Great Western, the Shrewsbury and Birmingham, and the Shrewsbury and Chester Railway Companies, or any or either of them; and for the Revision of Tolls.)

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 Birkenhead, Lancashire, and Cheshire Junction Railway Company; that is to say: local and personal, 1 Vict., cap. 107; 3 Vict., cap. 2; 8 and 9 Vict., cap. 99; 9 and 10 Vict., cap. 91; 10 and 11 Vict., caps. 222 and 223.

Also the several Acts relating to the Great Western Railway Company; that is to say: local and personal, 5 and 6 Wm. IV., cap. 107; 6 Wm. IV., caps. 36, 38, 77, and 79; 7 Wm. IV., and 1 Vict., caps. 91 and 92; 1 and 2 Vict., caps. 24 and 26; 2 and 3 Vict., cap. 27; 3 and 4 Vict., caps. 47 and 105; 4 and 5 Vict., cap. 41; 5 Vict., session 2, cap. 28; 6 Vict., cap. 10; 7 Vict., cap. 3; 7 and 8 Vict., cap. 68; 8 and 9 Vict., caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Vict. cap. 14; 9 and 10 Vict., caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vict., caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 243; 11 and 12 Vict., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Vict., caps. 6 and 7; 13 and 14 Vict., caps. 44, 98, and 110; 14 and 15 Vict., caps. 48 and 81:

Also the several Acts relating to the Shrewsbury and Birmingham Railway Company; that is to say: local and personal, 9 and 10 Vict., caps. 307 and 308; 10 and 11 Vict., cap. 80; and 12 and 13 Vict., cap. 85:

And also the several Acts relating to the Shrewsbury and Chester Railway Company; that is to say: local and personal, 7 and 8 Vict., cap. 99; 8 and 9 Vict., caps. 42 and 115; 9 and 10 Vict., caps. 250, 251, 274, and 275; 10 and 11 Vict., cap. 144; 12 and 13 Vict.,

cap. 55; and 14 and 15 Vict., cap. 131; and to enable the Birkenhead, Lancashire, and Cheshire Junction Railway Company to lease the railways, works, property, and effects now belonging to them, or which may become vested in them under any Act to be passed in the next session of Parliament, or any part thereof respectively, and all their rights, powers, privileges, and authorities unto the Great Western Railway Company, the Shrewsbury and Birmingham Railway Company, and the Shrewsbury and Chester Railway Company, or any or either of them; and to enable the said three Companies, or any or either of them, to take a lease of the said railways, works, property, and effects, or any part thereof, and to have, exercise, and enjoy all such rights, powers, privileges, and authorities, whether with reference to the construction and completion of works, the levying of tolls, rates, and charges in respect of the said railways and works, or otherwise; and to enable the said Companies to enter into such agreements as they may think fit for effecting the purposes aforesaid; and to confirm all existing agreements between them in reference thereto:

And the said intended Act will authorize the amalgamation and consolidation into one undertaking of the undertakings of the Birkenhead, Lancashire, and Cheshire Junction Railway Company and the undertakings of the said Great Western Railway Company, the said Shrewsbury and Birmingham Railway Company, and the said Shrewsbury and Chester Railway Company, or any or either of them, or of any Company formed by the amalgamation of the three last-mentioned Companies, and the vesting of the undertakings of the Companies so amalgamating in one Company; with power to have, hold, exercise, and enjoy all the rights, privileges, powers, and authorities belonging to such Companies separately, whether with respect to the levying of tolls, rates, and charges, or otherwise:

And it is also intended by the said Act to authorize the alteration or revision of the tolls, rates, and duties at present leviable upon the railways of the said four Companies, any or either of them, or upon the railways of the Companies to be formed by the amalgamation above referred to, and to confer such exemptions from the payment of such tolls, rates, and duties, or any of them, as may be necessary or thought expedient.

Dated the 10th day of November 1851.

*John B. Lloyd,
W. O. and W. Hunt,
R. and W. G. Roy,
H. Kelsall,*

Solicitors for the Bill.

Stockton and Hartlepool and Clarence Railway, and Hartlepool West Harbour and Dock Companies.—Lease, Purchase, and Amalgamation, Amendment or Repeal of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorise and empower the union and amalgamation into one undertaking, upon such terms and conditions as may have been or may be mutually agreed upon, of the several undertakings of the three following Companies; that is to say: The Stockton and Hartlepool Railway Company, The Company of Proprietors of the Clarence Railway (hereinafter called the Clarence Railway Company), and The Hartlepool West Harbour and Dock Company (it being intended by the use of the word "Undertakings" or "Undertaking" in this notice to include the railways, stations, harbours, docks, quays, wharfs, staiths, shipping places, houses, warehouses, build-

ings, works, lands, and hereditaments, capitals, stocks, shares, properties and effects, powers and privileges, contracts, liabilities, and obligations, belonging to or vested in the said Companies, or any of them respectively, or to which the said Companies, or any of them respectively, are, or is now, or may be, subject or liable), and, if found convenient, to disincorporate and dissolve the said Companies, or any of them, and to alter the name of the Stockton and Hartlepool Railway Company, or to incorporate a new or amalgamated Company by a name to be specified in the said intended Act.

And it is also proposed by the said intended Act to enable the Stockton and Hartlepool Railway Company, by its present or altered name, or the new or amalgamated Company, to purchase or take on lease, for any term or number of years, the undertakings or undertaking of the said several before-mentioned Companies, or any of them, upon such terms and conditions as may have been, or may be, agreed upon between the said Companies, or any of them.

And it is also proposed by the said intended Act to enable the Clarence Railway Company to demise or lease, for any term or number of years, and to sell their undertaking to the Stockton and Hartlepool Railway Company, by its present or altered name, or to the new or amalgamated Company, upon such terms and conditions as may have been, or may be, agreed upon between the said Companies, or any of them.

And it is also proposed by the said intended Act to enable the Hartlepool West Harbour and Dock Company to demise or lease, for any term or number of years, and to sell their undertaking to the Stockton and Hartlepool Railway Company, by its present or altered name, or to the new or amalgamated Company, upon such terms and conditions as may have been, or may be, agreed upon between the said Companies, or any of them.

And it is also proposed by the said intended Act to enable the Stockton and Hartlepool Railway Company to demise or lease, for any term or number of years, and to sell their undertaking to the new or amalgamated Company, upon such terms and conditions as may be agreed upon between the said Companies.

And it is also proposed by the said intended Act to enable the Stockton and Hartlepool Railway Company, by its present or altered name, or the new or amalgamated Company, to purchase or procure to be transferred, compulsorily or by agreement, upon such terms and at such price as may be named in the said intended Act, or may have been, or may be, agreed upon, the ordinary or original shares in the Clarence Railway Company, and to make provision for the payment of the debt due from the Clarence Railway Company to the Commissioners, who, acting in the execution of an Act, passed in the 1st and 2nd years of the reign of King William the 4th, chapter 24, made advances of money to the Clarence Railway Company, and to provide for the surrender or alteration of the present lease granted to the Stockton and Hartlepool Railway Company of the Clarence Railway and works.

And it is also proposed by the said intended Act to obtain powers for the compulsory purchase, or purchase by agreement, of lands, houses, and other property, by all the several before-mentioned Companies, or some or one of them, and to enable the Stockton and Hartlepool Railway Company, by its present or altered name, or the new or amalgamated Company, to purchase or take upon lease, for any term or number of years, compulsorily or by agreement, the lands upon which the Stockton

and Hartlepool Railway, and the works of the Stockton and Hartlepool Railway Company, and the appurtenances thereof, are situate, and all estates, terms, and interests therein.

And it is also proposed by the said intended Act to enable the Stockton and Hartlepool Railway Company, by its present or altered name, or the new or amalgamated Company, to exercise and enjoy the powers and provisions of the several Acts of Parliament relating to or affecting the several before-mentioned Companies, or any of them, as the same may be respectively altered and amended, or re-enacted, by the said intended Act, and all other powers and privileges of the same Companies respectively.

And it is also proposed by the said intended Act to enable the Stockton and Hartlepool Railway Company, by its present or altered name, or the new or amalgamated Company, to levy and receive the tolls, rates, and duties, which the several before-mentioned Companies, or any of them, are now authorized to levy and receive, and to alter such tolls, rates, and duties, or some of them, and to authorize the levying of new and other tolls, rates, and duties, in addition thereto, or in lieu thereof, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges, in any manner relating to, or interfering with, any of the objects of the said intended Act.

And it is also proposed by the said intended Act to enable the several before-mentioned Companies, or any of them, or the new or amalgamated Company, to raise by the creation of new shares, or stock, or by both new shares and stock, and either with or without any priority, preference, or guarantee of the payment of dividends or interest, or by mortgage or bond, or otherwise, or partly by some and partly by other of such means, a further sum or sums of money.

And it is also proposed by the said intended Act to give, or to enable the Stockton and Hartlepool Railway Company, by its present or altered name, or the new or amalgamated Company, to give, a further security, if so agreed upon, for the following shares in the Clarence Railway Company, and for the dividends or interest thereof respectively, namely, "The Government Loan Shares," "The First Class Preferential Shares," "The Second Class Preferential Shares," and "The Original or Ordinary Shares," by charging and making liable for the payment of the same several shares respectively, and the dividends or interest thereof respectively, the undertaking of the Stockton and Hartlepool Railway Company, and by further charging and making liable for the payment of the same several shares respectively, and the dividends or interest thereof respectively, or some of them, the undertaking of the Clarence Railway Company, and to grant, or to enable the granting, to the same several shares respectively, and the dividends or interest thereof respectively, a preference, priority, or guarantee over all the shares of every description in the Stockton and Hartlepool Railway Company, and over the dividends or interest thereof, and over the future liabilities of the Stockton and Hartlepool Railway Company.

And it is also proposed by the said intended Act to alter or to enable the alteration of the terms of the preference, priority, or guarantee of dividend or interest granted to, or subsisting in respect of, the several preferential and other shares in the several before-mentioned Companies, or any of them, and to alter or enable the alteration of the rights and privileges of the holders of such shares respectively, or any of them.

And it is also proposed by the said intended Act to enable the creation of further and other shares in the several before-mentioned Companies, or any of them, or in the new or amalgamated Company, with any preference, priority, or guarantee of dividend or interest of any amount or amounts in respect thereof.

And it is also proposed by the said intended Act to enable the paying off or converting into ordinary shares of all or any of the shares in the several before-mentioned Companies, or any of them, or in the new or amalgamated Company, in respect of which any preference, priority, or guarantee of dividend or interest has been or shall hereafter be granted or subsisting, and also to enable the creation of stock in the several before-mentioned Companies, or any of them, or in the new or amalgamated Company, and the consolidation and conversion of their shares respectively (whether preferential or otherwise) and borrowed money into stock.

And it is also proposed by the said intended Act to provide that the Commissioners of the Pier and Port of Hartlepool in "The Hartlepool Pier and Port Act, 1851" called the West Dock Commissioners, shall from time to time be elected and nominated by one or more of the several before-mentioned Companies, or by the new or amalgamated Company, or by some other mode to be specified in the said intended Act.

And it is also proposed by the said intended Act to provide for the incorporation or application to the several before-mentioned Companies, or some or one of them, or to the new or amalgamated Company, of all or some of the several Acts of Parliament next hereinafter mentioned, or of the powers and provisions thereof, or some of them, that is to say: "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Railways Clauses Consolidation Act, 1845;" "The Commissioners Clauses Act, 1847;" and "The Harbours, Docks, and Piers Clauses Act, 1847."

And it is also proposed by the said intended Act to alter, amend, enlarge, and extend, or repeal and re-enact in an amended or altered shape, all or some of the several Acts of Parliament following, or of the powers and provisions thereof respectively; that is to say: the local and personal Act, passed in the session of Parliament held in the 5th and 6th years of the reign of Her present Majesty, intituled "An Act for the maintaining and better regulating of the Stockton and Hartlepool Railway, and for incorporating the proprietors thereof;" and all other Acts of Parliament (if any) relating to or affecting the Stockton and Hartlepool Railway Company; and the several local and personal Acts relating to the Clarence Railway Company, distinguished in the Queen's printer's copies as 9th George 4th, chapter 61; 10th George 4th, chapter 106; 2nd William 4th, chapter 25; 3rd William 4th, chapter 4; 3rd William 4th, chapter 95; 1st Victoria, chapter 103; and 6th and 7th Victoria, chapter 46; and all other Acts of Parliament (if any) relating to or affecting the Clarence Railway Company; and the several local and personal Acts relating to the Hartlepool West Harbour and Dock Company, distinguished in the Queen's printer's copies as 7th Victoria, chapter 28; 10th Victoria, chapter 16; and 13th and 14th Victoria, chapter 111; and all other Acts of Parliament (if any) relating to or affecting the Hartlepool West Harbour and Dock Company; and "The Hartlepool Pier and Port Act, 1813;" "The Hartlepool Pier and Port Act, 1832;" "The Hartlepool Pier and Port Act, 1837;" "The Hartlepool Pier and Port Act, 1845;"

and "The Hartlepool Pier and Port Act, 1851;" and all other Acts of Parliament (if any) relating to or affecting the pier and port of Hartlepool, or the Commissioners thereof; and "The York, Newcastle, and Berwick Railway (Hartlepool Dock and Railway, &c. Leasing) Act, 1848;" and "The York, Newcastle, and Berwick (West Durham) Railway Act, 1851;" and (so far as may be necessary for carrying out the objects of the said intended Act) all other Acts of Parliament relating to or affecting the York, Newcastle, and Berwick Railway Company, or some or one of them; and "The Leeds and Hartlepool Railway Act, 1846;" and (so far as may be necessary for carrying out the objects of the said intended Act) all other Acts of Parliament relating to or affecting the Leeds Northern Railway Company, or some or one of them; and all other Acts, charters, and grants, which may be inconsistent with the objects of the said intended Act.

And in the said intended Act will be inserted all usual and necessary provisions commonly inserted in Acts of the like nature, or which may be requisite or proper for carrying out the objects and purposes of the said intended Act.

Dated this 10th day of November 1851.

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

Great Western, Shrewsbury and Birmingham, and Shrewsbury and Chester Railway Companies Amalgamation.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize the union and amalgamation, from and after such period, and upon such terms and conditions, as may have been or may hereafter be agreed upon, of the Shrewsbury and Birmingham Railway Company, and the Shrewsbury and Chester Railway Company, with the Great Western Railway Company, and for the union and consolidation into one undertaking of the several undertakings of such Companies respectively, so that all the undertakings, property, estate, and effects, rights, powers and privileges, of what nature and kind soever, and whether with reference to the levying of tolls, rates, and duties, or otherwise, vested in and belonging to, or exercised and enjoyed by, the said three Companies, severally or jointly at the time of the said amalgamation, may be vested in and belong to, and be exercised and enjoyed by, such one united and consolidated Company, either under the name of the Great Western Railway Company, or under such other name as may be given to or adopted by such one united and consolidated Company:

And the said Act will provide for the dissolution of the said Shrewsbury and Birmingham, and Shrewsbury and Chester Railway Companies, and the incorporation of the shareholders therein with the Great Western Railway Company, or such one united and consolidated Company, and for regulating, fixing, and determining the capital stock and borrowing powers of the Great Western Railway Company, or such one united and consolidated Company, and the rights, privileges, preferences, and priorities of the different classes of shareholders in the said three Companies in the capital stock of the Great Western Railway Company, or such one united and consolidated Company, and for the fulfilment by or for the Great Western Railway Company, or such one united and consolidated Company, of all or some of the contracts, agreements, or arrangements entered into by the said three Companies severally, and then in existence and

capable of taking effect at the period of such union and amalgamation:

And the said Act will also provide for the mortgage or bond, or other debts of the said three Companies severally, and for the security of the holders of such mortgages or bonds, and of other creditors, and also for the future election of Directors of the Great Western Railway Company, or such united and consolidated Company, and for altering the number of the Directors of the Great Western Railway Company, and also for altering, varying, and increasing the tolls, rates, and duties leviable by the said three Companies, or any of them, from and after the date of such union and consolidation, and for the division and apportionment, prior to such union and consolidation (but subject thereto) amongst the said three Companies of the proceeds of the traffic, or part thereof, over the railways of the said three Companies, or part thereof; and for appropriating and securing to the shareholders in the Shrewsbury and Birmingham, and Shrewsbury and Chester Railway Companies, or either of them, but subject to such union and consolidation taking effect, the proceeds of certain traffic upon the said three railways, or part thereof, towards the dividends payable on their respective shares:

And it is also proposed by the said intended Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts following, directly or indirectly relating to or affecting the Great Western Railway Company (that is to say): local and personal Acts, 5 and 6 William IV., cap. 107; 6 William IV., caps. 36, 38, 77, and 79; 1 Victoria, caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Victoria, cap. 27; 3 Victoria, cap. 47; 3 and 4 Victoria, cap. 105; 4 and 5 Victoria, cap. 41; 5 Victoria, sess. 2, cap. 28; 6 Victoria, cap. 10; 7 Victoria, cap. 3; 7 and 8 Victoria, cap. 68; 8 and 9 Victoria, caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Victoria, cap. 14; 9 and 10 Victoria, caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Victoria, caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 243; 11 and 12 Victoria, caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Victoria, caps. 6 and 7; 13 and 14 Victoria, caps. 44, 98, 110; and 14 and 15 Victoria, caps. 48 and 81: also the Acts relating to the Shrewsbury and Birmingham Railway Company (that is to say): local and personal Acts, 9 and 10 Victoria, caps. 307 and 308; 10 and 11 Victoria, cap. 80; and 12 and 13 Victoria, cap. 85: also the Acts relating to the Shrewsbury and Chester Railway Company (that is to say): local and personal Acts, 7 and 8 Victoria, cap. 99; 8 and 9 Victoria, caps. 42 and 115; 9 and 10 Victoria, caps. 250, 251, 274, and 275; 10 and 11 Victoria, cap. 144; 12 and 13 Victoria, cap. 55; 14 and 15 Victoria, cap. 131.

Dated 10th November 1851.

*W. O. and W. Hunt.
R. and W. G. Roy.
H. Kelsall.*

Great Western, Shrewsbury and Birmingham, Shrewsbury and Chester, Shrewsbury and Hereford, Birkenhead, Lancashire, and Cheshire Junction, and Hereford, Ross, and Gloucester Railway Companies.

(To authorize Arrangements for the Management, Direction, and Apportionment of Traffic.)

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

Western Railway Company, the Shrewsbury and Chester Railway Company, the Shrewsbury and Birmingham Railway Company, or any two of them, to make and enter into, and to carry into effect, such contracts or arrangements, on such terms and conditions, and subject to such restrictions, as may be or may have been mutually agreed upon by or on behalf of the said Companies respectively, with reference to the conduct, management, and direction of the traffic, or part thereof, upon their respective railways, or any part thereof, and the division and apportionment of such traffic, and the tolls, rates, and charges arising therefrom, between and amongst the said respective Companies, and for enabling the said Companies to appoint a joint committee for carrying into effect any such contracts or arrangements, and to exercise, by means of such joint committee or otherwise, such of the rights, powers, and privileges, whether with reference to the levying of tolls, rates, and duties, or otherwise, now vested in or belonging to the said Companies respectively, and all such other rights, powers, and privileges as may be necessary or expedient for more effectually carrying into effect any such contracts or arrangements.

And it is proposed by the said intended Act to confirm all or any agreements now or hereafter to be entered into between the said Companies hereinbefore mentioned, or any of them, with reference to all or any of the purposes before mentioned.

And it is also proposed by the said intended Act to enable the said three Companies, or any or either of them, and the Shrewsbury and Hereford Railway Company, the Hereford, Ross, and Gloucester Railway Company, and the Birkenhead, Lancashire, and Cheshire Junction Railway Company, or either or any of such last-mentioned Companies, to make and enter into, and carry into effect, such contracts and arrangements, on such terms and conditions, and subject to such restrictions, as may be agreed upon between or on behalf of the parties to such contracts or arrangements, with reference to the conduct, management, and direction of the traffic, or part thereof, upon the railways of the Companies parties to such contracts and arrangements, and for the division and apportionment of such traffic, and the tolls, rates, and charges arising thereon, between and amongst such respective Companies, and for enabling such Companies to appoint a joint committee for carrying such contracts or arrangements into effect, and to exercise, by means of such joint committee or otherwise, such of the rights, powers, and privileges, whether with reference to the levying of tolls, rates, and duties, or otherwise, now vested in or belonging to the Companies parties to such contracts or arrangements, and all such other rights, powers, and privileges as may be necessary or expedient for more effectually carrying the same into effect.

And it is also proposed for the several purposes aforesaid to alter, amend, and extend, if need be, all or some of the powers and provisions of the several Acts following, or some of them directly or indirectly relating to or affecting the Great Western Railway Company; that is to say: local and personal Acts, 5 and 6 Wm. IV., cap. 107; 6 Wm. IV., caps. 36, 38, 77, and 79; 1 Vict., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vict., cap. 27; 3 Vict., cap. 47; 3 and 4 Vict., cap. 105; 4 and 5 Vict., cap. 41; 5 Vict., session 2, cap. 28; 6 Vict., cap. 10; 7 Vict., cap. 3; 7 and 8 Vict., cap. 68; 8 and 9 Vict., caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Vict., cap. 14; 9 and 10 Vict., caps. 166, 181, 236, 239,

240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vict., caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 243; 11 and 12 Vict., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Vict., caps. 6 and 7; 13 and 14 Vict., caps. 44, 98, and 110; 14 and 15 Vict., caps. 48 and 81.

Also the Acts relating to the Shrewsbury and Birmingham Railway Company; that is to say: local and personal Acts, 9 and 10 Vict., caps. 307 and 308; 10 and 11 Vict., cap. 80; and 12 and 13 Vict., cap. 85:

Also the Acts relating to the Shrewsbury and Chester Railway Company; that is to say: local and personal Acts, 7 and 8 Vict., cap. 99; 8 and 9 Vict., caps. 42 and 115; 9 and 10 Vict., caps. 250, 251, 274, and 275; 10 and 11 Vict., cap. 144; 12 and 13 Vict., cap. 55; and 14 and 15 Vict., cap. 131:

Also the Acts relating to the Shrewsbury and Hereford Railway Company; that is to say: local and personal Acts, 9 and 10 Vict., cap. 325; and 13 and 14 Vict., cap. 26:

Also the Acts relating to the Birkenhead, Lancashire, and Cheshire Junction Railway Company; that is to say: local and personal Acts, 1 Vict., cap. 107; 3 Vict., cap. 2; 8 and 9 Vict., cap. 99; 9 and 10 Vict., cap. 91; 10 and 11 Vict., caps. 222 and 223:

Also the Hereford, Ross, and Gloucester Railway Act, 1851.

Dated 10th November 1851.

*W. O. and W. Hunt.
R. and W. G. Roy.
H. Kelsall.*

Staffordshire and Worcestershire Canal.

(New Reservoir, Additional Money, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of the several Acts following, or some of them, relating to the Company of Proprietors of the Staffordshire and Worcestershire Canal Navigation; that is to say: an Act, passed in the sixth year of the reign of King George the Third, intituled "An Act for making and maintaining a navigable cut or canal from the river Severn, between Bewdley and Titton Brook, in the county of Worcester, to cross the river Trent at or near Heywood Mill, in the county of Stafford, and to communicate with a canal intended to be made between the said river Trent and the river Mersey;" another Act, passed in the tenth year of the reign of King George the Third, intituled "An Act to explain and amend an Act, made in the sixth year of the reign of His present Majesty, intituled 'An Act for making and maintaining a navigable cut or canal from the river Severn, between Bewdley and Titton Brook, in the county of Worcester, to cross the river Trent at or near Heywood Mill, in the county of Stafford, and to communicate with a canal intended to be made between the said river Trent and the river Mersey,' and for granting further powers for that purpose;" and another Act passed in the sixth year of the reign of Her present Majesty, intituled "An Act to enable the Company of Proprietors of the Staffordshire and Worcestershire Canal Navigation to lend certain sums of money to the Com-

missioners for the improvement of the navigation of the river Severn, and to guarantee the repayment of the amount of any loans which any other persons or bodies shall make to such Commissioners, and to guarantee the performance of contracts into which such Commissioners shall enter, and to borrow money for such purposes," or otherwise to repeal the said Acts, and to consolidate the provisions thereof, or some of them, into one Act.

And it is proposed by the said intended Act to enable the said Company of Proprietors of the Staffordshire and Worcestershire Canal Navigation to construct a new reservoir at or near a certain place called Gailey, in the parishes of Wolverhampton and Penkridge, or one of them, in the county of Stafford, and a conduit or aqueduct from and out of the said intended reservoir, at or near a point marked B on the plans hereinafter referred to, to and into an existing reservoir belonging to the said Company, called the Calf Heath Reservoir, at or near a point marked C on the said plans; and another conduit or aqueduct, from and out of the said intended reservoir, at or near to a point marked D on the said plans, along the road called the Watling-street-road, to communicate with the existing feeder from the said Calf Heath Reservoir to the Staffordshire and Worcestershire Canal, at or near a point marked E on the said plans, together with all necessary embankments, feeders, culverts, buildings, erections, engines, machinery, roads, ways, mains, pipes, and other works and conveniences connected therewith, which said several works will be situate in the several parishes, townships, and extra-parochial places of Penkridge, Wolverhampton, Hatherton, Otherton, Rodbaston, Water Eaton, Gailey, Kinvaston, and Calf Heath, or some of them, in the county of Stafford; and to cross, stop up, divert, widen, or narrow, whether temporarily or permanently, within the said several parishes, townships, and extra-parochial places, all such turnpike and other roads, streets, highways, canals, streams, sewers, pipes, and aqueducts, as it may be necessary to cross, stop up, divert, widen, narrow, or interfere with, for the purpose of constructing or maintaining the said intended reservoir and works; and to empower the said Company of Proprietors to purchase, by compulsion or agreement, or to take on lease such lands, houses, streams, springs of water, and other hereditaments, as may be requisite for the purposes aforesaid, and to vary and extinguish all rights and privileges connected with such lands, houses, streams, springs of water, and hereditaments, or which would or might impede or interfere with the objects aforesaid.

And it is also proposed by the said intended Act to enable the said Company to raise a further sum of money.

And notice is hereby further given, that plans and sections of the said intended works, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the thirtieth day of November, in this present year, be deposited with the Clerk of the Peace for the county of Stafford, at his office, at Stafford; and that on or before the said thirtieth day of November, a copy of the said plans, sections, and book of reference, will, together with a copy of this notice, be deposited with the parish clerks of the parishes of Wolverhampton and Penkridge respectively, at their respective places of abode.

Dated the tenth day of November 1851.

John Simpson Rutter, Solicitor for the Bill.

Great Western Railway No. 2.

(Additional Powers to Great Western Railway Company for Construction of Oxford, Worcester and Wolverhampton Railway; Extension of Powers to purchase Lands and construct the Birmingham and Oxford Junction, and Birmingham, Wolverhampton, and Dudley Railways, and Alteration of Levels of part of last-mentioned Railway: New Lines of Railway; Power to lay Broad Gauge Rails on South Staffordshire Railway between Wednesbury and Dudley; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to enable the Great Western Railway Company forthwith to make and complete so much of the line of the Oxford, Worcester, and Wolverhampton Railway as lies between the junction thereof with the line of the Birmingham, Wolverhampton, and Dudley Railway near Priestfield Furnaces, in the parish of Wolverhampton, and a certain field numbered, on the plans referred to in "The Oxford, Worcester, and Wolverhampton Railway (Deviation) Act, 1848," 13 in the parish of Wolverhampton, in the county of Stafford; and which said portion of railway is authorized to be made within the parishes and townships of Wolverhampton and Bilston, in the county of Stafford: and provision will be made in the said Act for extending the time or reviving the powers for the compulsory purchase of lands and houses required for such portion of railway, and for vesting the said portion of railway in the Great Western Railway Company, subject to the power of re-purchase hereinafter mentioned; and for enabling the Great Western Railway Company to form a communication between the said portion of railway and the Shrewsbury and Birmingham Railway, by means of a short junction line, to commence in the said field numbered 13 in the parish of Wolverhampton, and terminate by a junction with the Shrewsbury and Birmingham Railway at or near a certain field numbered, on the plans referred to in "The Shrewsbury and Birmingham Railway Act, 1846," 7 in the parish of Wolverhampton, and being situate within the parish and township of Wolverhampton, in the county of Stafford:

And with respect to the said portion of railway between Priestfield Furnaces and the said field numbered 13, and also to such other portions of the Oxford, Worcester, and Wolverhampton Railway as may not be completed at the time of the passing of the said intended Act, it is proposed to alter, amend, extend, and enlarge so much of "The Oxford, Worcester, and Wolverhampton Railway Act, 1845," as in any way empowers or requires the Great Western Railway Company to construct the Oxford, Worcester, and Wolverhampton Railway, and to vest in and transfer to the Great Western Railway Company, at such respective times, and for such periods as will be provided by the said intended Act (with full power to them to exercise and enjoy the same), all such rights, privileges, and authorities as now are or may hereafter be vested in the Oxford, Worcester, and Wolverhampton Railway Company, under the provisions of all or any of the Acts relating to such Company hereinafter mentioned, or under the provisions of any Act to be passed in the next session of Parliament, or by any other means, with reference to the construction of the said railway or any part thereof, and the purchase of lands and houses; and for the purpose of constructing the said railway or any part thereof to enable the Great Western Railway Company to enter upon and use all lands and houses, and to take and use all plant, materials, and other things purchased or acquired by

the Oxford, Worcester, and Wolverhampton Railway Company, for the purposes of the said railway or any part thereof, and to enter upon and complete any works partially executed by such Company, and to give to the Great Western Railway Company, for the purposes of such construction, the benefit of all contracts made and entered into by or on behalf of the Oxford, Worcester, and Wolverhampton Railway Company for the purchase of any lands, houses, plant, materials, and other things, or for the completion and construction of the said railway or any part thereof; and to enable the Great Western Railway Company, either separately or in conjunction with the Shrewsbury and Birmingham Railway Company, to construct the station which, by "The Oxford, Worcester, and Wolverhampton Railway (Deviation) Act, 1848," is authorized to be constructed at Wolverhampton, for the use of the Oxford, Worcester, and Wolverhampton Railway, the Birmingham, Wolverhampton, and Dudley Railway, and the Shrewsbury and Birmingham Railway Companies; and also to enable the Great Western Railway Company to apply such portion as may be necessary of their corporate funds, for or towards the making of the said railway or any part thereof, or for the said station or other works, and generally to make provision for more fully and completely giving effect to so much of "The Oxford, Worcester, and Wolverhampton Railway Act, 1845," as is hereinbefore mentioned and referred to; and to extend the time granted for the construction of the Oxford, Worcester, and Wolverhampton Railway, or any part thereof; and so far as may be necessary for effecting all or any of the purposes aforesaid, to suspend the exercise by the Oxford, Worcester, and Wolverhampton Railway Company of the powers granted to them for the construction of their railway, or any part thereof, or for the said station or other works:

And provision will be made in the said intended Act for re-vesting in the Oxford, Worcester, and Wolverhampton Railway Company, the said portion of railway hereinbefore described as lying between Priestfield Furnaces and the said field numbered 13 in the parish of Wolverhampton, upon repayment to the Great Western Railway Company of the money expended by them in the construction of the said railway or any part thereof, and upon the completion by the Oxford, Worcester, and Wolverhampton Railway Company of the remaining portions of their undertaking, and powers will be taken to enable the Great Western Railway Company in the meantime to work, use, and maintain the said portion of railway between Priestfield Furnaces and the said field numbered 13, and to levy tolls, rates, and charges in respect thereof; and provision will also be made in the said intended Act for the repayment by the Oxford, Worcester, and Wolverhampton Railway Company to the Great Western Railway Company, of any moneys which may have been expended by such latter Company in or towards the construction of any other portion of the Oxford, Worcester, and Wolverhampton Railway; and for restraining the Oxford, Worcester, and Wolverhampton Railway Company from paying dividends to the shareholders in such Company, until such moneys shall have been repaid; and for requiring them to apply the proceeds of the rates, tolls, and charges received upon or in respect of the said railway, towards repayment of such moneys; and for enabling the Great Western Railway Company to use and pass over, with their own engines and carriages, or with engines and carriages using their own railway, the Oxford, Worcester, and Wolverhampton Railway, and to use all the stations, platforms, sidings, watering-places, water and other works and convc-

niences thereto belonging, upon payment of such tolls, rates, and charges, and on such other terms and conditions as will be specified or provided for in the said intended Act; and, if need be, to alter the tolls, rates, and charges payable upon or in respect of the said railway:

And provision will also be made in the said intended Act for compelling the Oxford, Worcester, and Wolverhampton Railway Company to repay to the Great Western Railway Company (in preference to all or some of the charges upon the undertaking of the Oxford, Worcester, and Wolverhampton Railway Company) any sum or sums of money which may have been or may be paid by the Great Western Railway Company to the Commissioners for the improvement of the river Severn Navigation, under the provisions of the Oxford, Worcester, and Wolverhampton Railway Act, 1845:

And it is also proposed by the said intended Act to extend the time or to revive the powers granted for the purchase by compulsion of certain lands and houses required for portions of the Birmingham, Wolverhampton, and Dudley, and Birmingham and Oxford Junction Railways, and to extend the time limited for the construction of the said railways, or some parts thereof respectively, and to enable the Great Western Railway Company to alter the levels of so much of the line of the Birmingham, Wolverhampton, and Dudley Railway as lies between a certain point in a field numbered, on the plans referred to in "The Birmingham, Wolverhampton, and Dudley Railway Act, 1846," 2 in the parish of Wednesbury, in the county of Stafford, and a certain other point in a field numbered, on the said plans, 133 in the said parish of Wednesbury; and to construct two short lines of railway for connecting the Birmingham, Wolverhampton, and Dudley Railway with the South Staffordshire Railway, the one commencing from and out of the Birmingham, Wolverhampton, and Dudley Railway, at a point north of the Birmingham Canal, in a field numbered on the plans referred to in "The Birmingham, Wolverhampton, and Dudley Railway Act, 1846," 428 in the parish of West Bromwich, in the county of Stafford, and the other commencing out of the last-mentioned railway at a point in the field numbered, on the last-mentioned plans, 89 in the said parish of Wednesbury, and both of the said two lines of railway terminating by a junction with the South Staffordshire Railway, at or near the bridge by which that railway is carried over Lea Brook, dividing the said parishes of Wednesbury and West Bromwich:

And to take, compulsorily or otherwise, and use for a station, and other accommodation, certain lands in the parishes of Dudley, in the county of Worcester, and Tipton, in the county of Stafford, lying near the South Staffordshire Railway Station at Dudley, and on the east side of the turnpike-road from Tipton to Dudley, and to form communications between the said lands and the South Staffordshire Railway:

And also to take, compulsorily or otherwise, and use for a station or other accommodation, certain lands in the said parishes of Tipton and West Bromwich, or one of them, near Great Bridge, where the lines of the South Staffordshire Railway and Birmingham, Wolverhampton, and Dudley Railway, as now authorized to be made, unite, and to form communications between the said lands and the South Staffordshire Railway:

And notice is hereby further given, that maps and plans of the said intended railways, stations, and works, and showing the lands through or upon which the same are to be made, and sections showing the levels of such railways, and also such altered levels, together with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will on or before the

thirtieth day of this present month of November be deposited with the Clerk of the Peace for the county of Stafford, at his office, in Stafford, and with the Clerk of the Peace for the county of Worcester, at his office, in Worcester; and a copy of so much of such plans, sections, and book of reference as relates to the several parishes within which the said works will be situate will, together with a copy of this notice, be deposited on or before the said thirtieth day of November with the parish clerk of each such parish, at his place of abode:

And notice is hereby also given, that it is proposed by such intended Act to authorize the purchase of lands and houses, by compulsion or agreement, for the purposes of the railways, stations, and works so intended to be authorized as aforesaid, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands and houses proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways, stations, and works, and to confer other rights and privileges; and to authorize the alteration, diversion, or stopping up of all turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, and extra-parochial places, or any of them, with which it may be necessary to interfere in the construction of the said intended railways, stations, and works: and also to authorize the levying of tolls, rates, and charges for and in respect of the use of the said intended railways, stations, and works, and to grant exemptions from such tolls, rates, and charges:

And it is proposed by the said intended Act to authorize and empower the Great Western Railway Company and the South Staffordshire Railway Company, or either of them, and either jointly or severally, and at their joint or several expense, to lay down the broad gauge in addition to the narrow gauge on the South Staffordshire Railway from or near the before-mentioned bridge over Lea Brook to the junction of the South Staffordshire Railway at or near the town of Dudley with the Oxford, Worcester, and Wolverhampton Railway, and to make such alterations in the stations and platforms, sidings, and other accommodations on the South Staffordshire Railway between the points aforesaid as may be necessary for the convenient working of the same on the broad gauge:

And to make further provision with reference to the use, by the Birmingham, Wolverhampton, and Dudley Railway Company, and the Great Western Railway Company, of the said portion of the South Staffordshire Railway, and the stations, platforms, watering-places, water, and other conveniences connected therewith; and by the South Staffordshire Railway Company of the portion of the Birmingham, Wolverhampton, and Dudley Railway, lying between Wednesbury and Priestfield Furnaces, and the stations, platforms, watering-places, water, and other conveniences connected therewith; and with reference to the payments to be made by such Companies respectively for the use of such respective portions of railway, and other works and conveniences as aforesaid; and, if need be, to alter the tolls now leviable by the said Companies respectively:

And it is also proposed by the said intended Act to alter, amend, extend, or enlarge some of the powers and provisions of the several Acts following, directly or indirectly relating to or affecting the Great Western Railway Company (that is to say): local and personal Acts, 5 and 6 Wm. IV, cap. 107; 6 Wm. IV, caps. 36, 38, 77, and 79; 1 Vict., caps. 91 and 92 (1837) and 24 and 26 (1838); 2 Vict., cap. 27; 3 Vict., cap. 47; 3 and

4 Vict., cap. 105; 4 and 5 Vict., cap. 41; 5 Vict., session 2, cap. 28; 6 Vict., cap. 10; 7 Vict., cap. 3; 7 and 8 Vict., cap. 68; 8 and 9 Vict., caps. 40, 52, 155, 156, 184, 188, 190, 191; 9 Vict., cap. 14; 9 and 10 Vict., caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vict., caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 243; 11 and 12 Vict., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Vict., caps. 6 and 7; 13 and 14 Vict., caps. 44, 98, and 110; 14 and 15 Vict., caps. 48 and 81:

Also the Acts relating to the Birmingham, Wolverhampton, and Dudley Railway Company (that is to say): local and personal Acts, 9 and 10 Vict., cap. 315; 10 and 11 Vict., caps. 149 and 226; and 11 and 12 Vict., cap. 133:

And also the Acts relating to the Birmingham and Oxford Junction Railway Company (that is to say): local and personal Acts, 9 and 10 Vict., caps. 337 and 338; and 11 and 12 Vict., cap. 158:

Also the Acts relating to the Oxford, Worcester, and Wolverhampton Railway Company (that is to say): local and personal Acts, 8 and 9 Vict., cap. 184; 9 and 10 Vict., cap. 278; 11 and 12 Vict., caps. 59 and 133; and 13 and 14 Vict., cap. 110.

And the Acts relating to the South Staffordshire Railway Company, (that is to say): local and personal Acts, 9 and 10 Vict., caps. 300 and 316; 10 and 11 Vict., cap. 189; 13 and 14 Vict., cap. 58; and 14 and 15 Vict., cap. 94.

Dated tenth November 1851.

J. W. & G. Whateley.

W. O. & W. Hunt.

Shrewsbury and Chester Railway.

(Powers to run over the Warrington and Altrincham Junction Railway; the Manchester South Junction and Altrincham Railway; the London and North Western Railway, from its Junction with the Manchester South Junction and Altrincham Railway into Manchester; the London and North Western Railway from Walton to Manchester; the Manchester and Salford Extension Railway; the London and North Western Railway from the Joint Station at Chester to its Junction with the North Staffordshire Railway; and the Chester and Holyhead Railway; to book through, and interchange Traffic with, other Companies; to construct Branches to the Canals of the Duke of Bridgewater's Trustees; to purchase or hire Steam-Boats; Arbitration in regard to Joint Stations at Chester and Shrewsbury; and Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the next session for an Act or Acts to enable the Shrewsbury and Chester Railway Company to run over and use with engines, carriages, and waggons, coming to or from the Shrewsbury and Chester Railway, the several lines of railway following, or some of them; that is to say: the Warrington and Altrincham Junction Railway; the Manchester, South Junction, and Altrincham Railway; the London and North Western Railway from the junction thereof with the said Manchester South Junction and Altrincham Railway to the station of the said London and North Western Railway Company, at or near a certain street called London-road, in the township and parish of Manchester; the line of the London and North Western Railway from the junction thereof with the line of the Birkenhead, Lancashire, and Cheshire Junction Railway, at or near Lower Walton, in the parish of Runcorn, in the county of Chester, to the Victoria Station of the said London and North Western Railway Company, in the township and parish of Manchester, in the county of Lancaster; the Manchester

and Salford Extension Railway; the London and North Western Railway from the joint station at Chester to its junction with the North Staffordshire Railway near the Crewe Station of the said London and North Western Railway, in the parish of Barthomley, in the county of Chester; and the Chester and Holyhead Railway; and also the whole stations, sidings, watering-places, and other works and conveniences, belonging to or connected with the said several lines of railway, respectively; and to alter and limit the tolls, rates, and duties, authorised to be levied under the Acts relating to the said several railways, or some of them, so far as the same would be leviable in respect of such last mentioned engines, carriages, and waggons passing on and along the said several lines of railway; and it is also proposed by the said intended Act or Acts, to take powers to enable and require the Shrewsbury and Chester Railway Company, and the several Companies above named, or some of them respectively, to book through all passengers and other traffic passing to and from the Shrewsbury and Chester Railway from or to any point or place on the said several lines of Railway, or some of them, and to receive, forward, and convey to their or its destination, all passengers and other traffic so booked, by the first practicable train conveying the like description of traffic along the route over which the same is to be forwarded, and also to vary or extinguish all rights and privileges (if any) which could or might interfere with the objects aforesaid or any of them.

And it is also proposed, by the said intended Act, to enable the Shrewsbury and Chester Railway Company to make and maintain a railway, with all necessary stations, approaches, and works connected therewith, to commence by a junction with the main line of the Birkenhead, Lancashire, and Cheshire Junction Railway, in the township of Norton, in the parish of Runcorn, in the county of Chester, and passing entirely within the said township of Norton, and terminating at or near the Duke of Bridgewater's canal and warehouses in the said township of Norton; and also another railway, with all necessary stations, approaches, and works connected therewith, to commence by a junction with the main line of the Birkenhead, Lancashire, and Cheshire Junction Railway, in the township of Lower Walton, in the parish of Runcorn, and passing entirely within the said township of Lower Walton, and terminating at or near the bridge of the London and North Western Railway, across the canal belonging to the trustees of the late Duke of Bridgewater, and the river Mersey, in the said township of Lower Walton, all in the county of Chester.

And it is also proposed to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes of the said railways and works so intended to be authorised as aforesaid; and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands and houses proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges, and to take power to alter, divert, or stop up all turnpike and other roads, railways, tramways, aqueducts, bridges, canals, streams, and rivers, within or adjoining to the aforesaid parishes and townships, or any of them, with which it may be necessary to interfere in the construction of the said intended railways and works; and also to levy tolls, rates, and charges, for and in respect of the use of the said intended railways and works, and to grant exemptions from such tolls, rates, and charges.

And notice is hereby given, that plans and sections of the said intended railways and works, or some of them, together with books of reference to such plans, and also a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant with the Clerk of the Peace for the county of Chester, at his office, in Chester, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways and works are proposed to be made, and also a copy of the said Gazette notice will be deposited on or before the 30th day of November instant with the parish clerk of each such parish, at his residence.

And it is also proposed by the said intended Act to authorise the Shrewsbury and Chester Railway Company to make and enter into arrangements and agreements with the trustees of the late Duke of Bridgewater, and the Company of Proprietors of the Mersey and Irwell Navigation, or either of them, for the conveyance and interchange of traffic, and to confirm such arrangements and agreements as may have been, or as shall be, entered into in reference to such matters.

And it is also proposed by the said intended Act or Acts to enable the said Shrewsbury and Chester Railway Company to buy or hire, and to use, work, and maintain, steam-tugs, flats, and other vessels, upon and along the river Dee, in the counties of Flint and Chester, and the county of the city of Chester, for the accommodation and conveyance of the traffic coming to or going from the said Company's wharfs at Saltney, upon or along the said river; and also to buy or hire, and use, work, and maintain steam-boats, steam-tugs, flats, or other vessels, for the transport of passengers, goods, and other traffic, upon the river Mersey, between the docks and other works belonging to the trustees of the Liverpool Docks, within the borough of Liverpool, in the county of Lancaster, and the docks and other works belonging to the trustees of the Birkenhead Docks, or to any slip, pier, or ferry belonging to any other person or persons, situate and being within the extra-parochial chapelry or township of Birkenhead, in the said county of Chester; and to raise the necessary funds for the purposes above-mentioned, or any of them, either out of the surplus capital of the said Company, or by the creation and issue of new shares in the Company's stock or otherwise, and to enter into any contracts or agreements with any steam-boat, steam-tug, or other Company, or any other persons, with reference to the establishment, maintenance, and use of steam-boats, steam-tugs, flats, or other vessels for the purposes aforesaid, or either of them, and to take tolls or fares in respect of the use of such steam-boats, steam-tugs, flats, or other vessels.

And it is also intended by the said Act to make provision for the settlement by arbitration of all questions, disputes, and differences which may arise between the Shrewsbury and Chester, the Chester and Holyhead, the Birkenhead, Lancashire, and Cheshire Junction, and London and North Western Railways, or any or either of the said Companies, respectively, in regard to the arrangement, management, or use of the joint station at Chester, and also of all questions, disputes, and differences which may arise between the Shrewsbury and Chester, the Shrewsbury, and Birmingham, the Shrewsbury and Hereford, and the Shropshire Union Railways and Canal Company, or any or either of the said Companies, in regard to the arrangement, management, or use of the joint station at Shrewsbury, in the county of Salop.

And notice is hereby further given, that for carrying into effect all or any of the above objects,

it is intended by the said Act or Acts to alter, amend, extend, and enlarge, and also to repeal, if need be, all or some of the powers and provisions of the several Acts of Parliament following, or some of them, relating to or affecting the Shrewsbury and Chester Railway; that is to say: local and personal, 7 and 8 Victoria, chapter 99; 8 and 9 Victoria, chapters 42 and 115; 9 and 10 Victoria, chapters 250, 251, 274, and 275; 10 and 11 Victoria, chapter 144; 12 and 13 Victoria, chapter 55; and 14 and 15 Victoria, chapter 131; also of the several Acts relating to the London and North Western Railway Company; that is to say, local and personal, 8 and 9 Victoria, chapter 156; 9 and 10 Victoria, chapters 67, 80, 82, 152, 182, 184, 193, 204, 231, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396; 10 and 11 Victoria, chapters 73, 107, 114, 118, 121, 132, 139, 159, 178, 188, 228, 270, 271, 278, and 294; also of the Manchester and Salford Extension Railway Act, 1851; the Warrington and Altrincham Junction Railway Act, 1851; also of the several Acts relating to the Manchester South Junction and Altrincham Railway; that is to say: local and personal, 8 and 9 Victoria, chapter 3; 10 and 11 Victoria, chapter 73; and 11 and 12 Victoria, chapter 58; also of the Acts relating to the Shrewsbury and Hereford Railway; that is to say: local and personal Acts, 9 and 10 Victoria, chapter 325; and 13 and 14 Victoria, chapter 26; also the Acts relating to the Shropshire Union Railways and Canal Company, that is to say: local and personal Acts, 9 and 10 Victoria, chapters 304, 322, and 323; and 10 and 11 Victoria, chapter 236; also of the Acts relating to the Chester and Holyhead Railway; that is to say: local and personal, 7 and 8 Victoria, chapter 65; 8 and 9 Victoria, chapter 33; 10 and 11 Victoria, chapters 147 and 238; and 11 and 12 Victoria, chapter 60; and 12 and 13 Victoria, chapter 41.

Dated this 12th day of November 1851.

Henry Kelsall, Chester.

North and South Western and Brighton and Dover Junction Railway.—Wandsworth to Croydon.

Incorporation of Company, Construction of Railway, Powers to use the London and South Western Railway, the London, Brighton, and South Coast Railway, and the South Eastern Railway, Limitation of Tolls, Powers for the London and South Western, the London, Brighton, and South Coast, and the South Eastern Railway Companies, to subscribe towards the Undertaking.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill for making and maintaining a railway or railways, with all proper, necessary, and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, to commence by a junction with the main line from London to Southampton, of the London and South Western Railway, in the parish of Wandsworth, in the county of Surrey, at a point on that main line about five miles and a quarter from London, and to terminate by a junction with the main line from London to Brighton, of the railway belonging to the London, Brighton, and South Coast, and the South Eastern Railway Companies, or one of them, in the parish of Croydon, in the county of Surrey, at a point at or near the Croydon Station, (northward thereof,) on that main line, and which intended railway or railways and works will pass from, into, and through the several parishes,

townships, and extra-parochial, or other places following, or some of them; that is to say: Croydon, Sellhurst, Norwood, Thornton Heath, Mitcham, Tooting, Tooting Bec, Upper Tooting, Tooting Graveney, Lower Tooting, Garret, Upper Garret, Streatham, Battersea, Clapham, Wandsworth, otherwise Wandsworth, or some of them, in the said county of Surrey.

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

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

And notice is hereby further given, that duplicate plans and sections of the intended railway or railways and works, together with a book of reference thereto, a published map with the intended line or lines of railway or railways delineated thereon, showing its general course and direction, 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 county of Surrey, at his office, in Lambeth, in the county of Surrey, on or before the 30th day of November 1851, and that, on or before the said 30th day of November, a copy of so much of the plans and sections as relates to each parish in or through which the intended railway or 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 that, on or before the same day, a copy of so much of the said plans and sections as relates to each extra-parochial place in or through which the intended railway or 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 some parish immediately adjoining to such extra-parochial place, at his place of abode.

And it is also proposed, in and by the Bill, to take powers to authorise the Company to be thereby incorporated to run and pass over the several railways, now or hereafter belonging to or under the management or regulation of the following Companies, or any of them, namely: the London and South Western Railway Company, the London, Brighton, and South Coast Railway

Company, and the South Eastern Railway Company, with engines and carriages, and to alter and limit the tolls, rates, and duties authorised to be levied and received under the several Acts hereinafter mentioned, or some of them, so far as the same would be leviable in respect of such last-mentioned engines and carriages, passing on and along such several railways, or any of them; and also to authorise the Company so to be incorporated to carry passengers, goods, minerals, cattle, and other traffic on any railway or railways, other than the intended railway or railways, and to enter into contracts and arrangements with the said several Railway Companies, or any of them, or any other railway or other Companies or persons, touching all or any of the matters aforesaid, or otherwise, with reference to the use and regulation of, and tolls and charges on, the said several railways, and the intended railway or railways, or any of them, and to enable all such contracts and arrangements to be carried into effect by the several parties thereto, respectively.

And it is also proposed by the intended Bill to enable the intended Company to use the stations, works, and conveniences, including water supply, now or hereafter belonging to or under the management and regulation of the London and South Western, the London, Brighton, and South Coast, and the South Eastern Railway Companies respectively, upon such payments as shall be agreed upon, or as, in case of difference, shall be settled by arbitration.

And it is also proposed by the Bill to authorise the said several existing Companies, or any of them, to contribute funds towards the construction, use, and maintenance of the intended railway or railways and works, or part thereof, and to take and hold shares in and subscribe for or towards the intended railway or railways and works, or part thereof.

And notice is hereby further given, that for carrying into effect all or any of the above objects, it is intended to alter, amend, extend, and enlarge or repeal the powers and provisions, or some of the powers and provisions of, the several Acts following, or some or one of them; that is to say: local and personal Acts, 4 and 5 Wm. 4th, cap. 88; 1st Vic., cap. 71; 2 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 121, 165, and 185; 9 and 10 Vic., caps. 252, 131, 174, 175, 370, 173, and 391; 10 and 11 Vic., caps. 88, 115, 145, 249, and 244; 11 and 12 Vic., caps. 85, 87, 89, and 125; 51st Geo. 3rd, cap. 196; 10 and 11 Vic., cap. 297; 8 and 9 Vic., cap. 93; 10 and 11 Vic., caps. 96, 97, 58, and 57; 11 and 12 Vic., cap. 75; 9 and 10 Vic., cap. 129; 10 and 11 Vic., cap. 243; 11 and 12 Vic., cap. 157; 12 and 13 Vic., caps. 33 and 34; 8 and 9 Vic., cap. 88; 13 and 14 Vic., cap. 24; 1 and 2 Vic., cap. 27; 8 and 9 Vic., caps. 53 and 107; 9 and 10 Vic., cap. 355; 10 and 11 Vic., cap. 273; 14 and 15 Vic., cap. 83; 9 and 10 Vic., cap. 313; 10 and 11 Vic., cap. 60; relating to the London and South Western Railway Company; and also the following Act, relating to the Southampton and Dorchester Railway; that is to say: "The Southampton and Dorchester Railway Act, 1845;" also the local and personal Acts, 5 and 6 Wm. 4th, cap. 10; 6 and 7 Wm. 4th, cap. 121; 7 Wm. 4th and 1st Vic., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 129; 6 and 7 Vic., cap. 27; 7 and 8 Vic., caps. 67, 91, 92, and 97; 8 and 9 Vic., caps. 52, 113, 196, 199, and 200; 9 and 10 Vic., caps. 54, 63, 68, 69, 234, 281, and 283; 10 and 11 Vic., caps. 244 and 276; and 11 and 12 Vic., cap. 136,

relating to the London, Brighton, and South Coast Railway Company; also the local and personal Acts, 3 and 4 Wm. 4, cap. 46; 6 and 7 Wm. 4, cap. 75; 7 Wm. 4 and 1 Vic., caps. 50, 93, and 120; 1 and 2 Vic., cap. 4; 2 and 3 Vic., caps. 19, 42, and 79; 3 and 4 Vic., caps. 46, 127, and 128; 5 and 6 Vic., caps. 3 and 102; 6 and 7 Vic., caps. 51, 52, and 62; 7 and 8 Vic., caps. 25 and 69; 8 and 9 Vic., caps. 80, 167, 186, 197, and 200; 9 and 10 Vic., caps. 55, 56, 64, 305, and 339; 10 and 11 Vic., caps. 104, 230, and 276; 13 and 14 Vic., cap. 31; 14 and 15 Vic. cap. 35, relating to the South Eastern Railway Company.

Dated this 12th day of November 1851.

W. Chapman, Richmond,
H. and W. Toogood, 22, } Solicitors for
Parliament-street, West- } the Bill.
minster.

South Wales Railway.

(Construction of new Railways to Milford Haven and at Newport; Abandonment of Portions of Lines from Fishguard and at Haverfordwest; Purchase of Pembroke Ferry; Arrangements with Taff Vale Railway Company, Monmouthshire Railway and Canal Company, and Newport Dock Company; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to enable the South Wales Railway Company to make and maintain the railways following, or some or one of them (that is to say): a railway to commence from and out of the line of the branch railway to Haverfordwest, as authorized to be constructed by the South Wales Railway (Amendment) Act, 1846, in a certain field numbered, on the plans referred to in the South Wales Railway (Amendment) Act 1846, 35 in the parish of Uzmaston, in the county of Pembroke, and to terminate on the north side of Milford Haven, at a point about one hundred and fifty yards south east of the south-eastern corner of a quay or wharf situate at the extremity of Neyland Point, in the parish of Lanstadwell, in the county of Pembroke, together with all proper works and conveniences connected therewith; and which said intended line of railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial places following, or some of them (that is to say): Uzmaston and Prendergast, in the county of Pembroke; Uzmaston, Prendergast, Saint Thomas Haverfordwest, Saint Mary Haverfordwest, and Furzy Park, in the county of the town of Haverfordwest; Haroldstone East, otherwise Haroldstone Saint Issells, Steynton, Johnston, Freystrop, Rosemarket, Burton, and Lanstadwell, in the county of Pembroke:

A railway to commence from and out of the line of the said branch railway to Haverfordwest, in a certain field numbered, on the plans referred to in the South Wales Railway (Amendment) Act 1846, 35 in the parish of Uzmaston, in the county of Pembroke, and to terminate on the north side of Milford Haven at or near the southern extremity of the point of land called Newton Ness, otherwise Newton Noyes, in the parish of Lanstadwell, in the county of Pembroke; and which intended line of railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial places following, or some of them (that is to say): Uzmaston and Prendergast, in the county of Pembroke; Uzmaston, Prendergast, Saint Thomas

Haverfordwest, Saint Mary Haverfordwest, and Furzy Park, in the county of the town of Haverfordwest, Haroldstone East, otherwise Haroldstone Saint Issells, Steynton, Johnston, Rosemarket, Hubberston, and Lanstadwell, in the county of Pembroke:

A railway to commence by a junction with the line of the South Wales Railway at a point in the field numbered, on the plans referred to in the South Wales Railway Act 1845, 164 in the parish of Saint Woollos, in the county of Monmouth, and to terminate in the same parish, by a junction with the railway known as the Western Valleys or Newport and Pontypool Railway, at or near a point thereon about 500 yards to the east of the point where the line of the last-mentioned railway intersects the line of the South Wales Railway, and being situate wholly within the said parish of Saint Woollos.

And it is proposed by such intended Act to enable the South Wales Railway Company to purchase lands and houses, by compulsion or agreement for the purposes of the railways and works so intended to be authorized as aforesaid, and to vary, repeal, or extinguish all existing rights or privileges, in any manner connected with the lands and houses proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or with the objects and purposes hereinbefore specified, and to confer other rights and privileges; and to take power to alter, divert, or stop up, all turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers, within or adjoining to the aforesaid parishes, townships, and extra-parochial places, or any of them, with which it may be necessary to interfere in the construction of the said intended railways and works; and also to enable the South Wales Railway Company to levy tolls, rates, and duties, for and in respect of the use of the said intended railways and works, and to grant exemptions from such tolls, rates, and duties.

And notice is hereby given, that maps, plans, and sections of the said intended railways and works, together with books of reference to such plans, and also 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 Pembroke, at his office, in Haverfordwest; and with the Clerk of the Peace for the county of Monmouth, at his office, in Newport; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railways and works are proposed to be made, and also a copy of the said Gazette notice, will be deposited, on or before the thirtieth day of November, in the present year, with the parish clerk of each such parish at his residence, and as respects Furzy Park (being extra-parochial), will be deposited with the clerk of the adjoining parish of Saint Thomas, at his residence.

And that it is also proposed by such intended Act to authorize and enable the proprietors of, or other persons or corporations interested in or in whom may be vested the ferry, in or across Milford Haven, known as Pembroke Ferry, to sell, if they think fit, and to authorize and enable the South Wales Railway Company to purchase, if they think fit, the said ferry, and all the appurtenances, rights, and privileges thereto belonging, or to make such other arrangements for the use

and conduct thereof and with reference thereto, and upon such terms and conditions as may be agreed upon between the said South Wales Railway Company and the proprietors or others aforesaid; and to vest the said ferry, and all appurtenances, rights, and privileges thereto belonging (including the power to demand and receive tolls, rates, and duties in respect thereof), in the said Company:

And that it is also proposed by the said intended Act to authorize the abandonment of so much and such parts of the South Wales Railway as now authorized, as are next hereinafter mentioned (that is to say): so much of the railway authorized by the South Wales Railway Act 1845, as lies between the commencement thereof, at or near Fishguard Bay, in the parish of Llanwnda, in the county of Pembroke, and the point in the parish of Wiston, in the same county, where the branch line of railway to Haverfordwest, as authorized by the South Wales Railway Amendment Act 1846, will join the said railway from Fishguard Bay; and also so much of the railway to the town of Haverfordwest, authorized by the South Wales Railway Amendment Act 1846, as lies between a certain point in the field hereinbefore referred to, numbered 35, in the parish of Uzmaston, and the terminus thereof, at or near the town of Haverfordwest.

And that it is also proposed by such intended Act to enable the South Wales Railway Company and the Taff Vale Railway Company, to enter into such arrangements and agreements with respect to the use of any station or stations of the said railways at Cardiff, and the works connected therewith, and with respect to apportioning and defraying the cost of such station or stations and the works connected therewith, by the payment of an annual or other sum, for or in respect of such station or stations, and works, or part thereof, or for the use thereof by the said two Companies, or either of them, as may be mutually agreed on between them; and for that purpose to enable the South Wales Railway Company to convey or assign to the Taff Vale Railway Company, such portion or portions of the said station or stations, and the land and works connected therewith, as may be agreed upon, and to enable the Taff Vale Railway Company to accept and take a conveyance or assignment thereof, and also to enable the said two Companies to make such other arrangements, and on such terms and conditions, for the use and working of their respective lines, or portions thereof, as may be mutually agreed on between them:

And that it is also proposed by such intended Act to authorize the South Wales Railway Company and the Monmouthshire Railway and Canal Company, to make and enter into such arrangements for the interchange of traffic, and the use by the one Company of a portion or portions of the railway, stations, or other works belonging to the other Company, and upon such terms and conditions as to the apportionment and division of expenditure and receipts in respect of such portion or portions of railway and works, or otherwise, as may be agreed on between the said two Companies:

And that it is also proposed by such intended Act to enable the South Wales Railway Company, and the Newport Dock Company, to enter into such arrangements and agreements with respect to the use and appropriation of a portion or portions of such docks, and of the wharfs, staithes, landing-places, warehouses, and other works connected therewith, by and to the South Wales Railway Company, or for the accommodation of the traffic

on their railway, and upon such payments, terms, and conditions as may be mutually agreed on between the two last-mentioned Companies:

And that it is also proposed by such intended Act to enable the South Wales Railway Company to raise a further sum of money for the purposes of the said intended railway and works; and to alter, amend, enlarge, and in part repeal the South Wales Railway Act, 1845; the South Wales Railway (Amendment) Act, 1846; the South Wales Railway (Amendment) Act, 1847; the South Wales Railway (Extension of Time) Act, 1850; the South Wales Railway (Capital) Act, 1850; the South Wales Railway (New Works) Act, 1851; the South Wales Railway (Capital) Act, 1851; the Vale of Neath Railway (Amendment) Act, 1848; the Waterford, Wexford, Wicklow, and Dublin Railway (Amendment) Act, 1848; the Great Western Railway Act, 1851: also the Acts relating to the Taff Vale Railway Company, viz.: local and personal Acts, 6 William IV., cap. 82; 1 Victoria, cap. 70; 3 and 4 Victoria, cap. 110; 7 and 8 Victoria, cap. 84; 8 and 9 Victoria, cap. 159; 9 and 10 Victoria, cap. 393; 11 and 12 Victoria, cap. 23; and 12 and 13 Victoria, cap. 61: and the Acts relating to the Monmouthshire Railway and Canal Company, viz.: local and personal Acts, 32 George III., cap. 102; 37 George III., cap. 100; 42 George III., cap. 115; 8 and 9 Victoria, cap. 169; 9 and 10 Victoria, cap. 371; 11 and 12 Victoria, cap. 120: and the Acts relating to the Newport Dock Company, viz.: local and personal Acts, 5 and 6 William IV., cap. 75; 6 and 7 William IV., cap. 66; 2 and 3 Victoria, cap. 74; 4 and 5 Victoria, cap. 51; and 7 and 8 Victoria, cap. 78.

Dated this 12th day of November 1851.

W. O. and W. Hunt, 3, Whitehall-place,
London.

Grand Junction Waterworks Company.

(Additional Works for obtaining Water from the Thames at Hampton.—Power to contract with other Companies.—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to alter, amend, and enlarge, and to repeal some of the powers and provisions of the Acts following, relating to the Grand Junction Waterworks Company (local and personal) 51 George 3rd, cap. 169; 56 George 3rd, cap. 4; 59 George 3rd, cap. 111; 7 George 4th, cap. 140; 5 and 6 William 4th, cap. 95; and 7 and 8 Victoria, cap. 30; or otherwise to repeal the said Acts, and consolidate some of the provisions thereof and of the said intended Act into one Act, and to give to the said Grand Junction Waterworks Company proper and necessary powers for supplying water within the limits of the said recited Acts, and to empower the Company to construct, lay down, and maintain the several works following, or some of them, that is to say, a reservoir, or reservoirs, and other works, on certain lands in the parish of Hampton, situate at the junction of the road leading from Sunbury to Hampton with the road leading from Staines to Hampton, and adjoining to the said roads respectively, an aqueduct, pipe, or main, to commence in the said parish of Hampton, at or near the centre of the northern channel of the river Thames, at a point opposite to the eyot, called Platts Eyot, to communicate with the said intended new reservoir or reservoirs, and also another aqueduct pipe, or main, to commence from the said reservoir or reservoirs, and to termi-

nate in the existing reservoirs of the said Company, at or near Kew-bridge, in the parish of Ealing, with all proper works and conveniences; which said aqueducts, pipes, or mains will be situate in or pass through or into the following parishes, townships, or extra-parochial places, or some of them; that is to say: the bed and banks of the river Thames, Hampton, Teddington, Twickenham, Heston, Isleworth, New Brentford, Hanwell, Old Brentford, and Ealing, in the county of Middlesex. And by the said Act it is intended to empower the said Company to draw water from the river Thames at the place above mentioned, in the parish of Hampton, and to supply the said water within the limits of the said recited Acts.

And by the said Act it is intended to empower the said Company to break up streets, roads, and public passages and places, and to lay pipes and other works for the conveyance of water, in, over, under, along, through, and across private lands, and streets, roads, public passages, railways, bridges, rivers, and other places, and to make, erect, and maintain, alter, or discontinue sluices, mains, pipes, culverts, filtering beds, engines, buildings, and works, and to alter, cross, divert, stop up, or construct sewers, drains, watercourses, roads, and ways, in any of the parishes, townships, or extra-parochial places aforesaid, as may be necessary or convenient for the construction and maintenance of the said intended works, or any of them, and to enable the said Company to increase their capital, by the creation of new shares, either with or without preference or priority in the payment of dividends, or other special privileges, or by mortgage or bond, or by such other means as Parliament shall authorize and direct, and to empower the said Company to purchase, by compulsion or agreement, or to 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 also all or some part of the lands described upon the plans to be deposited as hereinafter mentioned, and lying or being near to the said intended reservoir or reservoirs in the said parish of Hampton, and between the same and the river Thames, and also certain lands and houses also described in the said plans, and lying or being situate near to and adjoining the reservoirs and works of the said Company near Kew-bridge, in the said parish of Ealing, 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, or extra-parochial 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 to enable the said Company and the Southwark and Vauxhall Water Company, or any other Company or person, to enter into such contracts or agreements as they shall mutually think fit, for a supply of water by the said Company to the Southwark and Vauxhall Water Company, or such other Company or person, at and for such price, and for such equivalent, as may be agreed upon; and to enable the said Company to sell or lease water to the Southwark and Vauxhall Water Company, or to such other Company or person, and for such purpose to alter or amend the Acts following, relating to the Southwark and Vauxhall Water

Company, local and personal, 4 and 5 William 4th, cap. 79, and 8 and 9 Victoria, cap. 69.

And notice is hereby given, that duplicate plans of the said intended works and of the lands proposed to be purchased, and duplicate sections of the said intended works, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited 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 thirtieth day of November instant, a copy of so much of the said plans, sections, and book of reference, as relates to any of the parishes hereinbefore mentioned, and a copy of this notice, will be deposited with the parish clerk of each such parish, at his place of abode.

Dated thirteenth November 1851.

Blunt and Shadwell, 3, Winchester-buildings, Solicitors to the Company.

Royal Harbour of Ramsgate.

Amendment of Existing Acts, Variation and Repeal of Tolls and Dues.

NOTICE is hereby given, that application will be made to Parliament in the next session for an Act to amend or repeal the several Acts of Parliament after-mentioned, (that is to say), an Act, passed in the 32nd year of the reign of His late Majesty King George the 3rd, (cap. 74), intituled "An Act for the maintenance and improvement of the harbour of Ramsgate, in the county of Kent, and for cleansing, amending, and preserving the haven of Sandwich, in the same county," also another Act, passed in the 37th year of the reign of His said late Majesty King George the 3rd, (cap. 86), intituled "An Act for amending an Act, passed in the 32nd year of the reign of His present Majesty, intituled 'An Act for the maintenance and improvement of the harbour of Ramsgate, in the county of Kent, and for cleansing, amending, and preserving the haven of Sandwich, in the same county,'" also another Act, passed in the 55th year of the reign of His said late Majesty King George the 3rd, (cap. 84), intituled "An Act to alter and amend two Acts, made in the 32nd and 37th years of His present Majesty, for the support and maintenance of Ramsgate harbour, in the county of Kent," or to amend, alter, repeal, or extend some of the powers and provisions in the said Acts severally contained, and that it is proposed by the said intended Act to alter the powers now vested in the trustees for carrying the said Acts into execution, for varying or diminishing, and raising or restoring, the rates and duties imposed by the said Acts of the 32nd and 55th years of the reign of His late Majesty King George the 3rd, so as to make it no longer obligatory upon the said trustees to vary such rates or duties rateably and proportionably, but to enable the said trustees to relieve any class of ships, vessels, or crayers, (whether British or Foreign), from all or any proportion of the rates and duties imposed by the said Acts, or either of them, and that it is proposed by the said intended Act generally to alter the provisions with regard to rates and duties in the said Acts, or some or one of them, contained.—Dated this 7th day of November 1851.

By order of the Trustees of the Royal Harbour of Ramsgate.

Lyon, Barnes, and Ellis, 7, Spring-gardens.

New River Company.

(New Works; Arrangement with River Lee Trustees; and Amendment of Acts.)

Notice of Application to Parliament for Re-introduction of Bill suspended in Session 1851.

WHEREAS a Bill was introduced into Parliament, in the last Session thereof, intituled "A Bill to enable the Governor and Company of the New River to alter and improve the course of their River, and to construct Reservoirs and other Works," which Bill was depending in the House of Commons at the close of the last Session of Parliament;

Now Notice is hereby given, that it is the intention of the promoters of said Bill to present a petition for the re-introduction of such Bill in the ensuing Session of Parliament, in pursuance of the Resolutions of the two Houses of Parliament of the 1st and the 7th days of August last.

Dated this tenth day of November, 1851.

Baxter, Rose, & Norton,
Solicitors.

New River Company.

To improve the supply of Water: to alter course of New River, Rivers Mimram and Beane, River Lee and Lee Navigation: to make Reservoirs at Tottenham, Hornsey, and Islington: to make Drain at Enfield: to alter Charter and amend Acts.

NOTICE is hereby given that application is intended to be made to Parliament in the next Session for leave to bring in a Bill to extend and enlarge the powers of the Governor and Company of the New River, brought from Chadwell and Amwell to London, and to enable the said Governor and Company to obtain an improved supply of water from the Rivers Lee, Mimram, and Beane, or the tributaries, springs, cuts, or branches thereof respectively, situate within or flowing through the several counties of Hertford, Essex, and Middlesex, and to alter, divert, shorten, and improve certain parts of the said New River within the counties aforesaid or some of them, and to make filtering and storing reservoirs, and also other works for the purpose of purifying such waters.

And notice is hereby further given that it is intended by the said Bill to authorize the said Governor and Company to make and maintain the several works hereinafter mentioned in the lines, and according to the levels defined on the plans and sections hereinafter referred to; that is to say—

First. To make a cut, culvert, or channel of communication from and out of the River Mimram, to commence in the parish of Saint Andrew Hertford, in the county of Hertford, at or near the point of junction of such river with the River Lee, and to terminate in the same parish by a junction with the River Beane at the head of Sele's Mill, and to divert and convey, through such cut, culvert, or channel, a portion of the waters of the said rivers Lee and Mimram into the River Beane. Also to cleanse and scour the said River Beane from the tail of the said mill, in the same parish, through the parishes of St. Andrew, Hertford, St. John, Hertford, and Bengoe, all in the county of Hertford, to its junction with the River Lee, in the said parish of Saint John Hertford, and also to cleanse and scour the said River Lee from the said last-mentioned point of junction, through the said parishes of Saint John Hertford and Bengoe and of Ware, in the said county of Hertford, to a point near to Ware Park Mill, in the said parish of Ware, and to conduct the waters so collected in the said River Beane to the balance-engine of the said Governor and Com-

pany, in the said parish of Saint John Hertford, by means of a cut and channel of communication, pipe-tracks, culverts, feeders, tunnels, and other works, to commence in the said parish of Saint John Hertford, near the point where the Lee Navigation cut joins the Old River Lee, and to terminate in the said parish of Saint John Hertford, at the mouth of the balance-engine aforesaid.

Second. To make a cut or channel, and other works, and to straighten, widen, divert, improve, and alter the course of the Hertford Waterworks mill-tail, the Dicker mill-tail, the Lee Navigation cut, and the said River Lee, between a point on the said Waterworks mill-tail, in the said parish of Saint John Hertford, one hundred and fifty yards or thereabouts west of the Dicker mill, and a point in the said parish of Ware, in the county of Hertford, one hundred yards or thereabouts below the lodge at the entrance of the road leading to Ware Park mill, all in the said parishes of Saint John Hertford, and Ware, so as to divert and conduct the waters which now run through and into the said River Beane from the said Waterworks mill-tail, Dicker mill-tail, Lee Navigation cut, and River Lee aforesaid, into the said River Lee, at a point about one hundred yards below Ware Park mill aforesaid; also for the purpose of effecting such improvement to divert and straighten the course of Manifold Ditch, at a point opposite to the said lodge, in the parish of Saint John Hertford, aforesaid.

Third. To make cuts or channels of communication, pipe-tracks, and widenings and straightenings of the said New River, to commence in the said parish of Saint John Hertford, at a point about two hundred and fourteen yards above the bridge over the said New River (numbered 4), and to terminate in the parish of Cheshunt, in the county of Hertford, at the bridge over the said New River, in Theobald's-lane, and which said last-mentioned works will pass from, through, or into the parishes, townships, extra-parochial, and other places of Saint John Hertford, All Saints Hertford, Great Amwell, Little Amwell, Saint Margaret's, Broxbourne, Hoddesdon, Wormley, and Cheshunt, or some of them, all in the said county of Hertford.

Fourth. To make cuts or channels of communication, pipe-tracks, tunnels, and widenings and straightenings of the said New River, to commence in the said parish of Cheshunt, at a point about two hundred and ninety yards above the foot-bridge over the said New River in Theobald's-park (numbered 51a), and to terminate in the parish of Stoke Newington, otherwise Newton, in the said county of Middlesex, at the north-east end of the Newington reservoirs of the said Governor and Company, with a branch pipe-track, conduit, or channel of communication commencing in the parish of Edmonton, in the said county of Middlesex, at a point about two hundred and thirteen yards above the bridge over the said New River (numbered 82), and terminating at a point in the said parish of Edmonton, about one hundred yards below the bridge over the said New River (numbered 105), and also with a branch pipe-track, cut, conduit, or channel of communication, commencing in the said parish of Stoke Newington, otherwise Newton, at a point about five hundred yards above the bridge in the Seven Sisters'-road (numbered 136) over the said New River, and terminating in the said parish of Stoke Newington, otherwise Newton, by a junction with the Stoke Newington reservoirs of the said Governor and Company, which said works will pass from, through, or into the several parishes, townships, extra-parochial and other places of Cheshunt aforesaid, and of Enfield, Edmonton, Tottenham, Hornsey, and Stoke Newington otherwise Newton, or some of them in the county of Middlesex.

Fifth. To make cuts or channels of communication and pipe-tracks, to commence in the said parish of Stoke Newington otherwise Newnton, at the south side of the said Newington reservoirs, and to terminate in the parish of St. Mary Islington, in the said county of Middlesex, at the bridge over the New River, at the point where the Paul's Terrace-road crosses the same. Also another cut or channel of communication and pipe-track, to commence on the said south side of the said reservoirs, and to terminate in the said parish of Hornsey, at or near to the turnpike-gate, in the said Seven Sisters'-road, all which said works will pass from, in, through, or into the said parishes of Stoke Newington, otherwise Newnton, St. Mary Islington, and Hornsey, or some of them in the said county of Middlesex.

Sixth. To make a reservoir on the New River for storing and impounding the waters thereof wholly in the said parish of Tottenham, between Clay Hill farm-house and the bridge over the said river in White Hart-lane (numbered 113); and also to make a pipe-track, channel, or conduit, to commence from and out of the said reservoir near the said last-named bridge, and to cross the said White Hart-lane, and to terminate at a point in the New River, one hundred and seventy yards or thereabouts, below the said bridge (numbered 113), also wholly within the said parish of Tottenham, in the said county of Middlesex.

Seventh. To make a filtering reservoir in the said parish of Hornsey, on land lying between the Seven Sisters'-road aforesaid and the Eastern Stoke Newington Reservoir of the said Company, bounded on the north by the Seven Sisters'-road, on the south by the said New River, and on the east and west by land the property of the Dean and Chapter of Saint Paul and the Ecclesiastical Commissioners of England, or one of them.

Eighth. To make another filtering reservoir on certain Lammas and other lands in the said parish of Tottenham, abutting on the east on the old River Lee, on the west on the Tottenham mill-tail, and on the north on the road leading to Hillyer's Ferry.

Ninth. To make reservoirs in the said parish of Saint Mary Islington, on certain lands situate between Maiden-lane and the Junction-road, about six hundred yards north of the Junction-road toll-gate, where Maiden-lane crosses the same; and also to make a pipe-track or channel from the said reservoirs across the said Junction-road, to the north corner of the churchyard of the district church of Saint John, with a branch out of the said last-mentioned pipe-track into Upper Holloway-road, all in the said parish of St. Mary, Islington.

Tenth. To make a sewer or drain in the said parish of Enfield, in the manner and direction shewn on the plan hereinafter referred to; such sewer or drain to commence at a point in the said parish of Enfield, in the highway leading from Chase-side to Enfield, near the bridge over the New River (numbered 69), and to terminate in the same parish by a junction with the common sewer in Enfield-street, where such sewer crosses the highway aforesaid.

And also to make and maintain all necessary tunnels, pipe-tracks, sluices, embankments, aqueducts, cuts, or channels of communication, filtering-beds, tanks, culverts, engines, drains, flood-gates, and other conveniences, for the effectual construction, use, and maintenance of the said intended works, and to remove any existing works which may interfere therewith.

And powers will also be applied for in the said Bill to effect the several objects following, or some of them (that is to say):

To divert water into the said intended works

from the old River Lee, the River Lee, or Lee Navigation, the old navigable mill-head, the River Mimram, the River Beane, and the New River, and the several streams, cuts, canals, aqueducts, and tributaries connected with the same rivers respectively, and from any brooks or streams shown on the plans hereinafter mentioned; to cross, divert, break up, alter, or stop up, either temporarily or permanently, any turnpike or other roads, highways, footways, bridges, streets, railways, tramroads, rivers, navigations, streams, brooks, watercourses, drains, and sewers, within the parishes or places before mentioned, so far as may be necessary for the purposes of the said intended works:

To provide more effectually against the deterioration of the waters of the said New River, and all streams, reservoirs, aqueducts, cuts, channels, and other works belonging to the said Governor and Company, or which are in any way connected with the New River, or which now do or will supply the same or any of the said intended works with water:

To purchase lands, houses, and waters by compulsion, and by agreement, for the purposes of the said Bill, and to vary or extinguish any rights and privileges connected with such lands, houses, and waters, and any other rights and privileges which would interfere with the execution of the objects of the said Bill; to raise money for carrying into execution the objects of the said Bill by mortgage of the rates, rents, duties, lands, and other property of the said Governor and Company, or by raising new capital, and to enable them to sell, lease, or otherwise dispose of their lands and other property for that purpose:

To levy new rates or rents, and to continue or alter the existing rates or rents now taken by the said Governor and Company of the New River, and to confer, vary, or extinguish exemptions from the payment of such rates or rents respectively. To enable the said Governor and Company to continue to lay down mains and supply pipes in, along, or under any streets, roads, hedges, and public places, within the limits of the charter of the said Governor and Company:

To alter, amend, and enlarge, so far as may be necessary, the charter granted to the said Governor and Company by King James, in the seventeenth year of his reign, and also the several Acts following, or some of them (that is to say), thirteenth Elizabeth, cap. 18; third James I, cap. 18; fourth James I, cap. 12; eleventh George II, cap. 14; twelfth George II, cap. 32; seventh George III, cap. 51; nineteenth George III, cap. 58, and the Local and Personal Acts, forty-fifth George III, cap. 69; forty-seventh George III, sess. 2, cap. 72; forty-eighth George III, cap. 8; third George IV, cap. 109; tenth George IV, cap. 117; and thirteenth and fourteenth Victoria, cap. 109:

And notice is hereby further given that on or before the twenty-ninth day of November, one thousand eight hundred and fifty-one, duplicate plans and sections, describing the lines, situations, and levels of the said intended works, together with a book of reference to such plans, 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 county of Hertford, at his office at Saint Albans, in the same county; with the Clerk of the Peace for the county of Essex at his office at Chelmsford, in that county; and with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in that county; and that on or before the said twenty-ninth day of November, one thousand eight hundred and fifty-one, copies of so much of the said plans, sections, and book of reference as relates to each parish and extra-

parochial place from, in, through, or into which the said intended works will be made or pass, together with a copy of this Notice published in the London Gazette, will be deposited, in the case of each such parish, with the parish clerk of such parish, at his place of abode; and, in the case of such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

Dated this tenth day of November, 1851.

Baxter, Rose, & Norton.

The South Yorkshire Railway and River Dun Company, (extension of Railway into and near the Isle of Axholme).

THE South Yorkshire Railway and River Dun Company intend to apply to Parliament, in the next Session thereof, for leave to bring in a Bill to confer upon them all or some of the following powers:

1. To make an extension of their Railway, with all proper stations, conveniences, approaches, and works connected therewith, commencing from and out of the South Yorkshire Railway, in the parish and township of Doncaster, in the west riding of the county of York, in or near to a certain field numbered 33f on the plans deposited with the Clerk of the Peace for the west riding of the county of York, and referred to in "The South Yorkshire Railway and River Dun Act, 1850," and thence passing through or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say, Doncaster parish and township, Loversall, Balby with Hexthorpe parish and township, Cantley parish and township, Bessecarr, High Ellers and Low Ellers, Rossington parish and township, Blyth parish, Austerfield, in the west riding of the county of York; Finningley parish and township, Blaxton, Awkley, Austerfield, in the counties of York and Nottingham, or one of them; Wroot parish and township, Haxey parish and township, Low Burnham otherwise Nether Burnham, High Burnham, East Lound, Craislound otherwise Graize-lound, Westwood-side, Langholme, Uppertorpe, Nethergate Newbigg, the Park, Haxey Gate, Epworth parish and township, Carr-side, and the Ellers, in the parts of Lindsey, in the county of Lincoln; Misson parish and township, in the counties of Lincoln and Nottingham, or one of them; and Misterton parish and township, West Stockwith, and Gringley on the Hill, in the county of Nottingham; and terminating by a junction or junctions with the Great Northern Isle of Axholme Extension Railway, in the township and parish of Epworth, in the parts of Lindsey, in the county of Lincoln, in or near to a certain field numbered 10 on the deposited plans referred to in the Great Northern Railway Act amendment, and Isle of Axholme Extension Act, 1848.

2. To make a railway, with the necessary stations, conveniences, approaches, and works connected therewith, commencing by a junction or junctions with the said Great Northern Isle of Axholme Extension Railway, in or near to a field in the parish of Crowle, in the said parts of Lindsey, and numbered 55 A on the deposited plans referred to in the said Great Northern Railway Acts amendment, and Isle of Axholme Extension Act, 1848, and passing through or into the several parishes, townships, and extra-parochial places following, or some of them; that is to say, Crowle parish and township, Eastoft, Luddington parish and township, Garthorpe, Trent Island, in the parts of Lindsey, in the county of Lincoln, Crowle parish and township, the Moors, Adlingfleet parish and township, Eastoft, Holdenby, Fockerby, in the West Riding of the county of York, and ter-

minating in the township of Garthorpe, in the said parish of Luddington, at or near to the north side of the Trent Island, on the River Trent.

3. To make a branch railway, with the necessary stations, conveniences, and works connected therewith, diverging from the first described new line of railway, at or near to the bed of the Old Idle, in the parish of Haxey, in the parts of Lindsey, in the county of Lincoln, passing through or into the parishes, townships, and extra-parochial places of Haxey parish and township, in the parts of Lindsey aforesaid, Misterton parish and township, West Stockwith, in the county of Nottingham, and terminating by a junction or junctions with the said Great Northern Isle of Axholme Extension Railway, in the township of West Stockwith, in the said parish of Misterton, at or near to a field numbered 7 on the deposited plans, referred to in the said Great Northern Railway Acts amendment, and Isle of Axholme Extension Railway Act, 1848.

4. To use with their engines and carriages, upon such terms and conditions as the said Bill may declare, so much of the said Great Northern Isle of Axholme Extension Railway, as lies between the point of junction of the firstly hereinbefore mentioned intended Railway, at or near Epworth aforesaid, and the point of junction of the secondly hereinbefore described Railway at Crowle; and also so much of the same Isle of Axholme Extension Railway as lies between the point of junction of the thirdly hereinbefore described Railway, at or near West Stockwith and a place on the said Extension Railway called Walkerith Ferry, together with all stations, watering-places, approaches, conveniences, and works belonging to the portions of Railway so intended to be used as aforesaid, and also in certain events to transfer to the South Yorkshire Railway and River Dun Company the power of constructing the parts of the same so intended to be used, which powers are now vested in the said Great Northern Railway Company.

5. To purchase by compulsion the lands, houses, and other property, which may be required in the construction of the said intended new lines of railway, and to vary or extinguish any privileges appertaining to those lands, houses, and other property, or which may obstruct the said intended undertakings, and to levy tolls, rates, and dues, in respect to the use of the intended railway and works, to grant exemptions for the payment of the same, and to confer other rights and privileges.

6. To amend and enlarge the powers and provisions of "The South Yorkshire, Doncaster, and Goole Railway Act, 1847," of "The South Yorkshire, Doncaster, and Goole Railway Act, 1848," of "The South Yorkshire Railway and River Dun Act, 1850," and of "The South Yorkshire, Doncaster, and Goole Railway Deviation and Extension of Elsecar Branch Act, 1850," and also the powers and provisions of "The Great Northern Railway Act, 1846;" "The Great Northern Railway Acts Amendment and Isle of Axholme Extension Act, 1848;" and "The Great Northern Railway and East Lincolnshire Railway Acts Amendment Act, 1850."

Duplicate plans and sections, describing the lines and levels of the said intended new lines of railway, and of the lands, houses, and hereditaments which may be required for the same; books of reference to such plans, containing the names of the owners and lessees, or of the reputed owners and lessees, and of the occupiers of such lands, houses, and hereditaments; a published map, showing the general line and direction of the said new lines of railway; and a copy of this notice, will, 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 Nottingham, at Newark-upon-Trent, for the parts of Lindsey in Lincolnshire, at Spilsby, and for the west riding of Yorkshire at Wakefield; and a copy of so much of the said plans, sections, and books of reference as relates to any parish in or through which the said intended new lines will be made, will (together with a copy of this notice) be deposited for public inspection, before the same 30th day of November, with the parish clerk of that parish, at his residence; and in the case of any extra-parochial place, with the parish clerk of some adjoining parish, at his place of abode.

Dated this tenth day of November, 1851.

Baxters & Co.

South Yorkshire Railway, and River Dun Company (Sale or Lease to, or amalgamation with, the Great Northern Railway Company. Power to same Company to hold Shares in the South Yorkshire Company.)

IT is intended to apply to Parliament in the next Session thereof, for leave to bring in a Bill, to authorize the South Yorkshire Railway, and River Dun Company, to sell, or to grant a lease of, its undertakings to the Great Northern Railway Company; and to authorize the Great Northern Railway Company to purchase or to accept a lease of the undertakings of the first named Company; and also to enable those two Companies to amalgamate; and also to enable the Great Northern Railway Company to exercise all the powers, rights, and privileges of the first named Company, and also to transfer to and impose upon the Great Northern Railway Company all the debts, duties, obligations, and liabilities of the first named Company; and also to vest in the Great Northern Railway Company all or any part of the lands, tenements, and hereditaments, navigations, canals, railways, and undertakings, tolls, dues, property, estate and effects of the said first named Company during the continuance of the proposed lease, or for ever, and to authorize the Great Northern Railway Company to manage, hold, and enjoy, the same.

The Bill will enable the proprietors of shares in the capital stock of the South Yorkshire Railway and River Dun Company to exercise such supervision over the traffic of that Company and over the accounts of the Great Northern Railway Company in respect to that traffic as the Bill shall define, and will provide for the dissolution of the South Yorkshire Railway and River Dun Company, in the events therein to be mentioned.

The said Bill will enable the Great Northern Railway Company to hold shares in the South Yorkshire Railway and River Dun Company, and will confirm all or any agreements which have been already or shall be hereafter made between or by the said Companies; and will enable those Companies to enter into agreements for the full or partial attainment of any of the foregoing objects, and for the apportionment of the tolls and profits derived from the undertakings of both or either of the said Companies, and will enable the said Great Northern Railway Company, by the creation of new shares with or without a preferential dividend, or by borrowing on mortgage or debentures, to raise any further sums or sum of money which may be necessary for any of the purposes aforesaid, and will enable the Great Northern Railway Company to hold shares in the undertaking of the South Yorkshire Railway and River Dun Company. For these and for other purposes it is intended to amend, extend, repeal, or consolidate the provisions of the following acts, or some of them, namely, "The South Yorkshire, Doncaster, and Goole Railway Act, 1847," "The South Yorkshire, Doncaster, and Goole Railway Act, 1848," "The South Yorkshire,

Doncaster, and Goole Railway (Deviation and Extension of Elsecar Branch) Act, 1850," "The South Yorkshire Railway, and River Dun Act, 1850," "The Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Act, 1846," and "The Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway (Deviation and Amendment) Act 1851. The Acts relating to the River Dun Navigation, namely, 12th Geo. I. c. 38; 13th Geo. I. c. 20; 6th Geo. II. c. 9; 13th Geo. II. c. 11; 1st and 2nd Geo. IV. c. 46; 7th Geo. IV. c. 97; The Acts relating to the Dearne and Dove Canal, namely, 33rd Geo. III. c. 115; and 39th and 40th Geo. III. c. 37; The Acts relating to the Stainforth and Keadby Canal 33rd Geo. III. c. 117; 38th Geo. III. c. 47; 49th Geo. III. c. 71: and "The Stainforth and Keadby Canal Purchase Act, 1849;" The Acts relating to the Sheffield Canal, namely, 55th Geo. III. c. 65. "The Sheffield Canal Purchase Act, 1843," and "The Sheffield Canal Transfer Act, 1849;" and also "The Great Northern Railway Act, 1846," "The Great Northern Railway Company's Purchase Act, 1847," "The Great Northern Railway near Doncaster Deviation Act, 1847;" "The Great Northern Railway Act Amendment, and Isle of Axholme Extension Act, 1848;" "The Great Northern Railway Acts Amendment Act, 1849," and "The Great Northern Railway Act (No. 1), 1851."

Dated this Tenth day of November, 1851.

Baxter, Rose, and Norton,
Solicitors for the Great Northern Railway Company.

Scott & Tahourdin.
For the South Yorkshire Railway and River Dun Company,

Hatfield Chase Drainage (and new Outfall into Trent).

APPLICATION is intended to be made to Parliament, in the next Session thereof, for leave to bring in a bill to improve the drainage of the low lands, moors, marsh lands, and fens hereinafter mentioned, and to widen, deepen, straighten, and improve the existing cuts, drains, and watercourses within those districts, and to alter the connexions between such existing cuts, drains, and watercourses.

The lands, of which the drainage is so intended to be improved, comprise the districts of Hatfield Chase, the districts under the control of the Commissioners of the Isle of Axholme, the Crowle drainage, Thorne Waste, Thorne Moors, Goole Moor, Misson Levels, Potteric Carr, and Cantley, and other low or marsh lands and moors adjoining to those districts, and connected with the drainage thereof; and the said lands are in the following parishes and extra-parochial places:—Hatfield, Thorne, Belton, Epworth Wroth, Finningley, Misson, Haxey, Blyth, Cantley, Rossington, Doncaster, Snaith, Eastoft, Luddington, Adlingfleet, Whitgift, and Swinefleet, being severally situate in the west riding of Yorkshire, the parts of Lindsey, in Lincolnshire, and in Nottinghamshire, some or one of them.

The Bill will also contain powers to construct a new outfall-drain or navigable cut, together with the necessary catchwater or other drains, sluices, aqueducts, culverts, bridges, banks, towing-paths, and other works connected therewith, which cut will commence at or near Durtness-bridge, in the parish of Belton, in the parts of Lindsey, in Lincolnshire, at or near the point of junction between North Idle Drain, High Level Bank, and Double Rivers, will pass thence through the several places following, namely, Crowle parish and township, Eastoft, Luddington parish and township, Gar-

thorpe, Trent Island, in the said parts of Lindsey; Crowle parish and township, the Moors, Adlingfleet parish and township, Eastoft, Holdenby, Fockerby, in the West Riding of Yorkshire; and terminating in the parish of Garthorpe, in the said parish of Luddington, near to the place called Trent Island, on the River Trent. The said outfall-drain will divert part of the water which now flows along North Idle Drain and Double Rivers into the River Trent at Keadby, and into New Idle River, and thence into the Trent near Keadby.

For these and other purposes the Bill will enlarge the powers of any Commissioners, or other officers of drainage, over the lands intended, as aforesaid, to be comprised in the Bill; it will vary any existing rights and privileges connected with the said lands, so far as they interfere with the powers of the Bill; and it will amend and extend the following Acts, or some of them: viz., the 23 Geo. III, c. 13, the 27 Geo. III, c. 53, the 51 Geo. III, c. 30, the 53 Geo. III, c. 161, the 53 Geo. III, c. 177, the 56 Geo. III, c. 58, the 35 Geo. III, c. 107, and the 11th and 12th Victoria, c. 150.

The Bill will appoint Commissioners for the construction of the said new outfall-drain or cut, and for certain other purposes of the Bill; and it will contain powers for the compulsory purchase of lands and houses, for imposing and levying tolls or dues for the use of the said new cut, for imposing certain annual and other rates or taxes, and for altering and increasing the present rates and taxes upon the lands, houses, and hereditaments comprised as aforesaid, within the Bill; and also powers for charging any funds which may be in the hands of the Drainage Commissioners, trustees, or other officers of drainage within the said districts, with the expenses arising from the works to be executed within the same districts respectively, under the powers of the said Bill.

Duplicate plans of the before mentioned new outfall-drain or cut, showing the lands through which the same is intended to pass, showing also the existing cuts, the water of which is intended to be diverted into the said new outfall-drain; duplicate sections showing the level of the said new outfall-drain; a book of reference to the plan containing the names of the owners, lessees, and occupiers of the lands intended to be taken for the purposes of the said new outfall-drain, and a copy of this notice, will, before the 30th day of November instant, be deposited at the office of the Clerk of the Peace for the parts of Lindsey, in Lincolnshire, at Spilsby, and at the office of the Clerk of the Peace for the West Riding of Yorkshire, at Wakefield, and at the office of the Clerk of the Peace for Nottinghamshire, at Newark; and copies of so much of the said plans, sections, and book of reference, as relates to each parish in which any parts of the said new outfall-drain and the works connected therewith are intended to be constructed, together with a copy of this notice, will be deposited before the same day with the parish clerk of every such parish, at his residence, and in the case of extra-parochial places, with the parish clerk of an adjoining parish.

Dated this 10th day of November 1851.

*Baxters and Co.,
Doncaster.*

Loughor Coal and Railway Company.

(Amendment of Acts, Purchase and Working of Coal Mines, and raising Additional Capital.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to alter, amend, and enlarge some of the powers and

provisions of Cameron's Coalbrook Steam Coal and Swansea and Loughor Railway Company's Act, 1846; and the Loughor Coal and Railway Company's Act, 1851; or to repeal the said Acts, and to grant further and more effectual powers instead thereof. And in the said Bill powers will be applied for to enable the Loughor Coal and Railway Company to purchase or take a lease of certain coal mines adjoining or near to their said Railway, and to work such coal mines; and also to enable the said Company to increase their capital by the raising of a further sum of money by shares, and also by loan, or on mortgage.

Dated this 11th day of November 1851.

Goodwin, Williams, & Co., Walbrook-house,
London, Solicitors for the Bill.

East Anglian Railways.

(Deviations and New Lines of Railway and Works at Huntingdon, Saint Ives, Wisbeach, Lynn, and East Dereham; Extension of Time for Completing Works; Power to use certain Lines of Railway and Works belonging to the Eastern Counties Railway, and Norfolk Railway Companies; Amendment of Acts, and of Acts of Eastern Counties Railway, and Norfolk Railway Companies.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill to alter, amend, and enlarge some of the powers and provisions of "The East Anglian Railways Act, 1847," "The East Anglian Railways Act, 1849," and "The East Anglian Railways Act, 1851," or to repeal the said Acts, and to grant further, better, and more effectual powers instead thereof; and in such Bill provision is intended to be made to enable the East Anglian Railways Company to make a deviation from the line of the East Anglian Railways, commencing at the Huntingdon station of the East Anglian Railways, in the parish of Godmanchester, in the county of Huntingdon, and terminating by a junction with the Great Northern Railway at or near a certain bridge on the south side of the Huntingdon station of the Great Northern Railway, in the parish of Huntingdon Saint Mary, in the said county; and to abandon the construction of the portion of the railway heretofore authorised to be constructed between the said Huntingdon station of the East Anglian Railways and the river Ouse, in the parish of Brampton, in the said county; also to make a railway, commencing by a junction with the East Anglian Railways, on certain land in the parish of Saint Ives, in the said county of Huntingdon, numbered 29 upon the deposited plans referred to in the East Anglian Railways Act, 1847, or of some Act therein mentioned or referred to, and terminating by a junction with the Eastern Counties Railway from Saint Ives to Wisbeach, near to a certain road in the said parish of Saint Ives, and numbered 16 upon the said deposited plans; also to make a deviation from the Wisbeach Branch of the East Anglian Railways, commencing by a junction with the said East Anglian Railways at a road in the parish of Wisbeach Saint Peter, in the borough of Wisbeach, in the isle of Ely and county of Cambridge, numbered 25 upon the said deposited plans, and terminating by a junction with the said Eastern Counties Railway from Saint Ives to Wisbeach, at or near a field numbered 34 on the same plans, in the said last-mentioned parish; also to make a railway from the said Wisbeach Branch of the East Anglian Railways, commencing by a junction with the said East Anglian Railways at the station of the East Anglian Railways, in the said parish of Wisbeach St. Peter, and terminating by a junction with the said Eastern Counties Railway from Wis-

beach to Saint Ives, at or near to the Wisbeach station of such last mentioned railway, in the said last mentioned parish; also to make a railway from the East Anglian Railways, commencing at or near to a certain road called Exton's Road, in the parish of South Lynn All Saints, within the borough of King's Lynn, in the county of Norfolk, and terminating by a junction with the line of the East Anglian Railways, at or near a field numbered 28, on the said deposited plans, in the parish of Gaywood, in the said county of Norfolk; also to make a railway, commencing at the station of the East Anglian Railways, and terminating at the station of the Norfolk Railway, all in the parish of East Dereham, in the said county of Norfolk; also to enlarge the station of the East Anglian Railways in East Dereham aforesaid; also to form and construct landing places, wharfs, and jetties, on certain lands in the parish of South Lynn All Saints, within the borough of King's Lynn aforesaid, in the county of Norfolk, adjoining or near to the rivers Ouse and Nar, or one of them, with proper works, conveniences, and approaches to such respective railways, deviations, and works. And in such Bill provision is also intended to be made for extending the time by the said Acts or some of them, granted for completing the works by such Acts or some of them authorised to be executed.

And it is also intended to enable the East Anglian Railways Company to run engines, carriages, waggons, and trucks over the several lines of railway belonging to or under the control and management of the Eastern Counties Railway Company, following (that is to say), so much of the line of the Eastern Counties Railway as lies between the Ely Station of that railway, and the point at which that railway joins the East Anglian Railways, near Ely; and also so much of the line of the Eastern Counties Railway as has been or may be constructed under the authority of the Wisbeach, Saint Ives, and Cambridge Junction Railway Act, 1846, or any Act amending or enlarging such last mentioned Act.

And also to enable the East Anglian Railways Company to use the stations, works, and conveniences belonging to or under the control of the Eastern Counties Railway Company, and of the Norfolk Railway Company, or one of them, at the following places (that is to say): at Ely and at March, in the Isle of Ely, and at East Dereham, in Norfolk, and the several stations, works, and conveniences on the said Wisbeach, Saint Ives, and Cambridge Junction Railway, with the right of taking and using water for engines at such several stations, works, and conveniences, making such payments to the said Companies respectively, for the use of their said railways, and of the stations, works, and conveniences belonging thereto respectively, as shall be settled by agreement between the parties, or in case of dispute, by arbitration, or paying to such Companies respectively certain tolls or sums of money to be specified in the intended Bill.

And it is also intended to provide for the fulfilment of any agreements or arrangements now subsisting between the said respective Companies or some of them.

And it is intended for the purposes aforesaid to amend the several Acts relating to the Eastern Counties Railways, or under which the Eastern Counties Railway Company are now working and using any line or lines of railway passed respectively in the 6 & 7 William 4th, caps. 103 and 106; 1 & 2 Victoria, cap. 81; 2 & 3 Victoria, caps. 77 and 78; 3 Victoria, cap. 52; 4 Victoria, caps. 14 and 24; 4 & 5 Victoria, cap. 42; 6 Victoria, cap. 28; 7 Victoria, caps. 19, 20, and 35; 7 & 8 Victoria, caps. 62 and 71; 8 & 9 Victoria, caps. 85, 110, and 201; 9 Victoria, cap. 52;

9 & 10 Victoria, caps. 258, 356, 357, and 367; 10 & 11 Victoria, caps. 92, 156, 157, 158, and 235; and also to amend the several Acts relating to the Norfolk Railways, or under which the Norfolk Railway Company are now working and using any line or lines of railway passed respectively in the 5 & 6 Victoria, cap. 82; 7 & 8 Victoria, caps. 4 and 15; 8 & 9 Victoria, caps. 41, 45, and 154; 9 & 10 Victoria, caps. 132 and 169; 10 & 11 Victoria, caps. 64, 94, 98, and 99; and 11 & 12 Victoria, cap. 30; and to vary or alter the power of levying tolls now possessed by such respective Companies.

And in such Bill power will also be applied for to deviate from the 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, paths, passages, streams, rivers, canals, and watercourses, as it may be necessary or expedient, so to divert, stop up, or alter, for the purposes of such works.

And notice is hereby also given, that it is intended to apply for power to levy tolls, rates, and duties, in respect of the said railways so to be constructed, and to grant certain exemptions from such tolls, rates, and 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 notice is hereby further given, that on or before the twenty-ninth day of November instant, plans and sections describing the line and levels of the said railways, 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, showing the general direction of the said railways, and also a copy of this notice, will be deposited for public inspection at the respective offices of the Clerks of the Peace for the county of Huntingdon, at Saint Ives; for the Isle of Ely, at Wisbeach; and for the county of Norfolk, at Aylsham; and that on or before the said twenty-ninth day of November, a copy of the plans, sections, and books of reference, and also a copy of this notice, will be deposited for public inspection with the parish clerks of the several parishes of Godmanchester, Huntingdon Saint Mary, and Saint Ives, all in the said county of Huntingdon; Wisbeach Saint Peter, in the said Isle of Ely and county of Cambridge; and South Lynn All Saints, Gaywood, and East Dereham, all in the said county of Norfolk, at their respective residences.

Dated this eleventh day of November, one thousand eight hundred and fifty-one.

Goodwin, Williams, and Co.
Walbrook-house,
Rooper, Birch, and Co., } Solicitors.
68, Lincoln's-inn-fields,

Great Northern Railway and East Anglian Railways Companies.

(Agreement for Working, or for Selling or Letting the East Anglian Railways, Amalgamation of the Two Companies, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill to enable the Great Northern Railway Company and the

East Anglian Railways Company to enter into an agreement, or to confirm any agreement already entered into, for enabling the Great Northern Railway Company to work and use the East Anglian Railways, and for the payment or division or apportionment of the tolls, rates, and duties, and other money to be collected upon the East Anglian Railways. And it is also intended to apply for power to enable the East Anglian Railways Company to sell, let, or lease the East Anglian Railways, or some part of the same, and with all or any powers and privileges of such Company in connection therewith or in relation thereto, to the Great Northern Railway Company, or to amalgamate their said railways, or some part of the same, with the Great Northern Railway, and to enable such last-mentioned Company to purchase, rent, or lease the East Anglian Railways, or some part of the same, or to amalgamate such railways, or some part of the same, with the Great Northern Railway, and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between the East Anglian Railways Company and the Great Northern Railway Company.

And by the said Bill it is intended to extend, alter, and amend some of the powers and provisions of the following Acts, relating to the Great Northern Railway: the 9th & 10th Victoria, cap. 71; the 9th & 10th Victoria, cap. 352; the 10th & 11th Victoria, cap. 143; the 10th & 11th Victoria, cap. 146; the 10th & 11th Victoria, cap. 148; the 10th & 11th Victoria, cap. 272; the 10th and 11th Victoria, cap. 286; the 10th & 11th Victoria, cap. 287; the 11th & 12th Victoria, cap. 114; the 12th & 13th Victoria, cap. 84; the 13th & 14th Victoria, cap. 61; the 14th & 15th Victoria, cap. 45; and the 14th & 15th Victoria, cap. 114; and also to extend, alter, and amend some of the powers and provisions of "The East Anglian Railways Act, 1847;" "The East Anglian Railways Act, 1849; and "The East Anglian Railway Act, 1851."

Dated this eleventh day of November 1851.

Baxter and Co.,
Park-street, Westminster, } Solicitors.
Goodwin, Williams, and Co.,
Walbrook-house. }

Monmouthshire Railway and Canal Company.

Amendment of Acts; New Works; Repeal of certain Restrictions on, and Obligations of, the Company; Additional and Increased Tolls; and Revival and Extension of Powers; Alteration of Rumney Railway and other Tramroads, and Amendment of Rumney Railway Act.

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 certain of the provisions of "The Newport and Pontypool Railway Act, 1845," "The Newport and Pontypool Railway Act Amendment Act, 1848," and also of the local and personal Acts relating to the Monmouthshire Canal Navigation, which are distinguished as the 32 Geo. III, cap. 102; the 37 Geo. III, cap. 100; and the 42 Geo. III, cap. 115, or some of them; or to repeal the said Acts, or some of them, or some parts thereof, and make other provisions in lieu thereof.

And powers will be applied for by the said Bill, to enable the Monmouthshire Railway and Canal Company to construct and maintain the following railways or tramroads, alterations, and new works, in connexion with and extension of their existing and authorised railways and tramroads (that is to say):

No 1.—A railway, to commence on the north bank of Grinda Pill, near Gwastod Bridge, in the parish of Saint Woollos, in the county of Monmouth, by a junction with and in extension of the main line of the Newport and Pontypool Railway, and terminating at or near the Newport Dock Company's bridge over the Monmouthshire Canal, at Dock-road, in the borough of Newport, and parish of Saint Woollos, in the said county of Monmouth.

No. 2.—A railway, to commence in a field on the south side of a certain road called Tamplin's-road (which field is situate in the parish of Lanvrechva Upper, in the said county of Monmouth, and is numbered 73, as regards lands in that parish, upon the plans of the Newport and Pontypool Railway, deposited with the Clerk of the Peace of the said county, in the year one thousand eight hundred and forty-four, and referred to in the said first-mentioned Act,) by a junction with, and extension of, the main line there of the said Newport and Pontypool Railway, and terminating at or near the south side of the Monmouthshire Railway and Canal Company's bridge over the river Avon Llwyd, at Blaenafon, in the parishes of Llanover Upper and Treveithin, or one of them, in the said county of Monmouth.

No. 3.—A branch railway, to commence from and out of the said last-mentioned intended railway, at a point near to and on the south side of the place where the present Blaenafon Railway crosses the Cwmfrwyd Brook, in the parish of Treveithin, in the said county of Monmouth, and terminating by a junction with the Cwmfrwyd Railway, in the same parish, at a point near the intersection of the highway leading from the British Iron Works to Garndiffaith, by the highway leading from Talywain Church to the Varteg Lower Furnaces, all in the said parish of Treveithin.

No. 4.—A railway or tramroad, commencing by a junction with the Company's railway or tramroad called the Western Valley's Line, between Dock-street Station and Court-y-Bella, in the borough of Newport, and parish of Saint Woollos, at or near a house in the occupation of William Williams, near to Court-y-Bella, and terminating by a junction with the said Western Valley's Line, at or near the one-mile post on that line, between Court-y-Bella and Risca.

No. 5.—A railway or tramroad, commencing by a junction with the said Western Valley's Line, at or near the two-mile post on the said Western Valley's Line, between Court-y-Bella and Risca, and terminating by a junction with the said Western Valley's Line, at or near the two and a half mile post on that line, between Court-y-Bella and Risca.

No. 6.—A railway or tramroad, commencing by a junction with the Western Valley's Line, at or near the three and a quarter mile post on the said Western Valley's Line, between Court-y-Bella and Risca, and terminating by a junction with the Sirhowy Tramroad, at or near the six-mile post on the Sirhowy Tramroad, between Risca and a place called the Nine Mile Point.

No. 7.—A railway or tramroad, commencing by a junction with the Sirhowy Tramroad, at or near the seven and three-quarter mile post on the said Sirhowy Tramroad between Risca and the said place, called the Nine Mile Point, and terminating by a junction with the said Sirhowy Tramroad, at or near the eight mile post thereon, adjacent to the said Nine Mile Point.

No. 8.—A railway or tramroad, commencing by a junction with the Western Valley's Line, at or near the six and a quarter mile post on that line, between Risca and Aberbeeg, and terminating by a junction with the said Western Valley's

Line, at or near the eight mile post on that line, between Risca and Aberbeeg.

No. 9.—A railway or tramroad, commencing by a junction with the said Western Valley's Line, at or near the nine and a quarter mile post on that line, between Risca and Aberbeeg, and terminating by a junction with the said Western Valley's Line, at or near the ten mile post on that line, between Risca and Aberbeeg.

No. 10.—A railway or tramroad, commencing by a junction with the said Western Valley's Line, at or near the ten and a quarter mile post on that line, between Risca and Aberbeeg, and terminating by a junction with the said Western Valley's Line, at or near the twelve and a quarter mile post on that line, between Risca and Aberbeeg.

No. 11.—A railway or tramroad, commencing by a junction with the said Western Valley's Line, at or near the twelve and three-quarter mile post on that line, between Risca and Aberbeeg, and terminating by a junction with the said Western Valley's Line, at or near the fourteen and three-quarter mile post on that line, between Aberbeeg and Nantyglo.

No. 12.—A railway or tramroad, commencing by a junction with the Western Valley's Line, at or near the fifteen and a quarter mile post on that line, between Aberbeeg and Nantyglo, and terminating by a junction with the Western Valley's Line, at or near the sixteen and a quarter mile post on that line, between Aberbeeg and Nantyglo.

No. 13.—A railway or tramroad, commencing by a junction with the Western Valley's Line, at or near the eighteen mile post on that line between Aberbeeg and Nantyglo, and terminating by a junction with the Western Valley's Line, at or near the nineteen and a quarter mile post on that line, between Aberbeeg and Nantyglo.

No. 14.—A railway or tramroad, commencing by a junction with the said Company's existing railway or tramroad between Aberbeeg and Beaufort Iron Works, called the Beaufort Tramroad, at or near the fifteen and three-quarter mile post on the said Beaufort Tramroad, between Aberbeeg and Beaufort Iron Works, and terminating by a junction with the said Beaufort Tramroad, at or near the sixteen and three-quarter mile post on the said Beaufort Tramroad, between Aberbeeg and Beaufort Iron Works.

No. 15.—A railway or tramroad, commencing by a junction with the said Beaufort Tramroad, at or near the eighteen and a half mile post on the said Beaufort Tramroad between Aberbeeg and Beaufort Iron Works, and terminating at or in a field in the parish of Llangunnider, in the county of Brecon, in the occupation of Mr. William Needham, lying between the Royal George public-house and the turnpike-road leading from Brynmawr to Sirhowy, and near to Rhydy Blew.

And to carry the said intended railways or tramroads, or some of them, partly along or over the lines of the existing or authorised railways or tramroads of the Company; and which said intended railways or tramroads, alterations, and works will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them (that is to say): Newport, Saint Woollos, Llanvrechva Upper, Panteague, Treveithin, Llanover Upper, Bassaleg, Rogerstone, Risca, Machen, Machen Upper, Machen Lower, Mynyddysllwyn, Llanhilleth, Aberystroth, and Bedwelty, in the county of Monmouth, and Llangunnider, and Llangattock Crickhowell, in the county of Brecon.

And it is intended to apply for powers by the said Bill, to enable the said Company to purchase by compulsion and by agreement, all lands, houses, and other hereditaments requisite or desirable for

the purposes of the said railways or tramroads, alterations, and other works, or any of them, and to vary and extinguish all rights and privileges connected with the lands, houses, and other hereditaments so purchased.

And it is also intended to apply for powers by the said Bill, to make lateral deviations from the lines of the said railways, tramroads, alterations, and other works, to the extent or within the limits defined upon the plans to be deposited as hereinafter mentioned; and also to cross, divert, alter, or stop up, either temporarily or permanently, all streets, roads, and highways, streams, canals, sewers, navigations, railways, and tramroads, within the parishes and places aforesaid, or any of them, which it may be necessary to cross, divert, alter, or stop up, for the purposes aforesaid, or any of them, and especially from time to time during the progress of the said works or some part thereof, to let off the water from the Newport and Pontypool Canal, and also to fill up and stop or discontinue the use for purposes of navigation of so much of the said Newport and Pontypool Canal as lies above the junction thereof with the Brecon and Abergavenny Canal, and to repeal all provisions of the said Acts, or any of them, which might prevent or restrict such filling up and stoppage, or discontinuance.

And it is also intended by the said Bill to revive and extend the time limited by the said Acts, or any of them, for the said Company to improve their existing railways and tramroads, so as the more effectually to adapt them to locomotive power.

And it is also intended to enable the said Company to stop and discontinue the use of so much of the existing lines of their tramroads or railways as lies between the commencement of each or either of the said intended railways, tramroads, or alterations, and the termination thereof, and which, by means thereof, may become unnecessary, and to enable the Company to sell and dispose of so much of such existing lines as they may not require for siding accommodation or other purposes.

And it is also intended to apply for powers, to enable the said Company the more effectually to adapt, for the use of locomotive power, by the conversion thereof respectively into edge railways and assimilating or altering the gauge or otherwise, that portion of the Sirhowy Tramroad which belongs to the said Company, and likewise the other existing and intended tramroads of the Company, or some of them, or some part or parts thereof; and to enable the proprietors of the other portions of the Sirhowy Tramroad, and likewise the Rumney Railway Company, and the owners of certain tramroads, known as Mrs. Jones' Tramroad, Sir Benjamin Hall's Tramroad, and the Cwmtillery Branch Tramroad, to convert and adapt in like manner such tramroads for the use of locomotive power.

And for the purposes aforesaid to alter, amend, and extend some of the provisions of the local and personal Act, 6 Geo. IV., cap. 62, relating to the said Rumney Railway.

And it is also intended by the said Bill to relieve the Monmouthshire Railway and Canal Company from the obligation of adapting the Blaenafon Railway, and so much of the Western Valley's Line, and Beaufort Tramroad, respectively, as lie to the north of Blaina Church, and Ebbw Vale Station, respectively, for the use of locomotive power, and also from the obligation of finding motive power, and carriages on such railway and portions of line and tramroad respectively.

And it is also intended to repeal the provision of the Newport and Pontypool Railway Act Amendment Act, 1848, which requires the said Company to erect and maintain a station in the

town of Newport, on the south of the line of the South Wales Railway.

And it is also intended, by the said Bill to alter and extend the application and disposal of the income or revenue derivable by the said Company, under the powers of the said several Acts, or any of them, and to remove the existing restrictions upon the amount of the dividends payable by the Company.

And it is also intended to apply for powers to enable the said Company to raise additional capital, and also to confer on the said Company further and additional powers in reference to the raising and regulation of their capital; the creation and distribution of shares; the acceptance, merging, and re-issue of shares forfeited or in arrear; and the borrowing of money on mortgage or otherwise.

And it is also intended to apply for powers to alter, classify, and increase the tolls and rates authorised by the several Acts hereinbefore referred to, or any of them, for the use of the several tramroads, railways, and canals, and other works belonging to the said Company; and also for the use of locomotive power and carriages, when provided by the Company; and to levy new tolls and rates, for siding accommodation, and use and expenses of working of inclined planes and otherwise; and to confer, vary, and extinguish exemptions from payment of tolls and rates; and to confer, vary, and extinguish other rights and privileges.

And notice is hereby further given, that plans of the proposed railways, tramroads, alterations, and other works, and of the lands and houses proposed to be taken for the purposes thereof, and also duplicates of such plans, and sections and duplicates thereof, together with a book of reference to such plans, and a published map shewing the general direction of the said railways, or tramroads, and alterations, and also a copy of this notice, as published in the London Gazette, will be deposited with the Clerks of the Peace of the said counties of Monmouth and Brecon, at their respective offices at Newport and Brecon, in the same counties respectively, on or before the 29th day of November instant; and that a copy of so much of the said plans and sections as relates to each parish and extra-parochial place, in or through which the said railways or tramroads, alterations, 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, in the case of each parish, with the parish clerk of each such parish, at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence, on or before the said 29th day of November instant.

Dated the 10th day of November 1851.

A. Waddington,
Solicitor for the Bill.

Somersetshire Central Railway.

(Incorporation of Company, Formation of Railway from Highbridge to Glastonbury; and powers to the Bristol and Exeter Railway Company to sell the Glastonbury Navigation and Canal; and to subscribe to the proposed undertaking.)

NOTICE is hereby given, that application will be made to Parliament in the next session for leave to bring in a Bill to incorporate a Company, and to confer upon such Company the following powers, or some of them: to make and maintain a railway, with all proper works, stations, approaches, and conveniences connected therewith, to commence at or near the harbour or port of Highbridge, in the parishes of Burnham and Huntspill, or one of them, in the county of Somerset, and in or near certain waste lands situate on the

north side of the river Brue, near the junction of the Brue drainage with the said river, and thence crossing the Bristol and Exeter Railway, and forming junctions therewith near the Highbridge station of the said railway, in the parishes of Huntspill and Burnham, or one of them, and terminating at or near a certain pasture field, situate in the united parishes of Saint John the Baptist and Saint Benedict in Glastonbury, in the said county of Somerset, and numbered 58 as regards lands in those parishes in the Parliamentary plan of the Bristol and Exeter Railway Company's Branch Railway from Bleadon to Wells, Glastonbury, and Street, which is deposited with the Clerk of the Peace for the county of Somerset; and which said intended railway and works will pass from, in, through, and into the several parishes, townships, and extra-parochial places following, or some of them, all in the county of Somerset; that is to say: Burnham, Huntspill, Mark, East Mark, West Mark, Chilton, otherwise Chilton-super-Polden, Moorlinch, Edington, Catcot, otherwise Catcot, Burtle, Chilton Burtle, Edington Burtle, Catcot, otherwise Catcott Burtle, Shapwick, Meare, Ashcot, otherwise Ashcott, Walton, Street, and the united parishes of Saint John the Baptist and Saint Benedict in Glastonbury; to purchase or take on lease the Glastonbury Navigation and Canal, and all the lands, rights, powers, and privileges connected therewith, and to enable the Bristol and Exeter Railway Company to sell or grant a lease of the same.

To relinquish the maintenance of the said navigation and canal as a navigation, and to authorise the appropriation of the same or of any part thereof for the purpose of constructing the said intended railway or the works connected therewith, and to make, near the Highbridge station of the Bristol and Exeter Railway, a new cut from one point on the said navigation and canal to another point thereon, those points being in the parishes of Burnham and Huntspill, or one of them, and to make use for the intended railway of such part of the said navigation and canal as lies between those points, and to divert into and through that intended new cut, the waters of the said navigation and canal.

To deviate from the line of railway laid down on the plans hereinafter mentioned, and to divert, stop up, or alter, whether temporarily or permanently, any turnpike-roads, highways, railways, bridges, canals, navigations, rivers, sewers, drains, and water-courses, within the parishes, townships, and extra-parochial places aforesaid.

To levy tolls, rates, or duties in respect of the said railway and other works, and to grant certain exemptions from such tolls, rates, or duties; and also to alter or abolish the tolls, rates, and duties at present authorised to be taken upon or in connexion with the said navigation and canal.

To purchase compulsorily or otherwise lands, houses, and hereditaments, for the purposes of the intended Act, to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges.

And notice is hereby also given, that for the purposes aforesaid, or some of them, it is intended to alter, amend, or enlarge the Acts relating to the Glastonbury Navigation and Canal, one passed in the eighth year of the reign of His Majesty King George the Fourth, intituled "An Act for improving and supporting the navigation of the river Brue from the mouth thereof at its junction with the river Parrett to Cripp's house, and for making and constructing a canal from thence to the town of Glastonbury, in the county of Somerset;" and the other passed in the session of Parliament held in the eleventh and twelfth years of the reign of Her

present Majesty, and called "The Bristol and Exeter Railway (Glastonbury Navigation and Canal purchase) Act, 1848;" or to repeal the said Acts, and grant more effectual powers instead thereof; and to repeal, amend, and enlarge the several Acts relating to the Bristol and Exeter Railway, viz.: an Act, passed in the sixth year of the reign of his late Majesty King William the Fourth, intituled "An Act for making a railway from Bristol to Exeter, with branches to the towns of Bridgwater, in the county of Somerset, and Tiverton in the county of Devon," and the several other Acts distinguished in the Queen's printer's copies of the local and personal Acts, as 1st and 2nd Vic. cap. 26; 3rd and 4th Vic. cap. 47; 4th and 5th Vic. cap. 41; 8th and 9th Vic. cap. 155; and 9th and 10th Vic. cap. 181; and "The Bristol and Exeter Railway, (branch from Bleadon to Wells, Glastonbury, and Street) Act, 1848;" "The Bristol and Exeter Railway (Taunton and Castle Cary Branch) Act, 1848;" and 14th and 15th Vic. cap. 22.

And it is also intended to enable the Bristol and Exeter Railway Company to subscribe towards the said undertaking and to hold shares therein, and to accept and take shares in the undertaking as the consideration for the said canal, and to release the Bristol and Exeter Railway Company from the liabilities connected with the said navigation and canal, and the bridges and other works thereof, and to fix such liabilities upon the Company to be incorporated, subject to the alterations and provisions to be contained in the said Bill with reference to such liabilities.

And notice is hereby further given, that duplicate plans and sections describing the lines and levels of the intended railway and works, and of the lands to be taken for the purposes thereof, together with the books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and a published map showing the general direction of such railway, and a copy of this notice as published in the London Gazette, will on or before the thirtieth day of November instant be deposited with the Clerk of the Peace for the county of Somerset, at his office, in Wells, in the said county, and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes from, in, through, or into which the said railway and works will pass or be situate, together with a copy of the said 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 his place of abode.

Dated this twelfth day of November, one thousand eight hundred and fifty-one.

H. and W. Toogood,
22, Parliament-street, Westminster, } Solicitors
Naish and Roche, } for the Bill.
Glastonbury, Somerset.

London and North Western Railway.

(Amendment of Acts; Creation of New Shares for Payment of Debt; Extension from Chester to Birkenhead and Branches.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to alter, amend, extend, enlarge, or to repeal all or some of the powers and provisions of the several Acts of Parliament, or some of them, following, relating to the London and North Western Railway Company; that is to say: an Act passed in the session of Parliament held in the 9th and 10th years of the reign of Her present Majesty, intituled "An Act to consolidate the London and Birmingham Grand Junction and Manchester and Birmingham Railways,"

and the several other Acts distinguished in the Queen's printer's copies of the local and personal Acts, as 8th and 9th Vic. cap. 156; 9th and 10th Vic. caps. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396; and 10th and 11th Vic. caps. 73, 107, 114, 118, 121, 132, 139, 159, 178, 188, 228, 236, 270, 271, 278, and 294; and 11th and 12th Vic. caps. 60 and 130; 12th and 13th Vic. cap. 74; 13th and 14th Vic. cap. 36; and 14th and 15th Vic. caps. 28 and 94.

And it is proposed by the said intended Act to enable the London and North Western Railway Company to extinguish their debenture debt, or some part thereof; and for that purpose to create new shares, and to guarantee in respect of the shares to be so created an irredeemable preferential interest or dividend not exceeding $3\frac{1}{2}$ per centum per annum.

And it is proposed by the said intended Act to authorise the London and North Western Railway Company to extend the line of their railway from Chester to or near to Birkenhead, and for that purpose to make and maintain the railways hereinafter mentioned with all proper works and conveniences connected therewith; that is to say:—

Firstly.—A railway commencing by a junction with the Chester and Birkenhead Line of the Birkenhead, Lancashire and Cheshire Junction Railway, within the limits of the general station at Chester, in the parish of St. Oswald, in the county of the city of Chester, at or near the point at which the main line of the Chester and Holyhead Railway diverges, passing thence in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say, St. Oswald in the county of the city of Chester, and St. Oswald, the Bache, the Holy and Undivided Trinity, Blacon-cum-Crabhall, Blacon-cum-Crabwall, Crabwall, St. Mary-on-the-Hill, Mollington Banastre, Little Mollington, Backford Mollington Tarrant, Great Mollington, Lea, Shotwick, Shotwick Park, Great Saughall, Little Saughall, Capenhurst, Woodbank, Puddington, Burton, Neston, Ledsham, Willaston, Eastham, Little Sutton, Childer Thornton, Hooton, Raby, Great Neston, Little Neston, Hargrave, Thornton Hough, Thornton Mayes, Poulton Lancelot, Poulton-cum-Spittle, Spital, Bebbington, Bebbington, Bromborough, Bromborough, Brombrow, Brimstage, Storeton, Stourton, Woodchurch, Thingwall, Thingwell, Barnston, Prenton, Landican, Oxton, Noc-torum, Upton, Over-Church, Bidstone, Bidston, Bidston-cum-Ford, Wallasey, Wallasea, Liscard, and Poulton-cum-Seacombe, all in the county of Chester, and terminating on the shore of the river Mersey, on the north side of Wallasey Pool, adjoining certain land intended to be reclaimed from the river Mersey, vested in the Commissioners of Her Majesty's Woods and Forests, land revenues, works, and buildings usually denominated the North Reserve, situate in the township of Poulton-cum-Seacombe, in the parish of Wallasey, and the county of Chester.

Secondly.—A branch railway, with all proper works and conveniences diverging out of the first-mentioned intended railway, to the warehouses of the Birkenhead Dock Company at Birkenhead; and which said branch railway will commence by a junction with the said first-mentioned intended railway in Bidston Moss, otherwise called Bidston Marsh, belonging to Robert Vyner, Esquire, in the township of Bidston, otherwise called Bidston-cum-Ford, in the parish of Bidston, in the county of Chester, passing thence in, through, or into the several parishes, townships, and extra-

parochial places following, or some of them; that is to say:—Wallasey, Bidston, Bidston-cum-Foxl, Claughton-cum-Grange, Claughton, and Birkenhead, all in the county of Chester, and terminating at or near the warehouses of the Birkenhead Dock Company, situate on the south side of Wallasey Pool, in the parish, township, chapelry, or place of Birkenhead, in the county of Chester.

Thirdly.—A branch railway, with all proper works and conveniences, from the said first-mentioned intended railway to Birkenhead Ferry, commencing by a junction with the first-mentioned intended railway, in or near a certain field or close of land, belonging to John Winder Lyon Winder, Esquire, and occupied by Thomas Johnson, in the township of Prenton and parish of Woodchurch, in the county of Chester, passing thence in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say:—Bebbington, Storeton, Woodchurch, Prenton, Oxton, Claughton-cum-Grange, Claughton, Bidston, Tranmere, and Birkenhead, all in the county of Chester, and terminating at or near the Birkenhead Ferry, in the parish, township, chapelry, or place of Birkenhead, in the said county of Chester.

Fourthly.—A short branch railway, or curve, to connect the first-mentioned intended railway with the railway authorised by the "Parkgate Railway Act, 1847," (10th and 11th Vic. c. 187,) at or near the point where the said first-described railway will intersect the road from Parkgate to Bebbington, which short branch railway, or curve, will be situate wholly within the township of Thornton Hough, otherwise called Thornton Mayes, and parish of Neston, in the county of Chester.

And it is also proposed by the said intended Act, to enable the said London and North Western Railway Company to purchase lands and buildings by compulsion or agreement, for the purposes of the said intended railways and the works connected therewith, and to levy tolls, rates, and duties in respect thereof, and to grant exemptions from the payment of such tolls, rates, and duties.

And it is also proposed by the said intended Act, to take power to stop up, alter or divert, temporarily, or permanently, all turnpike or other roads and highways, tramways, aqueducts, canals, reservoirs, rivers, streams, brooks, pipes, waters, and watercourses, within the aforesaid parishes, townships, and places, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended railways and works, or any of them, and to vary or extinguish all existing rights or privileges in any manner connected with the lands and buildings proposed to be purchased, or taken for the purposes of the said railways and works, 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 a published map and plans and sections describing the lines and levels of the said proposed railways respectively, and of the lands to be taken for the purposes thereof, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited, before the thirtieth day of November, 1851, with the Clerk of the Peace of the county of the city of Chester, at his office in the city of Chester, and with the Clerk of the Peace of the county of Chester, at his office in the said city of Chester; and that copies of so much of the said plans, sections, and book of reference as relate to the several parishes and extra-parochial places in or through which the said intended railways are proposed to

be made, together with a copy of this notice, as published in the London Gazette, will be deposited, before the said thirtieth day of November, as follows; that is to say:—in the case of parishes, with the parish clerks of such parishes respectively, at their respective places of abode; and in the case of the parish, township, chapelry, or place of Birkenhead, with the clerk of the parochial church, called or known by the name of St. Mary, in Birkenhead, at his place of abode; and in the case of any extra-parochial place, with the parish clerk of some parish adjoining thereto, at his place of abode.

Dated this 10th day of November, 1851.

Samuel Carter,
Swift and Wagstaff, } Solicitors.

Milford Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for making and maintaining a railway or railways and works, commencing at a point in the parish of Johnstone, in the county of Pembroke, and terminating at or near the site of the intended docks at Milford, in the parishes of Steynton otherwise Stainton and Hubberston, or one of them, and for the making and maintaining all necessary and proper communications between a certain proposed extension of the line of the South Wales Railway from Haverfordwest to Neyland, both in the said county of Pembroke, and the said intended railway, which said intended railway will extend or pass to, from, through, or into, or be made and maintained within the several parishes, townships, or places of Johnstone, Rosemarket, Llanstadwell, Walwin's Castle, Steynton otherwise Stainton Hubberston, and Harbranstone otherwise Herbranstone, all in the said county of Pembroke, or some or one of them:

And it is proposed by the said intended Act to take powers for the levying and collecting of tolls, rates, dues, and duties, for the use of the said intended railway or railways and works, and for the granting and conferring of such exemptions from the payment thereof as may be deemed expedient, and also for the purchasing or taking on lease, by compulsion or otherwise, of land, quarries, rocks, waters, houses, buildings, and hereditaments, and the rights and interests of the respective owners, lessees, occupiers, and all other persons therein, which shall or may be required for all or any of the purposes aforesaid, and also for the altering, stopping up, or diverting, whether temporarily or permanently, of all such turnpike or other roads, streams, watercourses, sluices, and other works, and for the conferring all such rights and privileges as may be necessary for or consistent with the purposes aforesaid, and for varying and extinguishing existing rights in relation thereto.

And it is also proposed by the said intended Act to incorporate a company for the purposes aforesaid, with power to raise the necessary capital for the construction of the said railway or railways and works, and to enable the said company to raise money for the purposes thereof upon the security of the tolls, rates, and duties to be thereby granted, and of all or any of the property to become vested in such company under the authority of the said intended Act, and also to enable the Commissioners for issuing Exchequer Bills in aid of public works, to advance money on the security of such tolls, rates, and duties, and other property.

And notice is hereby also given, that duplicate maps or plans and sections describing the lines or situations of the said intended railway or railways and works, and the lands to be taken for the purposes thereof, together with books of reference

thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, and a copy of this notice as published in the London Gazette, together with a published plan with the line of the said intended railway delineated thereon, will be deposited for public inspection on or before the 30th day of November instant, with the Clerk of the Peace for the county of Pembroke, at his office in Haverfordwest, and at the office of the Board of Trade, and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in and through which the said railway or railways and works will be made or pass, and copies of the said Gazette notice will be deposited on or before the said 30th day of November instant, with the respective parish clerks of the said parishes respectively, at their respective residences.

And notice is hereby further given, that it is intended by the said Act to enable the South Wales Railway Company to subscribe to and hold shares in the undertaking of the said intended company, and also to authorise the South Wales Railway Company, and the lessees and tenants of the said railway for the time being from time to time to enter, come and go upon, and use, with their engines and carriages, the line of railway, stations, works, and conveniences of the said intended company, and to authorise the said intended Company to enter into agreements with the South Wales Railway Company for the use by the said intended company of the railway, stations, works, and conveniences of the said South Wales Railway Company, or any portion or portions thereof, and for the payment of tolls, rates, and duties in respect thereof; and also the use by the said South Wales Railway Company of the railway, stations, works, and conveniences of the said intended company, or any portion or portions thereof, and for the payment of tolls, rates, and duties in respect thereof.

Dated the 5th day of November, 1851.

Beavan & Anderson,
Solicitors for the said Bill.

Milford Docks.

For the Construction and Maintenance of Docks at Milford and elsewhere in the County of Pembroke.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for the making and maintaining of a dock or docks, with suitable piers, walls, locks, gates, bridges, arches, quays, landing-places, moorings, staiths, avenues, approaches, wharves, warehouses, depôts, buildings, reservoirs, works, and conveniences, in, upon, or near all or any part of the several creeks, or pills, adjoining Milford Haven, called or known by the names of Hubberston Pill, otherwise Priory Pill, Liddeston Pill, and Castle Pill, respectively, and upon or near the lands adjoining thereto, respectively, which said dock or docks, approaches, and works, will extend or pass to, from, through, or into, or be made and maintained within the parishes, townships, or places of Hubberston and Steynton, otherwise Stainton, both in the county of Pembroke, or one of them.

And it is proposed in and by the said intended Act to provide for the appointment of Commissioners for carrying the purposes thereof into effect, and to confer on such Commissioners powers for the levying and collecting of tolls, rates, dues, and duties for the use of the said intended docks and works, and for the granting and conferring of such

exemptions from the payment thereof as may be deemed expedient, and also for the purchasing or taking on lease, by compulsion or otherwise, of land, quarries, rocks, waters, houses, buildings, and hereditaments, and the rights and interests of the respective owners, lessees, occupiers, and all other persons therein, which shall or may be required for all or any of the purposes aforesaid; and also for the altering, stopping up, or diverting, whether temporarily or permanently, of all such turnpike or other roads, streams, watercourses, sluices, and other works, and for the conferring all such rights and privileges as may be necessary for or consistent with the purposes aforesaid, and for varying and extinguishing existing rights in relation thereto, and also for the depositing of ballast and other materials on the sea-shore between high and low water marks, and elsewhere within the parishes, townships, or places aforesaid, or one of them, and also for cutting, widening, or deepening the channels or entrances to the said creeks or pills, or either of them, from Milford Haven, between high and low water marks, and for erecting and maintaining a pier or jetty, piers or jetties, projecting from the mouths or entrances of the said creeks or pills, or either of them, into Milford Haven aforesaid; and it is also intended in and by the said Act to apply for power to prevent the throwing or deposit of ballast, mud, or materials into the said intended docks or works, or into the said haven, within certain limits to be defined by the said intended Act; and it is also proposed by the said intended Act to enable the said Commissioners to raise money for the purposes thereof upon the security of the tolls, rates, and duties to be thereby granted, and of all or any of the property to become vested in such Commissioners under the authority of the said intended Act, and also to enable the Commissioners for issuing exchequer bills in aid of public works to advance money on the security of such tolls, rates, and duties, and other property; And it is further proposed by the said intended Act to repeal, alter, or amend an Act of Parliament made and passed in the 30th year of the reign of His late Majesty King George the Third, intituled "An Act to enable Sir William Hamilton, Knight of the Most Honourable Order of the Bath, his heirs and assigns, to made and provide quays, docks, piers, and other erections, and to establish a market, with proper roads and avenues thereto, respectively, within the manor or lordship of Hubberston and Pill, in the county of Pembroke."

And notice is hereby also given, that duplicate maps or plans and sections, describing the situation of the said intended docks and works, and the lands to be taken for the purposes thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, and a copy of this notice, as published in the London Gazette, together with a published plan, will be deposited for public inspection, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Pembroke, at his office, in Haverfordwest, and at the office of the Board of Trade, and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in which the said docks and works will be made, and copies of the said Gazette notice will be deposited on or before the said 30th day of November instant, with the respective parish clerks of the said parishes respectively, at their respective residences.

Dated this 5th day of November 1851.

Beavan and Anderson,
Solicitors for the said Bill.

Lancashire and Yorkshire Railway.

(Regulation of Capital and Creation of New Shares; Abandonment of certain portions of Railway; Extension of Time for purchase of Lands and Completion of Works in respect of Clifton Branch Extension, and also for Construction of Bridge under York-street, in Manchester, and for Sale of Superfluous Lands; Diversion of River Calder; Crossing of Ordsall-lane, in Salford; Additional Station Accommodation at Rochdale and Liverpool; Amendment or Repeal and Consolidation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to reduce the capital in shares or stock and regulate the borrowing powers of the Lancashire and Yorkshire Railway Company, and for such purpose to reduce or alter the nominal value of all or any of the shares in the Company, upon which the full present nominal amount shall not have been called up, and to confirm and determine the rights of the different classes of shareholders in the same Company, and especially to fix, ascertain, and determine, and (if need be) to alter the rights and interests of the holders of certain shares, created under resolutions passed at special general meetings of the said Company, held on the 3rd day of September, 1845, and the 25th day of November, 1846, and commonly known as "Fifth Shares," and to provide that each such share shall be deemed to be of the nominal value of 19*l.* 10*s.* only, and that the sum of 10*s.* per share, being the difference between the present and the future nominal amount of such shares, shall be appropriated in such manner as the Company shall think fit, and to define the periods at which calls shall be made in respect of such shares, and to fix the dividends to be paid in respect of such shares as from the 1st day of July, 1850; also to confirm and determine the rights and interests of the holders of certain other shares or stock in the said Company created under resolutions passed at a special general meeting of the Company held on the 31st day of May, 1848, and commonly known as "Guaranteed Six Pounds per Centum Shares or Stock," and to ratify and confirm the resolutions of the said meeting creating such shares, and also to ratify and confirm certain resolutions passed at a special general meeting of the said Company held on the 3rd day of July, 1850, with reference to certain other shares in the said Company then known as "Thirty-two Pounds Shares, or Thirds Extension Stock," whereby the sum of 12*l.* in respect of each such share was converted into Consolidated Stock and new shares, called "Twenty Pounds F Shares," were created in lieu of the residue of the amount of such shares, and to confirm and determine the rights and interests of the holders of the new shares and stock created under such resolutions.

And it is further proposed by the said intended Act to authorise and to ratify and confirm the application by the said Company of the money heretofore received or raised, or hereafter to be received or raised by them, under the powers of the several Acts hereinafter mentioned, or some of them, to the purposes authorised by others of the said Acts, or some of them, and to the general purposes of the Company; and to legalize and confirm the acquisition by, and the vesting in the said Company of certain shares in their own undertaking acquired and held by them, or on their behalf; and to merge in the capital of the Company such shares, and also certain unissued shares, and to empower the Company to issue new shares in lieu thereof, either with or without a preference or priority in the payment of dividend or other special rights and privileges. And also to ratify and

confirm the acquisition by and the vesting in the said Company of certain other shares in the following undertakings acquired and held by them or on their behalf; and to enable the Company to sell and dispose of the same (that is to say): "The Huddersfield and Manchester Railway," "The Oldham Alliance Railway," and "The Manchester and Southport Railway," and to ratify and confirm the application of the monies of the Company to the purchase of the shares so acquired and held by them, or on their behalf, and to the payment of calls thereon (whether past or future).

And it is further proposed by the said intended Act to enable the said Company to convert their mortgage debt or any part thereof into perpetual annuities, not exceeding the rate of 4*l.* per centum per annum.

And it is further proposed by the said intended Act to authorise the abandonment of the several railways and works hereinafter mentioned (that is to say) so much of the railway firstly described in and authorised by the West Riding Union Railways Act, 1846, as lies between the Lancashire and Yorkshire Railway, in the township of Bowling, and parish of Bradford, and the south-easterly side of the Leeds and Birstal turnpike-road, in the township of Wortley, in the parish of Leeds, all in the West Riding of the county of York; the railway also authorised by the said last-mentioned Act, and therein described as the second of the railways thereby authorised, and as commencing by a double junction with the said railway, firstly therein described, at or near Salter Hebble, in Skircoat, in the parish of Halifax, and terminating by a junction with the Huddersfield and Manchester and Huddersfield and Sheffield Junction Railways, or one of them, at the town of Huddersfield, in the township and parish of Huddersfield, all in the said West Riding; the railway also authorised by the said last-mentioned Act, and therein described as the third of the railways thereby authorised, and as commencing by a junction with the said railway firstly therein described, in the township of Wike, and parish of Birstal, and terminating by a junction with the Manchester and Leeds Railway, in the township of Rastrick, and parish of Halifax, at or near the Brighouse Station, all in the said West Riding (except so much and such part or parts thereof as were by the Manchester and Leeds Railway Act, No. 1, 1847, authorised to be abandoned); and also the railway authorised by the said last-mentioned Act in substitution for the said portion of Railway thereby authorised to be abandoned, and which is therein described as commencing in a field No. 83, in the township of Wike, and parish of Birstal, in the plan of the said West Riding Union Railways Act, 1846, and terminating in a field No. 45 on the said plan, in the township of Hartishead-cum-Clifton, and parish of Dewsbury, all in the said West Riding.

And the extension railway authorised by "The Manchester and Leeds Railway Act, No. 2, 1847," and known as the Holmfirth Branch Extension, and in such Act described as commencing by a junction with the intended Holmfirth Branch of the Huddersfield and Sheffield Junction Railway, in the township of Wooldale, and parish of Kirkburton, and terminating near the new church at Holmebridge, in the township of Cartworth, and parish of Kirkburton, all in the said West Riding; the branch railway authorised by "The Lancashire and Yorkshire Railway Act, 1849," and therein described as commencing by a double junction with the extension of the Clifton Branch Railway, thereby authorised, on the south easterly side of Kearsley Moss, in the township of Kearsley, in the parish of Dean, and terminating by a junction

with the Wardley Branch of the Manchester and Southport Railway, in a certain field called Moreton Moss, part of the Wardley Hall estate, in the township of Worsley, in the parish of Eccles, all in the county of Lancaster.

And it is further proposed by the said intended Act to extend the time and continue the powers granted by "The Lancashire and Yorkshire Railway Act, 1849," for the compulsory purchase of lands and houses for the purposes of the extension of the Clifton Branch of the Lancashire and Yorkshire Railway thereby authorised, being the railway secondly described in the said Act, and for the completion of the said extension railway; and also to continue the time and extend the powers granted by "The Manchester and Leeds Railway Act, 1846," for the construction of a bridge or archway under a street in Manchester, called York-street or York-road; and also to extend the time, and to alter and amend the powers and provisions granted and imposed by the after-mentioned Acts, or some of them, relating to the said Company, for or with reference to the sale by the Company of superfluous lands.

And notice is hereby further given, that it is proposed by the said intended Act to enable the said Company to divert or alter the course of the stream or river called the Calder, between a point ninety yards or thereabouts to the north of the wooden bridge across the said river, in the township of Ossett, otherwise Ossett-cum-Gawthorpe, belonging to the said Company, and a point 120 yards or thereabouts to the south of the said bridge, all in the said township of Ossett, otherwise Ossett-cum-Gawthorpe, and parish of Dewsbury, in the West Riding of the county of York, and to construct an embankment in lieu of the present wooden bridge across the present course of the said river, in the said township of Ossett, otherwise Ossett-cum-Gawthorpe, and in the township of Thornhill, in the parish of Thornhill, in the said West Riding, and also to widen the existing bridge belonging to the said Company over Ordsall-lane, in the township of Salford, in the parish of Manchester, in the county of Lancaster, and to construct another bridge or other bridges over the said road or lane, called Ordsall-lane, for the better and more convenient occupation of the station of the said Company in the said township of Salford. And also to enable the said Company to provide additional station accommodation at or near the Rochdale Station of the said Company in the township of Castleton, in the parish of Rochdale, in the county of Lancaster, and also near Great Howard-street and Love-lane, in the township and parish of Liverpool, in the said county of Lancaster; and for the last-mentioned purpose to stop up and appropriate a part of certain streets or roads in the said township and parish of Liverpool, called respectively Love-lane and Thornton-street.

And powers will be taken by the said intended Act, for the purchase, by compulsion or otherwise, of lands and houses for all or any of the purposes before mentioned, and for varying and extinguishing all rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the execution of all or any of the purposes before mentioned, and for conferring other rights and privileges. And to empower the said Company to apply their corporate funds to all or any of the purposes hereinbefore mentioned.

And notice is hereby further given, that on or before the 30th day of November, 1851, maps, plans, and sections of the proposed new works, showing the line or situation and levels thereof, and the lands and houses proposed to be taken for such purposes, and for the enlargement of the

stations at Rochdale and Liverpool, together with a book of reference to such plans; and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Lancaster, at his office, in Preston, and with the Clerk of the Peace for the West Riding of the county of York, at his office, in Wakefield; and that on or before the same 30th day of November, a copy of so much of the said plans, sections, and book of reference respectively as relates to each of the parishes within which any of such proposed new or enlarged works will be situate, will, together with a copy of this notice, be deposited with the parish clerk of each such parish, at his place of abode.

And, lastly, it is proposed by the said intended Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts following, or some of them (that is to say):—"The Manchester and Leeds Railway Act, 1836;" "The Manchester and Leeds Railway Act, 1837;" "The Manchester and Leeds Railway Act, 1839;" "The Manchester and Leeds Railway Act, 1841;" "The Manchester and Leeds Railway Act, 1844;" "The Manchester and Leeds Railway Act, No. 1, 1845;" "The Manchester and Leeds Railway Act, No. 2, 1845;" "The Manchester and Leeds Railway Act, 1846;" "The Manchester and Leeds Railway Act, No. 3, 1847;" "The Manchester and Leeds Railway Act, No. 2, 1847;" "The Manchester and Leeds Railway Act, No. 3, 1847;" "The Lancashire and Yorkshire Railway Act, 1848;" "The Lancashire and Yorkshire Railway Act, 1849;" "The Lancashire and Yorkshire Railway Act, 1850;" "The Ashton, Stalybridge, and Liverpool Junction Railway Act, 1844;" "The Ashton, Stalybridge, and Liverpool Junction Railway Act, 1845;" "The Manchester, Bolton, and Bury Canal and Railway Act, 1831;" "The Manchester, Bolton, and Bury Canal and Railway Act, 1832;" "The Manchester, Bolton, and Bury Canal and Railway Act, 1835;" "The Manchester, Bolton, and Bury Canal and Railway Act, 1838;" "The Manchester, Bolton, and Bury Canal and Railway Act, No. 2, 1846;" "The Manchester, Bolton, and Bury, and Manchester and Leeds Canal and Railways Act, 1846;" "The Liverpool and Bury Railway Act, 1845;" "The Liverpool and Bury Railway Act, 1846;" "The Liverpool and Bury and Manchester and Leeds Railways Act, 1846;" "The Huddersfield and Sheffield Junction Railway Act, 1845;" "The Huddersfield and Sheffield Junction and Manchester and Leeds Railways Act, 1846;" "The West Riding Union Railways Act, 1846;" "The Wakefield, Pontefract, and Goole Railway Act, 1845;" "The Wakefield, Pontefract, and Goole Railway Branches Act, 1846;" "The Wakefield, Pontefract, and Goole Railway, and Port of Goole Act, 1846;" "The Manchester and Southport Railway Act, 1847;" "The Oldham Alliance Railway Act, 1847;" 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 for vesting in the Grand Junction Railway Company, and the Manchester and Leeds Railway Company, the North Union Railway, and all the Works, Property, and Effects appertaining thereto;" an Act, passed in the said session of Parliament held in the ninth and tenth years of the reign of Her said present Majesty, intituled "An Act for making certain lines of Railway in the West Riding of the county of York, to be called the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway;" "The Leeds Central Railway Station Act, 1848;" and "The Lancashire and Yorkshire, and London and North-Western Railways (Preston and Wyre Railway Harbour and Dock Vesting)

Act, 1849;" or otherwise to repeal the said Acts or some of them, and to consolidate the provisions thereof, or some of them, and the provisions of the said intended Act into one Act.

Dated this 13th day of November, 1851.

Darbishire, Lewis, & Co., Manchester,
Solicitors for the Bill.

Newmarket Railway Company.

Amendment and Consolidation of Acts; Alterations in line and levels of the Newmarket and Chesterford Railway; Abandonment of Extension Lines between Newmarket and Kentford and between Kentford and Bury Saint Edmund's, and Substitution of New Lines; Reduction, Alteration, and Regulation of Shares and Capital.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to amend, consolidate, extend, and enlarge, or to repeal some of the powers and provisions of the several Acts of Parliament hereinafter mentioned, or some of them; that is to say: "The Newmarket and Chesterford Railway Act, 1846;" "The Newmarket and Chesterford (Thetford Extension) Railway Act, 1847;" and "The Newmarket and Chesterford (Bury Extension and Ely Branch) Railway Act, 1847."

And it is further proposed by the said intended Act to enable the said Newmarket Railway Company to make certain alterations in the line and levels of the railway, called the Newmarket and Chesterford Railway, such alterations commencing at or near a certain highway, known as Dog-kennel-lane, and numbered 29, as to the parish of Wood Ditton, in the county of Cambridge, in the original plans of the said Newmarket and Chesterford Railway, deposited with the Clerk of the Peace for the county of Cambridge; and passing in or through the said parish of Wood Ditton, to the terminus of the said railway, in or near to the town of Newmarket, in the same county.

And it is also proposed by the said intended Act to repeal so much of the said Newmarket and Chesterford (Thetford Extension) Railway Act, 1847, and the said Newmarket and Chesterford (Bury Extension and Ely Branch) Railway Act, 1847, as relates to the construction of that portion of the line of railway thereby respectively authorized, as lies between the town of Newmarket, in the county of Cambridge, and the parish of Kentford, in the said county of Suffolk; and also to repeal so much of the said Newmarket and Chesterford (Bury Extension and Ely Branch) Railway Act, 1847, as relates to the construction of the line of railway thereby authorized, as lies between Kentford aforesaid and the town of Bury St. Edmund's, in the county of Suffolk, and to abandon the said lines and works between the points aforesaid; and also to alter and amend such parts of the said last-mentioned Acts, as relate to the shares in the respective undertakings and works thereby authorized, and to merge all forfeited shares in the general capital of the Company, or otherwise deal with the same; and to reduce and make other necessary arrangements as to the respective capitals thereby created, and for carrying out the works hereinafter mentioned, and also to make provision for the better government of the affairs of the Company.

And it is also proposed by the said intended Act to enable the said Newmarket Railway Company, in lieu of the said lines so proposed to be abandoned as aforesaid, to make and maintain a railway, with all proper works, communications, approaches, and conveniences connected therewith, commencing by a junction with the Newmarket and Chesterford Railway at the terminus thereof,

in the said parish of Wood Ditton, in the said county of Cambridge, and thence passing, from, in, through, or into the several parishes, townships, hamlets, townlands, chapelries, and extra-parochial or other places of Wood Ditton and Cheveley, in the said county of Cambridge, Exning, in the said county of Suffolk, Snailwell, Chippenham, and Kennet, also in the said county of Cambridge, Kentford, Needham, otherwise Needham Street, Gazely, Higham, Barrow, Little Saxham, Great Saxham, Fornham All Saints, Westley, and St. James, Bury, in the said county of Suffolk, and terminating by a junction with the Eastern Union Railway, at or near the terminus thereof, in or near the said town of Bury St. Edmund's.

And it is also proposed by the said intended Act to apply for powers to make lateral deviations from the line of the proposed works to the extent or within the limits to be defined upon the plans hereinafter mentioned; and also to cross, alter, divert, or stop up, either temporarily or permanently, all such turnpike-roads, parish-roads, and other roads, highways, rivers, aqueducts, streams, canals, navigations, sewers, watercourses, railways, and tram-roads, within the said parishes, townships, townlands, chapelries, 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, or any of them, or which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

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

And notice is hereby further given, that duplicate plans and sections of the said proposed railway and works, together with books of reference to such plans, with a published map, showing the general course and direction of the said proposed railway and works, and also 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 Cambridge, at his office, at Cambridge, and with the Clerk of the Peace for the county of Suffolk, at his office, at Bury St. Edmund's, on or before the 30th day of November inst., and on or before the said 30th day of November inst., a copy of so much of the said plans and sections as relates to each parish in or through which the said proposed railway and works are intended to be made, together with books 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 such extra-parochial place, at his dwelling-house.

And it is also proposed by the said intended Act to enable the said Company and the Eastern Counties Railway Company to enter into agreements for working the traffic of their respective lines of railway, and to confirm all existing agreements between the said Companies.

Dated this 8th day of November 1851.

Tyrrell and Paine, Guildhall-yard, London;
Wm. Parr Isaacson, Newmarket.

Middlesbrough and Guisbrough Railway.

(Incorporation of Company for making a Railway from the Middlesbrough and Redcar Railway, near Middlesbrough, to or near to Guisbrough, with Branches to the Cleveland Hills, and making Arrangements with the Stockton and Darlington Railway Company.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session, for an Act to incorporate a Company for the purpose of making and maintaining the railways hereinafter mentioned, or some of them, with all proper works and conveniences connected therewith and approaches thereto respectively; that is to say: a railway commencing by a junction with the Middlesbrough and Redcar Railway at a point four hundred and twenty yards distant from the east end of the Middlesbrough Station of the Middlesbrough Branch of the Stockton and Darlington Railway, in the township and parish of Middlesbrough, in the north riding of the county of York, thence passing in, through, or into the several parishes, townships, and extra-parochial places following, or some of them; that is to say: Acklam, Middlesbrough, Marton, Ormsby, Newton, Ayton, Morton, East Upsal, West Upsal, Nunthorpe, Tunstall, Great Ayton, Little Ayton, Hutton Low Cross, Pinchingthorpe, and Guisbrough, all in the said north riding, and terminating in a certain field in the township and parish of Guisbrough aforesaid, belonging to Frederic Greenwood, Esquire, in the occupation of Joseph Ord, and adjoining the highway leading from Guisbrough aforesaid, to Kildale, in the said north riding:

A railway, commencing from and out of the last-mentioned intended railway, in a field in the township of Hutton Low Cross aforesaid, and parish of Guisbrough aforesaid, belonging to Mr. Henry William Thomas, as lessee under the Archbishop of York, and in the occupation of Richard Moon, situate near to a farm-house called Bows Dale, thence passing in, through, or into the several parishes, townships, and extra-parochial places following, or some of them; that is to say: Guisbrough, Newton, Ayton, Hutton Low Cross, Pinchingthorpe, Great Ayton, and Little Ayton, all in the said north riding, and terminating in a field belonging to Thomas Dixon, William Hartas, and Philip Heselton, trustees under the will of Elizabeth Proctor, deceased, and in the occupation of Richard Bailes, and situate in the township of Great Ayton aforesaid and parish of Ayton aforesaid:

A railway, commencing from and out of the first-mentioned intended railway, in a field in the township of Hutton Low Cross aforesaid and parish of Guisbrough aforesaid, belonging to the said Henry William Thomas, as lessee under the said Archbishop of York, and in the occupation of the said Richard Moon, and situate near to the said farm-house called Bows Dale, thence passing in, through, or into the parishes, townships, and extra-parochial places of Hutton Low Cross and Guisbrough aforesaid, or one of them, and terminating in a field belonging to the said Henry William Thomas, and in the occupation of Reuben Leng, and situate in the township of Hutton Low Cross aforesaid and parish of Guisbrough aforesaid.

And it is proposed by the said intended Act, to take powers for the compulsory purchase of lands and houses, for the purposes of the railways and works so intended to be authorised as aforesaid; and also for the levying of tolls, rates, and duties, for or in respect of the use of the said intended railways and works, and to grant exemptions from such tolls, rates, and duties.

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

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

And notice is hereby further given, that maps, plans, and sections of the said intended railways and works, together with books of reference to such plans, and also 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 North Riding of the said county of York, at his office in Northallerton, in the said North Riding; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways and works are proposed to be made, and also a copy of the said Gazette notice, will be deposited, on or before the said thirtieth day of November, with the parish clerk of each such parish, at his residence.

And it is further proposed by the said intended Act, to enable the Company thereby to be incorporated, and the Stockton and Darlington Railway Company, to enter into and carry into effect such agreements as they may think fit in respect of the working and use by the Stockton and Darlington Railway Company of the said intended railways, and the regulation and management by such Company, or otherwise, of the traffic upon or over the said intended railways, or any of them, or any part thereof, and the payment, and also the division or apportionment between the said Companies of tolls, rates, and duties received in respect of such traffic; and, so far as may be necessary for such purpose, to alter, amend, extend, and enlarge the powers and provisions of the Acts of Parliament following, or either of them, relating to the Stockton and Darlington Railway Company; that is to say, "The Stockton and Darlington Railway (Consolidation of Acts, Increase of Capital, and Purchase of the Middlesbrough Dock) Act, 1849," and "The Stockton and Darlington Railway Act, 1851."

Dated this twelfth day of November, 1851.

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

Lancaster Waterworks, Cemetery and Gas.

(Establishment of Waterworks for supplying the Town and adjacent places with Water; establishment of a Cemetery; the Purchase or Lease of Gas Works, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorise and empower the Local Board of Health for the borough of Lancaster, in the county palatine of Lancaster, to supply with water the said borough of Lancaster, and the adjoining townships or places of Skerton, Scotforth, and Poulton, Bare, and Torrisholme, all in the parish of Lancaster, in the said county palatine, or some or one of them, and for that purpose to construct the several works following,

or some of them, or some part or parts thereof respectively; that is to say:

First, an aqueduct or main pipe to commence at or near to Grizedale Head, the source of a stream of water called Grizedale Brook, otherwise Grizedale Beck, which flows between certain common or moor land, called Abbeystead Fell, belonging to Robert Garnett, of Wyerside, in the said county palatine, Esquire, and the trustees under the will of William Cawthorne, late of the parish of Little Saint Bartholomews, near West Smithfield, London, Gentleman, deceased, and certain other common or moor land called Lee Fell, belonging to John Walmisley, late of Richmond House, in the township of Skerton aforesaid, Esquire; and Lazarus Threlfall, of Lancaster, aforesaid, Esquire, surviving trustee of and acting under the last will and testament of Richard Hathornthwaite, formerly of Lower Lee, in Over Wyersdale aforesaid, Gentleman, deceased, and William Bradshaw, of Lancaster, aforesaid, the infant son of Thomas Bradshaw, late of Lower Lee, aforesaid, Gentleman, deceased, all situate in the township of Over Wyersdale aforesaid, and to pass thence from, in, through, or into the several parishes, townships, hamlets, and extra-parochial and other places of Over Wyersdale aforesaid, and of Quernmore, Scotforth, and Lancaster, all in the parish of Lancaster aforesaid, in the said county palatine, or some of them, and to terminate at or in a certain street or road within the said borough of Lancaster, called West-place, which said aqueduct or main-pipe is delineated upon the plans to be deposited as hereinafter mentioned.

Secondly.—The several reservoirs, filters, or filtering beds following, or some or one of them; that is to say: one or more reservoir or reservoirs, filter or filters, filtering bed or filtering beds, to be situate at or near to Grizedale Head aforesaid, the sites of which reservoirs, filters, or filtering beds, are delineated upon the said plans so to be deposited.

Thirdly.—One or more reservoir or reservoirs, to be situate at or near to Cam Brow, near Catshaw, within the said township of Over Wyersdale, and for that purpose to make, construct, and maintain a weir, dam, or embankment, across a certain stream of water, called Catshaw Brook, otherwise Catshaw Greave, otherwise Greave Beck, in or near to or adjoining a certain field or close of land, situate on the easterly side of the said stream of water, which said field or close of land is called Cornfield, otherwise Rough Pasture, and is parcel of an estate within Hathornthwaite, in the township of Over Wyersdale aforesaid, belonging to John Alexander Hunter, of Ormley Lodge, Ham Common, Richmond, in the county of Surrey, Esquire, Jane Elizabeth Gibson, of Kelbarrow, Grasmere, in the county of Westmoreland, Widow, and the Reverend Robert Gibson, of Bolton by the Sands, in the said county palatine of Lancaster, Clerk, and George Marton, of Caponwray Hall, in the said county palatine, Esquire, which said Robert Gibson and George Marton are the trustees under the will of Henrietta Harrison, late of Lancaster, aforesaid, Widow, deceased, and which said field or close of land is now in the occupation of John Dodding, as tenant or farmer thereof, and in, or near to, or adjoining a certain other field or close of land on the westwardly side of the said stream of water, and opposite to the said field, called Cornfield, otherwise Rough Pasture, being parcel of an estate within Catshaw, in the township of Over Wyersdale, aforesaid, belonging to James Brown Simpson, of Richmond, in the county of York, attorney-at-law, and John Allen and Christopher Allen, of Forton, in the said county of Lancaster, infants and devisees under

the will of John Allen, late of Forton aforesaid contractor, and which said last-mentioned field or close of land is now in the occupation of James Dunderdale, as tenant or farmer thereof, which said intended reservoir or reservoirs, are also delineated on the said plans so to be deposited.

Fourthly.—One or more cut or cuts, watercourse or watercourses, from a certain stream of water flowing from Marshaw, in the said township of Over Wyersdale, to or into a reservoir, at or near to Catshaw Factory, in the said township, now used for the purpose of supplying the said factory with water, to or into the said intended reservoir, at or near to Cam Brow aforesaid, for the purpose of diverting the said stream into the said intended reservoir, which said intended cut or cuts, watercourse or watercourses, are also delineated on the said plans so to be deposited.

Fifthly.—One or more reservoir or reservoirs, to be situate at or near to Abbeystead, within the township of Over Wyersdale aforesaid, and for that purpose to make, construct, and maintain a weir, dam, or embankment, across the river Wyre, at or near to a certain wooden footbridge, over the said river, called the Stage Bridge, and in or near to, or adjoining a certain field or close of land, on the south side of the said river, called Wood Meadow, parcel of the said estate in Hathornthwaite, belonging to the said John Alexander Hunter, Jane Elizabeth Gibson, and the said Robert Gibson and George Marton, now in the occupation of the said John Dodding, as tenant or farmer thereof, and in or near to, or adjoining a certain other field or close of land, called Cragg Ridding, otherwise Ridding Meadow, on the north side of the said river, being parcel of an estate in the said township of Over Wyersdale, called Abbeystead, belonging to the said Robert Garnett, and in the occupation of Robert Whittaker, as tenant or farmer thereof, which said intended reservoir or reservoirs are also delineated on the said plans so to be deposited.

Sixthly.—One or more cut or cuts, watercourse or watercourses, from a certain river or stream called the Wyre, otherwise Tarnbrook Wyre, at or near to Flintrow Bridge, within the said township of Over Wyersdale, and from a certain stream of water called Flint-tarn Beck, at or near to the said bridge called Flintrow Bridge, to or into a certain reservoir for water situate at Lower Lee, within the said township of Over Wyersdale, used for the purpose of supplying with water a certain bobbin-mill situate at Lower Lee aforesaid, belonging to the said Lazarus Threlfall and William Bradshaw, and now in the possession of Robert Thompson, as tenant thereof, which said intended cut or cuts, watercourse or watercourses, are also delineated on the said plans so to be deposited.

Seventhly.—One or more reservoir or reservoirs, to be situate upon or near to a certain parcel of common or waste land, upon or near to Lancaster Moor, and situate within the borough of Lancaster aforesaid, adjoining on the northerly side thereof to the highway leading from the town of Lancaster to Over Wyersdale aforesaid, and on the westwardly side thereof to a close of land belonging to the overseers of the poor of the township of Lancaster aforesaid, and a close or parcel of land formerly used as a burial-ground, and on the southerly side thereof to a close of land belonging to the company of proprietors of the Lancaster Canal Navigation; which said intended reservoir or reservoirs are also delineated upon the said plans so to be deposited.

Eighthly.—One or more reservoir or reservoirs, to be situate in a certain field or close of land upon or near to Lancaster Moor, aforesaid, belonging to the overseers of the poor of the township of Lan-

caster aforesaid, adjoining on the east side thereof to Lancaster Moor and Stone Quarries, on the south by the said highway leading from Lancaster to Over Wyersdale aforesaid, on the west side thereof to a garden and other lands belonging to the said overseers of the poor, and on the north to another field belonging to them, which said intended reservoir or reservoirs are also delineated on the said plans intended to be so deposited.

Ninthly.—All cuttings, embankments, water-courses, sluices, communications, mains, pipes, engines, machinery, buildings, erections, roads, ways, and other works which may be required in connection with the proposed works, or any of them; all which said proposed works, mains, pipes, and conveniences, are intended to be made and maintained from, in, through, or into the said several before-mentioned parishes, townships, hamlets, and extra-parochial or other places, or some of them, or some part or parts thereof.

And it is also intended to apply for powers by the said intended Act, to authorise the said Local Board of Health to take, collect, and use for the purposes aforesaid, water from the said stream of water, called Grizedale Brook, otherwise Grizedale Beck, and also from certain springs, rivulets, brooks, or streams, called or known as Great Fell End Spring, and Hind Hole Spring, and other springs situate upon the said common or moor land called Abbeystead Fell, and certain other springs situate upon the said common or moor land called Lee Fell, all in the township of Over Wyersdale aforesaid, which said springs, rivulets, brooks, or streams are shown upon the said plans so to be deposited; and to enable the said Local Board of Health to construct, lay down, keep, and maintain mains, pipes, syphons, ducts, watercourses, and other apparatus and works for effecting the purposes aforesaid, across, under, or over the Lancaster Canal Navigation, the Lancaster and Carlisle Railway, and the North Western Railway, within Lancaster aforesaid, and in, under, or along any of the streets, lanes, ways, roads, highways, thoroughfares, passages, railways, bridges, and other places, or any open or enclosed lands within the said several parishes, townships, hamlets, extra-parochial and other places before mentioned, or any of them, and for that purpose to break up highways and streets therein.

And it is also proposed by the said intended Act, to empower the said Local Board of Health to establish a cemetery for the burial of the dead, with chapels, and all necessary and proper approaches, works, and conveniences annexed thereto or connected therewith, within the said borough of Lancaster; which said cemetery, chapels, works, and conveniences are proposed to be made, constructed, and erected in and upon a certain open and uninclosed piece or parcel of land, in the said borough of Lancaster, belonging to or reputed to belong to the mayor, aldermen, and burgesses of the said borough of Lancaster, and in or upon which there exist certain commonable or other rights, containing about twenty acres, or thereabouts, and which said piece or parcel of land is part and parcel of a certain tract of common or waste land called Lancaster Moor, and is bounded on the east by other part of the said common or waste land, on the south by a highway leading from the town of Lancaster aforesaid to Quernmore, in the said county palatine, on the west by other part of the said common or waste land, and by certain lands belonging to Elizabeth Dalton, of Thurnham Hall, in the said county palatine of Lancaster, spinster, and by other lands belonging to John Brockbank, of Lancaster aforesaid, Attorney-at-law, and on the north to other lands belonging to the said Elizabeth Dalton; and to alter, so

far as may be necessary for the purposes aforesaid, the provisions of an Act of Parliament made in the 6th year of the reign of her present Majesty, intituled, "An Act for providing additional Grounds to the Lunatic Asylum of the county palatine of Lancaster."

And it is also proposed by the said intended Act to authorise the Lancaster Gas Light Company, or any future or other Gas Light Company within the limits of the proposed Act, to sell or lease the whole or any part of their undertaking, and to transfer all their powers to the said Local Board of Health, and the said Local Board of Health, by agreement, to purchase or take upon lease, and to hold and exercise the same:

And it is also proposed by the said intended Act, to enable the said Local Board of Health to purchase, by compulsion or otherwise, all such lands, houses, and springs and streams of water, as may be necessary for the construction and maintenance of the before-mentioned works, or any of them, and to purchase, by compulsion or otherwise, and to vary, repeal, limit, or extinguish all existing rights and privileges connected with such lands and houses, and with the said springs and streams of water, or any other rights or privileges which would in any manner impede or interfere with the construction or maintenance of the said works, or the objects of the said intended Act, or any of them.

And notice is hereby further given, that duplicate plans, describing the lines and situations of the said intended aqueducts, main and other pipes, reservoirs, filters and filtering-beds, cuts and watercourses, and the lands and houses to be taken for the purpose thereof, together with duplicate sections of the said aqueducts, reservoirs, filters and filtering-beds, cuts and watercourses, and a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands and houses, and a copy of this 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 palatine of Lancaster, at his office, at Preston, in the said county palatine of Lancaster; and that, on or before the said thirtieth day of November instant, a copy of so much of the said plans, sections, and book of reference as relate to each of the parishes, or extra-parochial places, in or through which the said intended works are proposed to be made, and also a copy of this notice, as published in the London Gazette, will be deposited with the 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 such extra-parochial place, at his dwelling-house.

And it is proposed by the said intended Act, to grant powers to the said Local Board of Health to make, levy, and receive all such rates, rents, tolls, assessments and duties, and raise all such sums of money on the credit thereof, by mortgage or otherwise, as may be requisite or proper for providing funds to enable them to carry into full and complete effect the objects and purposes of the said intended Act, and to alter existing tolls, rates, rents, assessments, and duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, rents, and duties, and to confer other rights and privileges.

And it is further proposed by the said intended Act, for all or any of the purposes aforesaid, or in connection therewith, to confer on the said Local Board of Health the several powers, privileges, and authorities contained in "The Lands Clauses Consolidation Act, 1845," "The Waterworks Clauses Act, 1847," "The Cemeteries Clauses Act, 1847," "The Gas Works Clauses Act, 1847," all or

some of them, or some parts thereof; and by the said intended Act it is also proposed to incorporate therewith the several last-mentioned Acts, or some of them, and to alter and amend "The Public Health Act, 1848," and "The Public Health Supplemental Act, 1849," so far as the same relate to the said borough of Lancaster, and to confer further powers on the said Local Board of Health.

Dated the fifth day of November 1851.

William Dunn,
Solicitor and Clerk to the said Local Board
of Health.

Stockton and Darlington Railway.

(Regulation of Capital, and increase of Share Capital, and Amendment or Consolidation of Acts.)

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, or to repeal, some of the powers and provisions of the several Acts following, relating to the Stockton and Darlington Railway Company; that is to say, "The Stockton and Darlington Railway (Consolidation of Acts, increase of Capital, and purchase of the Middlesbrough Dock) Act, 1849," and "The Stockton and Darlington Railway Act, 1851," or otherwise to repeal the said Acts, and consolidate all or some of the provisions thereof, and of the said intended Act, into one Act,

And it is proposed by the said intended Act, to fix, regulate, and ascertain the capital of the said Company, and to increase or extend their share capital by the creation of new shares (to rank as to dividend with the non-preferential shares of the Company), and the conversion into share capital of certain sums of money paid to the Company by certain of the shareholders beyond the nominal amount of their respective shares, for purposes connected with the undertaking, and to authorise the Company or the directors thereof to grant certificates for such new shares, upon such terms and conditions, and to such persons, as may be or may have been determined by the said Company, and to enable the said Company to raise an additional sum of money by the creation of such new shares as aforesaid, for the purpose of increasing the moveable stock or plant of the Company, and for the general purposes of their undertaking.

Dated this twelfth day of November 1851.

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

Lockwood and Meltham Turnpike Road.

(Continuance of Term and Amendment of Act; Power to widen road.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for continuing the term, and for altering, amending, and enlarging the powers and provisions of an Act passed in the sixth year of the reign of His late Majesty King George the Fourth, intituled "An Act for amending, improving, and maintaining the road from Lockwood to Meltham, and the branch of road to Meltham mills, all in the parish of Almondbury, in the West Riding of the county of York."

And it is proposed by the said intended Act to enable the said Act to be amended, and to be thereby made the surveyors of all highways within and throughout the limits of the said Act; and by the said intended Act it is proposed to enable such Commissioners to pave, light, watch, water, cleanse, drain, and otherwise improve and regulate the town of Rhyll, within and throughout the township or place and limits aforesaid, and for the purposes aforesaid, and in connection therewith, and within the said township or place and limits, to construct or purchase, or rent, hold, and maintain water works and gas works, and public cemeteries or burial grounds, all or any or either of them, with all necessary and proper appurtenances thereto respectively; and also to construct, hold, and maintain works for drainage and sewerage, and the collecting and storing of sewage manure, with all necessary and proper appurtenances; and

belonging to the said Richard Henry Beaumont, in the occupation of the said James Sykes, all in the township of South Crosland, in the parish of Almondbury, in the West Riding of the county of York; and also to obtain powers for the purchase, by compulsion or agreement, of lands and houses for such purposes, and to alter, vary, or extinguish all existing rights and privileges, in any manner connected with such lands and houses, or which would in any manner impede or interfere with such purposes, and to confer other rights and privileges; and powers will also be applied for in the said intended Act, to levy the same or new tolls, rates, or duties on the said roads, and to alter or vary the existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, or other rights or privileges; and provision will also be made by the said intended Act for paying off, compounding, or making other arrangements with respect to existing mortgages and charges on the said roads and tolls.

And notice is hereby further given, that on or before the thirtieth day of November instant, plans and sections showing the said intended widening of the said road, and the lands and houses required for the same, together with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield, and also with the parish clerk of the said parish of Almondbury, at his residence.

Dated this thirteenth day of November, 1851.

Fenton, Jones and Rayner,
Huddersfield, Solicitors for the Bill.

Rhyl Improvement.

(Appointment of Commissioners; Powers for better Paving, Lighting, Watching, Cleansing, and Improving Streets, &c. For providing Water Works, Markets, Cemeteries, Sewerage, and Gas Works; Compulsory Purchase of Lands, &c.; Purchase of existing Water Works and Gas Works; To levy Rates, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for paving, lighting, watching, watering, cleansing, draining, and otherwise improving and regulating the town of Rhyll, in the county of Flint, for supplying the inhabitants thereof with water, and for establishing and regulating a market and market-places therein; and by the said intended Act it is proposed to provide for the same being in force for all purposes within and throughout the township of Rhyll, within the parish of Rhyddlan, in the said county of Flint; and by the said intended Act it is also proposed to provide for the same being carried into execution by Commissioners, to be constituted as in the said Act shall be provided, and to be thereby made the surveyors of all highways within and throughout the limits of the said Act; and by the said intended Act it is proposed to enable such Commissioners to pave, light, watch, water, cleanse, drain, and otherwise improve and regulate the town of Rhyll, within and throughout the township or place and limits aforesaid, and for the purposes aforesaid, and in connection therewith, and within the said township or place and limits, to construct or purchase, or rent, hold, and maintain water works and gas works, and public cemeteries or burial grounds, all or any or either of them, with all necessary and proper appurtenances thereto respectively; and also to construct, hold, and maintain works for drainage and sewerage, and the collecting and storing of sewage manure, with all necessary and proper appurtenances; and

also to construct, hold, establish, maintain, and regulate, market-places and markets and fairs, with all necessary and proper appurtenances; and by the said intended Act it is also proposed to confer on the Commissioners to be thereby constituted, compulsory or other powers to purchase, for all or any of the purposes aforesaid, or in connection therewith, and within the township or place and limits aforesaid, lands and houses or other buildings, and streams and watercourses, and other water privileges, easements, rights, and hereditaments, and to alter or extinguish all existing rights or privileges connected with such lands and houses and other property, which would interfere with the proposed undertakings, and also for the purposes aforesaid, or any of them, and in connection therewith, and within the township or place and limits aforesaid, to stop or dam up, raise, lower, arch over, culvert, divert, alter, or otherwise deal with, use, or appropriate drains, ditches, streams, rivulets, and watercourses, and particularly compulsory powers to make a sewer or sewers, in, through, over, and upon certain streets called Church-street, High-street, and Quay-street, and in, through, over, under and upon, an embankment and forelands, or other land, belonging to or vested in the "Rhuddlan Marsh Embankment Trustees," on the east side of the river Clwyd, otherwise Foryd, in the said township of Rhyl, such sewer or sewers to commence at the east end of Church-street aforesaid, and to have the outlet or outlets in the river Clwyd, otherwise Foryd aforesaid; and to construct tanks or reservoirs for receiving and storing sewage or sewage manure, at or near the east end of the said embankment, on a piece of waste land abutting on Quay-street aforesaid, belonging to or vested in the said "Rhuddlan Marsh Embankment Trustees," in the said township; and to make and construct a road for horses and carts, and carriages of every description, from the said proposed tanks or reservoirs to the road or street called Quay-street aforesaid, in, through, over, and upon the said piece of waste land, at the east end of the said embankment as aforesaid. And it is also proposed by the said intended Act to vest in the said Commissioners, for the purposes of the said proposed market and market-place, the piece of land in the centre of the said town of Rhyl, set apart as a public market-place by the Commissioner appointed in the year one thousand eight hundred and thirty-eight, for allotting and awarding certain lands in the said township of Rhyl. And it is also proposed by the said intended Act to authorise and empower the said Commissioners to purchase by agreement the property, rights, privileges, and interests of the Rhyl Water Works Company or Proprietors, or to rent or lease the same, and to enable the said Company to sell or lease their property and works to the said Commissioners. And it is also proposed by the said intended Act to authorise and empower the said Commissioners to purchase by agreement the property, rights, privileges, and interests of the Rhyl Gas Works Company or Proprietors, or to rent or lease the same, and to enable the said last mentioned Company to sell or lease their property and works to the said Commissioners. And it is also proposed by the said intended Act to empower the said Commissioners to establish a cemetery for the burial of the dead, with chapels and all necessary and proper approaches, works, and conveniences annexed thereto, or connected therewith, within the limits aforesaid, which said cemetery, chapels, works and conveniences, are proposed to be made, constructed, and erected, in or upon a certain field or piece or parcel of land within the said township of Rhyl, in the said parish of Rhuddlan, belonging or reputed to belong to Robert Owen and John Owen, of the parish of Rhuddlan aforesaid, Farmers,

and containing about five acres, or thereabouts, and which said piece or parcel of land is bounded on the east by certain lands belonging respectively to the Right Honourable the Viscount Feilding, Mary Ann Radcliffe, and Robert Williamson, and to the Honourable Edward Mostyn Lloyd Mostyn, M.P.; on the west by lands belonging respectively to the said Edward Mostyn Lloyd Mostyn, William Shipley Conway, Esquire, the said John Owen, Miss Elizabeth Roberts, Edward Morris, Esquire, Thomas Thomas, the said Robert Owen and John Owen, and the said Viscount Feilding, Mary Ann Radcliffe, and Robert Williamson; on the north by the Chester and Holyhead Railway Company's line and lands; and on the south by an accommodation-road to lands in the neighbourhood; and to empower the said Commissioners to make a road or approach from the main road to the said intended cemetery, through other land of the said Robert Owen and John Owen; bounded on the east and south by lands belonging to the said Robert Owen and John Owen; on the west by the highway leading from Rhyl to Rhyddlan; and on the north by land belonging to the said Viscount Feilding, Mary Ann Radcliffe, and Robert Williamson. And by the said intended Act it is also proposed to empower the Commissioners to be thereby constituted for the purpose of defraying the expenses of carrying into execution the said intended Act, or any of the purposes or powers thereof, or for any other the purposes of the said intended Act, to levy tolls, rates, and duties, within the township or place and limits aforesaid; and also, if deemed expedient, to sell and dispose of water and gas and sewage, or sewage manure, and places of burial, all or any of them; and also to set and let any stalls or standing-places, or other privileges or accommodation, at or within any market-place, market, or fair; and also to raise money for the several purposes of the said intended Act, all or any of them, on the credit of the several tolls, rates, or duties, which may become payable under the said intended Act, all or any of them, or on the credit of any water works, gas works, sewage works, cemeteries or burial grounds, markets and market-places, all or any of them, or any other property whatsoever, which may hereafter be acquired by or belong to such Commissioners; and by the said intended Act it is further proposed for all or any of the purposes aforesaid, or in connection therewith, to confer on the Commissioners to be thereby constituted the several powers, privileges, and authorities contained in "The Lands Clauses Consolidation Act, 1845," "The Markets and Fairs Clauses Act, 1847," "The Gas Works Clauses Act, 1847," "The Commissioners Clauses Act, 1847," "The Water Works Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Cemeteries Clauses Act, 1847," and "The Town Police Clauses Act, 1847," all or some of them, or some parts thereof; and by the said intended Act, it is also proposed to incorporate therewith the several before-mentioned Acts, or some of them, or some parts thereof.

And notice is hereby also given, that on or before the 29th day of this instant month of November, there will be deposited for public inspection with the Clerk of the Peace for the county of Flint, at his office, in Mold, in the said county, and also with the parish clerk of the parish of Rhyddlan, in the said county, duplicate plans and sections of the proposed sewer or sewers, through, over, or across the said streets, called Church-street, High-street, and Quay-street, and the said embankment, forelands, or other lands, vested in the said "Rhuddlan Marsh Embankment Trustees," in the township of Rhyl aforesaid; and of the tanks or reservoirs at or near the east end of the said embankment as aforesaid, in the same township, which are by the

said intended Act proposed to be authorised to be made, together with books of reference thereto, and copies of this notice, as published in the London Gazette.

Given under my hand this 11th day of November 1851.

Robert James Sisson,
Solicitor for the Promoters of the said Bill.
R. H. Wyatt, Parliamentary Agent,
43, Parliament-street, Westminster.

Yeovil and Ilchester Turnpike Trusts.

(Repeal or Amendment of Acts, Continuation of Terms, Construction of New Roads, Adoption of certain Highways as Turnpike Roads, Transfer of a Portion of the Road of the Sherborne Trust to the Ilchester Trust, Widening Middle-street in the Town of Yeovil).

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 continue the terms, and to alter, amend, and enlarge the powers and provisions of the several Acts next hereinafter mentioned, relating to the Yeovil Turnpike Trust or one of them (that is to say): an Act, passed in the fortieth year of the reign of His late Majesty King George the Third, intituled "An Act for repealing two Acts, one made in the twenty-sixth year of the reign of King George the Second, and the other in the seventeenth year of the reign of his present Majesty, for repairing the road from the Halfway House, in the parish of Lower Compton, in the county of Dorset, through the towns of Yeovil, Crewkerne, and Chard, to the east end of the town of Axminster, in the county of Devon, and several other roads therein mentioned; and also for repealing so much of an Act, made in the eighteenth year of the reign of His present Majesty, for repairing several roads leading from the town of Taunton, in the county of Somerset, as relates to repairing the road from the direction post in Widcombe Moor through Street Ash-lane to Chard, and for making more effectual provision for those purposes, and for altering and diverting certain parts of the said roads;" and another Act, passed in the fifty-ninth year of the reign of His said late Majesty King George the Third, intituled "An Act for continuing and amending an Act of His present Majesty for repairing several roads in the counties of Somerset and Dorset, passing through or near the town of Yeovil, and for repairing the road from Mudford Bridge to Marston Elm in the said county of Somerset," and also of the following Acts relating to the Ilchester Turnpike Trust, or one of them (that is to say): an Act, passed in the fortieth year of the reign of his said late Majesty King George the Third, intituled "An Act for more effectually amending, widening, improving, and keeping in repair several roads leading from the town of Ivelchester, in the county of Somerset;" and another Act, passed in the second year of the reign of his said late Majesty King George the Fourth, intituled "An Act for continuing the term and altering and enlarging the powers of an Act of his late Majesty King George the Third, for keeping in repair several roads leading from the town of Ivelchester in the county of Somerset;" and to continue and extend the terms severally created or extended by the said Acts, or any further terms which may have been granted by subsequent Acts of Parliament in extension of the original terms, or to repeal the said Acts, or some of them, and to obtain further and other powers and provisions and in lieu thereof.

And powers will be inserted in the said Bill for effecting the objects following, or some of them (that is to say): To enable the trustees of the

Yeovil Trust and the trustees of the Ilchester Trust jointly to make and maintain a new road or deviation from the line of the present turnpike-road leading from Yeovil to Ilchester, with all necessary bridges, drains, culverts, fences, and other works, which said new road or deviation will commence by a junction with the line of the present turnpike road (part of the Yeovil trust) leading from Yeovil towards Ilchester, at a point about three hundred yards to the south of a certain place called Brimsmore Tree, in the parish of Yeovil, in the county of Somerset, and will terminate by a junction with the line of the present turnpike-road (part of the Ilchester Trust) leading from Ilchester towards Yeovil at a point about fifty yards to the north of a place called King's-house, in the parish of Chilthorne Domer, in the same county, with a branch road to commence out of the said intended new road or deviation, at a point in the parish of Chilthorne Domer, about fifty yards to the east of King's-house, and to terminate by a junction with the said present turnpike-road leading from Ilchester towards Yeovil at a point in the same parish about five yards to the north of King's-house, which said new road or deviation and branch will be made and pass from, in, through, or into the several parishes, townships, and extra-parochial places of Yeovil, Kingstone-juxta-Yeovil, alias Pitney, Yeovil Marsh, and Chilthorne Domer, in the county of Somerset.

To vest the said new road in certain proportions to be defined by the Bill so as to become portions of the Yeovil Trust and Ilchester Trust respectively.

To enable the trustees of the Yeovil Trust and the trustees of the Ilchester Trust respectively to relinquish as turnpike so much of the present line of turnpike-road from Yeovil to Ilchester as lies between a place called Windmill-head, in the parish of Yeovil, and the terminus of the intended new road at King's-house, and to relieve the respective trustees from the management and liability to the repairs and maintenance thereof, and to discontinue taking tolls on or in respect of the same, and to enable the trustees of the Yeovil Trust to stop up so much of the last mentioned road as belongs to that trust, and to sell and dispose of the same, which said portion of road so intended to be relinquished or stopped up is situate in the said several parishes of Yeovil and Chilthorne Domer, or one of them.

To vest the highway commencing at the end of the Yeovil turnpike-road at Marston Elm, and terminating by a junction with the Sherborne Turnpike-road at Marston Inn, and the management, maintenance, and repairs thereof, in the trustees of the Yeovil Trust, and to annex the same to their trust, all which highway is situate in the parish of Marston Magna, in the county of Somerset.

To transfer from the trustees of the Sherborne turnpike-roads acting by virtue of and under an Act of the third year of the reign of His Majesty King George the Fourth, intituled "An Act for amending and keeping in repair the road from the turnpike-gate, at the bottom of White-sheet hill, in the parish of Donhead Saint Andrew, in the county of Wilts, through the towns of Shaftesbury, Milborne Port, and Sherborne, in the counties of Dorset and Somerset, to the Halfway House, in the parish of Nether otherwise Lower Compton, in the county of Dorset, and several other roads communicating therewith" to the trustees of the Ilchester Turnpike Trust, so much of the turnpike-roads comprised in the last-mentioned Act as lies between Marston Inn and Marston Bridge before mentioned, and the management, maintenance, and repairs thereof, and to annex the same to the Il-

chester Trust, and so far as may be necessary for those purposes to alter and amend the last-mentioned Act.

To vest the highway leading from Marston Bridge aforesaid, passing from, in, through, or into the several parishes of Marston Magna, Queen Camel, and Sparkford, in the county of Somerset, and terminating by a junction with the present Ilchester turnpike-road leading from Ilchester towards Wincanton at or near to a place called Sparkford Cross, in the said parish of Sparkford, and the management, maintenance, and repairs thereof in the trustees of the Ilchester Trust, and to annex the same to that trust.

To enable the trustees of the Ilchester Trust to make and maintain a road out of the highway to be transferred to the Ilchester Trust commencing at Marston Bridge, in the parish of Marston Magna, near Shepherd's blacksmith's shop, and thence to continue along and to include the footpath leading into the said highway by the side of the house occupied by James Taylor, all which piece of road will be situate within the parish of Marston Magna; also to make and maintain another portion of road out of the said highway, to be transferred to the Ilchester Trust, commencing at or near the Mildmay Arms, in the parish of Queen Camel, and re-joining the same highway at a point about fifty yards north of Queen Camel Bridge, all which piece of road will be situate within the parish of Queen Camel; also to widen, alter, and improve the said highway from the terminus of the last-mentioned piece of road at Queen Camel Bridge up to the Limekiln, in the parish of Sparkford.

To enable the said trustees to make lateral deviations from the line of the said new roads to the extent or within the limits defined upon the plans hereinafter mentioned, and (so far as may be necessary for the purposes of the said works) to cross, divert, alter, or stop up, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streams, canals, navigations, sewers, and railways, within the aforesaid parishes, townships, and extra-parochial places, or either of them, and more particularly to stop up a footpath leading from King's House aforesaid through Yeovil Marsh up to Brimsmore Tree aforesaid.

And powers will be taken in the intended Bill to enable the respective trustees to purchase and take, compulsorily or otherwise, such lands, houses, gardens, tenements, and hereditaments, as may be necessary for making the several new roads, and widening and improving the existing highways, together with all rights and privileges affecting such lands, houses, gardens, tenements, and hereditaments.

Also to enable the Commissioners acting in execution of an Act (local and personal) 11 Geo. IV, cap. 116, to alter, widen, and improve a portion of a street known as Middle-street, in the town of Yeovil, and to purchase and take, by compulsion or otherwise, lands, houses, hereditaments and premises, and for that purpose to alter and amend the said last-mentioned Act, and to enable the trustees of the Yeovil Trust to contribute towards such purchase and widening of the said street.

To continue or alter the tolls, rates, or duties now authorised to be taken under the before-mentioned Acts, or any of them, relating to the Yeovil Trust or the Ilchester Trust, except in respect of those parts of the present turnpike-roads which are intended to be relinquished or stopped up, and to repeal the 20th section of the before-mentioned Act of 59 Geo. III, c. 52, and to provide that no toll-gate or turnpike shall be erected or continued across the Yeovil turnpike-road, at or near Foxwell-lane, between the parishes of East Chinnock and Haselbury Plucknett, in the county of Somers-

set, nor any tolls received on that part of the Yeovil turnpike-road, and to levy new or further tolls, rates, or duties, upon or in respect of the said roads, new roads, and highways, to be vested in or transferred to the trustees of the said trusts respectively, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, or duties, or some of them.

To enable the trustees of the Yeovil and Ilchester Trusts respectively to borrow money upon the credit of their tolls and other property, for the purposes of the said Bill and works; to enable the respective trustees of the Yeovil, Ilchester, and Sherborne Turnpike Trusts, or any of them, to enter into and carry out contracts, and agreements, and arrangements with reference to the objects of the Bill, and the appropriation and distribution of tolls.

To confer, vary, or extinguish, other rights and privileges.

And notice is hereby also given, that duplicate plans and sections of the proposed new roads and highways intended to be adopted as turnpike-roads, and of the proposed widening of Middle-street, in the town of Yeovil, together with books of reference to such plans; and also showing the footpath intended to be stopped up, and also the portions of the present turnpike-roads intended to be relinquished and stopped up, and the portion of road to be transferred from the Sherborne Trust to the Ilchester Trust, 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 county of Somerset, at his office, at Wells, on or before the 29th day of November, 1851, and copies of so much of the said plans and sections as relate to each of the parishes and extra-parochial places in or through which the said works are proposed to be made, or in which the said highways are situate, together with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will be deposited in the case of each parish with the parish clerk of each such parish respectively, at his place of abode; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode, on or before the 29th day of November 1851.

Dated this 8th day of November 1851.

John Batten, jun., } Solicitors for the
Henry Tuson, } said Bill.

Manchester and Southport Railway.

(Abandonment of portions of Main Line and certain Branch Lines; Reduction of Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to alter, amend, and enlarge, and to repeal some of the powers and provisions of "The Manchester and Southport Railway Act, 1847," and to authorise the abandonment of the following portions of the works authorised by the said Act, all in the county of Lancaster (that is to say):—So much and such parts of the railway firstly therein described as lies between its commencement in the town of Southport, in the township and parish of North Meols, and a point in a field on the south-westerly side of and adjoining the North Union Railway, and in the plan referred to in the said last-mentioned Act, numbered 55, in the township of Wigan, and parish of Wigan, in the county of Lancaster, and so much thereof as lies between a point in a field in the township of Ince-in-Makerfield, in the parish of Wigan aforesaid, adjoining to the New Springs Branch of the North Union Railway, and in the said plan numbered 80, in the said township of Ince-in-Maker-

field, and the intended junction of the same railway as described in the said Act with the part of the Manchester and Leeds Railway theretofore called by the name of the Manchester, Bolton, and Bury Railway, in the township of Pendleton and parish of Eccles. Also the branch railway secondly in the said Act mentioned, and therein described as commencing in a field in the township of Lathom, and parish of Ormskirk, occupied by John Hesketh, and terminating at and by a junction with the proposed railway, then or theretofore called "The Liverpool, Ormskirk, and Preston Railway," at the point of intersection by the last-mentioned railway of the Leeds and Liverpool Canal and Towing-path, in the said township of Lathom, and parish of Ormskirk. And another branch railway by the same Act described as commencing in the said field occupied by John Hesketh, and terminating at and by a junction with the said Liverpool, Ormskirk, and Preston Railway, in a field in the said township of Lathom, numbered 250 in the said township of Lathom, on the original plan of the said Liverpool, Ormskirk, and Preston Railway, deposited with the Clerk of the Peace for the county of Lancaster, in the year 1845. Also the branch railway 6thly in the said Act mentioned, and therein described as commencing in a field called the Crab-tree Hey, in the township of Hindley, and parish of Wigan, and terminating at and by a junction with the part of the North Union Railway, formerly called the Wigan Branch Railway, in the township of Ince-in-Makerfield, and parish of Wigan. Also the branch railway in the said Act 7thly mentioned, and therein described as commencing in the said township of Hindley, and terminating on the north-westerly side of a lane called Pungle-lane, in the township of Westhoughton, and parish of Dean. Also the branch railway in the said Act 8thly mentioned, and therein described as commencing in the township of Atherton, and parish of Leigh, and terminating at and by a junction with a portion of the London and North-Western Railway theretofore called the Bolton and Leigh Railway, at the Bag-lane station of such last-mentioned railway, in the said township of Atherton. Also the branch railway in the said Act 9thly mentioned, and therein described as commencing in the township of Shackerley, otherwise Tyldesley-cum-Shackerley, in the parish of Leigh, and terminating at and by a junction with the portion of the London and North-Western Railway theretofore called the Liverpool and Manchester Railway, near the Barton Moss Station of such last-mentioned railway on Barton Moss, in the township of Barton-upon-Irwell, and parish of Eccles. Also the branch railway in the said Act 10thly mentioned, and therein described as diverging out of such last-mentioned branch railway, in a field called the Well Field, in the township of Tyldesley, otherwise Tyldesley-cum-Shackerley, and parish of Leigh, and terminating in a field called The Berry Field, in the same township and parish. Also the branch railway in the said Act 11thly mentioned, and therein described as commencing on the Little Common, in the said township of Tyldesley, otherwise Tyldesley-cum-Shackerley, and terminating in a field called the Marled Field, part of the Moss Farm, in the township of Middle Hulton, and parish of Dean, and the Spur or branch railway diverging out of such last-mentioned Branch Railway, in a field called the Great Meadow, part of the Paddiham Farm, in the said township of Shackerley, otherwise Tyldesley-cum-Shackerley, and terminating in a field called the Hill, in the township of Over Hulton and parish of Dean; also the branch railway in the said Act 12thly mentioned, and therein described as commencing at and by a junction (by means of a fork) with the pro-

posed railway firstly described in the said Act, in a field called the Longcroft, in the township of Worsley, and parish of Eccles, and (after passing over such proposed railway firstly described in the said Act), terminating in a field called Moreton Moss, part of the Wardley Hall Estate, in the said township of Worsley.

And it is proposed by the said intended Act to reduce the share capital of the Manchester and Southport Railway Company, and the nominal amount of the shares in such capital, and also the borrowing powers of the said Company; and to provide for the application of certain monies arising from calls made upon the shares therein.

Dated this 13th day of November, 1851.

Darbishire, Lewis, & Co., Manchester,
Solicitors for the Bill.

Ulverston Waterworks.

(Power to construct Waterworks; Sewerage Powers with respect to Ulverston and Osmotherley; Powers for transfer of certain Works to Ulverston Canal Company, and to make arrangements with divers Companies and others; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate a Company to be called "The Ulverston Water Company," for the purpose of supplying with water the town of Ulverston, otherwise Ulverstone, otherwise the town and hamlet of Ulverston, otherwise the town and hamlet of Ulverstone, in the county palatine of Lancaster, and any part or parts within the same or adjacent thereto, and to authorise the said Water Company to construct the waterworks following, or some of them, with all proper works and conveniences connected therewith; that is to say:—

A cut, aqueduct, or pipe commencing at the stream or tail-race flowing from Pennington corn-mill, in the parish of Pennington, in the said county, and terminating at the reservoir next hereinafter mentioned, in a field in the township of Osmotherley, in the parish of Ulverston, otherwise Ulverstone, in the same county, called Benson Field, belonging to Myles Sandys, Esquire, and in the occupation of John Nicholson.

Also a reservoir in the said field called Benson Field, for the purpose of collecting the water conveyed by the said cut, aqueduct, or pipe, and distributing the same by means of pipes over the said town and hamlet and parts aforesaid.

Also one or more reservoir or reservoirs at or near Seadale Intake, in the said parish of Pennington, for the purpose of collecting the water from a certain stream or brook called Pennington Beck.

Also one or more cut or cuts, culvert or culverts, valve or valves, leading from and out of the last-mentioned reservoir or reservoirs, to and terminating at the said brook called Pennington Beck, at a point nearly opposite Ragged Gill, in the said parish of Pennington, for the purpose of conveying water from the last-mentioned reservoir or reservoirs into the said Pennington Beck at the point aforesaid.

Also one or more other cut or cuts, culvert or culverts, valve or valves, leading out of Pennington Beck aforesaid at a point in the parish of Ulverston, half-way or thereabouts betwixt certain bridges over the said beck, called respectively High Lund Beck Bridge, and Dragley Beck Bridge, to and terminating at the Ulverston Canal, otherwise the Ulverstone Canal Navigation, at or near the head basin of the said canal in the parish of Ulverston aforesaid, for the purpose of conveying water to the said canal from the said Pennington

Beck, otherwise called at and near the last-mentioned point Dragley Beck.

Also a cut or drain leading from and out of the said Pennington Beck at or near the dam or lodge of Pennington mill, in the said parish of Pennington, to and terminating at or near Low Field House, in the said parish of Pennington, the property of John Brogden, Esquire, for the purpose of supplying the said house and the premises belonging thereto with water from the said Pennington Beck.

All which said waterworks will pass from, through, in, or into, or be situate within the parishes, townships, and places following, or some of them, that is to say: Pennington, Ulverston, Ulverstone, Ulverston or Ulverstone otherwise town and hamlet of Ulverston or Ulverstone and Osmotherley, in the county palatine of Lancaster.

And it is proposed by the said intended Act to make provision for extending and improving the sewerage and drainage within the said town and hamlet of Ulverston and the said township of Osmotherley, and for flushing with water and cleansing all or any sewers and drains therein respectively, and for cleansing and watering the streets and other ways and places, and extinguishing fires within the said townships, and for such purposes to authorise the said Water Company and the surveyors of highways for the said townships respectively, or any boards or board to be hereafter elected under the provisions of any Act of Parliament relating to highways and the committee of lighting and watching, appointed from time to time for the township of Ulverston aforesaid, or any of them, to construct, alter, extend, enlarge, improve, repair and maintain sewers, drains, and all other necessary and proper works, and to supply water, and to levy rates, and to grant exemptions from payment of rates, and to raise money on the credit thereof, or otherwise, and to enter into mutual arrangements from time to time for effecting all or any of the said objects.

And it is also proposed by the said intended Act to authorise the said Water Company to repair and maintain the weir at or near the head of the dam of Pennington mill aforesaid, and to make a bye-wash at the said dam, and to construct, lay down, and maintain all mains, pipes, conduits, aqueducts and other buildings, weirs, roads, ways, and other works, which may be necessary or proper for furnishing or distributing the water to be supplied by them for all or any of the purposes aforesaid, and to purchase or take on lease, by compulsion or agreement, all lands and buildings within the several parishes, townships, and places aforesaid, or adjacent or near thereto, which may be required for any of such purposes, and to stop up, alter, divert, or take water from, temporarily or permanently, all highways and other ways and places not being highway, the said stream or tail-race, and the brooks called Pennington Beck aforesaid, and all other brooks and streams, and all cuts, canals, waters, watercourses, aqueducts, sewers, mains, pipes, and other works, in the several parishes, townships, and places aforesaid, or any of them, which it may be necessary so to stop up, alter, or divert, by reason of the construction of the said intended works, or any of them, or for the purposes of the said intended Act, and to vary or extinguish all existing rights and privileges in any manner connected with the lands and buildings to be purchased or taken as aforesaid, or with the said stream or brook called Pennington Beck, or the tail-race aforesaid, or which would in any manner impede or interfere with the carrying into full and complete effect the objects and purposes of the said intended Act, and to confer other rights and privileges.

And it is also proposed by the said intended

Act to take powers to levy rates, rents and charges for all or any of the purposes aforesaid, and to grant exemptions from the payments of rates, rents, and charges, and to authorise compositions for rates, rents, or charges, and to alter existing rates, and to vary or extinguish existing rights and privileges with respect to rates, and to confer other rights and privileges in respect thereof, and to raise money for all or any of the purposes of the said intended Act.

And it is also proposed by the said intended Act to authorise the said Water Company to sell and convey, or otherwise transfer, whether absolutely or for a term of years, the said reservoir or reservoirs, at or near Seadale Intake, and the said cuts, pipes, culverts, and valves connected therewith for conveying water from the said reservoir or reservoirs, and from Pennington Beck aforesaid to the Ulverstone Canal aforesaid, and all works and conveniences connected therewith respectively to the Company of Proprietors of the Ulverston Canal Navigation, and to authorise the said Company of proprietors to purchase or take the same or any interest therein, or otherwise to authorise the said Water Company and the said Canal Company jointly or severally to construct the said reservoir or reservoirs, cuts and works, and to authorise arrangements or agreements to be made by and between the said Companies for the construction, maintenance, use, and otherwise with respect to the said reservoir or reservoirs, cuts and works, and the water flowing into or from the same, and also to authorise arrangements or agreements to be made by and between the said Water Company and the Furness Railway Company, and the Ulverstone and Lancaster Railway Company respectively, touching a supply of water to all or any of the stations on the Furness and Ulverstone and Lancaster Railways, within the parish of Ulverston aforesaid, and by and between the said Water Company and the said John Brogden, touching a supply of water for his use at Low Field House aforesaid, and to confer all or any such arrangements or agreements between any of the said parties as may have been made prior to the passing of the said intended Act, and to amend so far as may be necessary for the purposes aforesaid the provisions of the several Acts of Parliament following, or some of them (that is to say): An Act passed in the session of Parliament held in the thirty-third year of the reign of King George the Third, intituled "An Act for making and maintaining a navigable cut or canal from a place called Hammerside Hill, in the parish of Ulverstone, in the county palatine of Lancaster, to a place called Weint End, near the town of Ulverstone aforesaid;" an Act passed in the session of Parliament held in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for making a railway from Rampside and Barrow to Dalton, Lindale, and Kirkby Ireleth, in the county palatine of Lancaster, to be called the Furness Railway;" "The Furness Railway Extensions Act, 1846;" "The Furness Railway Amendment Act, 1848;" and "The Ulverstone and Lancaster Railway Act, 1851."

And notice is hereby further given, that plans and sections showing the line or course, situations, and levels of the said intended Water Works, together with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited on or before the twentieth day of November, one thousand eight hundred and fifty-one, with the Clerk of the Peace for the county of Lancaster, at his office, in Preston, in the said county; and that copies of so much of the said plans, sections, and books of reference, as relate to the several parishes through or in which any or any part of the said Water Works

will be situate, together with a copy of this notice, as published in the London Gazette, will be deposited on or before the same twenty-ninth day of November, with the parish clerks of such parishes respectively at their residences.

Dated the eleventh day of November, one thousand eight hundred and fifty-one.

John Cranke, Solicitor for the said Bill.

Eastern Union Railway.

(Extension of Time with respect to Line from Ipswich to Woodbridge.)

NOTICE is hereby given, that the Eastern Union Railway Company intend to apply to Parliament in the next session thereof for leave to bring in a Bill to extend the time for the completion of the railway authorised by "The Ipswich and Bury Railway (Woodbridge Extension) Act, 1847," and also to extend the period within which the compulsory powers of purchase of the lands required for such railway may be exercised, and which said respective periods were limited by the said Act, but have been extended by the Commissioners of Railways, under the powers of an Act, passed in the 11th and 12th years of the reign of Her present Majesty, and intituled "An Act to give further time for making certain Railways;" and, so far as may be necessary for the purposes aforesaid, it is intended to amend the said first-mentioned Act, and also the several other Acts relating to the Eastern Union Railway, viz.: the 7 and 8 Victoria, cap. 85; the 8 and 9 Victoria, caps. 94 and 97; the 9 and 10 Victoria, caps. 97 and 280; the 10 and 11 Victoria, caps. 174 and 225; the 12 and 13 Victoria, cap. 92; the 13 and 14 Victoria, cap. 54; and the 14 and 15 Victoria, cap. 58.

Dated this 12th day of November 1851.

W. M. Kitton, Solicitor, Norwich, Law Clerk to the Eastern Union Railway Company.

Frome, Yeovil, and Weymouth Railway.—No. 1. Incorporation of Company and Construction of Railway from Frome to Weymouth.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for one or more Act or Acts to incorporate a Company, and to confer on such Company power to make and maintain a line of railway, with all requisite and convenient stations, approaches, and other works, by completion of the lines of railway at present authorised to be made between Frome and Weymouth, by the Wilts, Somerset, and Weymouth Railway Act, 1845, which said line of railway will commence at Frome, in the county of Somerset, by a junction with the line of the Wilts, Somerset, and Weymouth Railway there, belonging to the Great Western Railway Company, and terminate at or near a place called the Park, in the parish of Melcombe Regis, in the county of Dorset, and will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them; that is to say: Rodden, Frome Selwood, Marston Bigot, Witham Friary, North Brewham, Sheep House Farm, Bruton, Pitcombe, Wyke Champflower, Almsford, otherwise Ansford, Castle Cary, Weston Bampfylde, Sparkford, Queen Camel, Marston Magna, Mudford, Trent, and Yeovil, all in the county of Somerset; and Over Compton, Bradford Abbas, Clifton Maybank, otherwise Mabank, Thornford, Beer Hacket, Yetminster, Chetnole, Melbury Bubb, Evershot, Frome Saint Quintin, Wraxall, Cattistock, Chilfrone, Maiden Newton, Frome

No. 21265.

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Vauchurch, Frampton, Stratton, Bradford Peverell, Charminster, Holy Trinity, in the borough of Dorchester, Fordington, partly in the borough of Dorchester, Winterborne Came, Winterborne Herringstone, Upway, Bincombe, Broadway, Radipole, and Melcombe Regis, all in the county of Dorset.

And powers will be taken to make lateral deviations from the line of the said railway, and works to the extent or within the limits shown upon the plans hereinafter mentioned, and to cross, stop up, alter, or divert, either temporarily or permanently, any turnpike and other roads, highways, streets, footways, railways, tram-roads, aqueducts, canals, rivers, navigations, sewers, drains, and streams, in the several parishes, townships, and extra-parochial places before mentioned, or any of them.

And powers will be taken in the intended Act or Acts to purchase or take on lease, lands and houses for the purposes of the said works, by compulsion or otherwise, and to vary or extinguish all existing rights and privileges connected with such lands and houses, and all other rights and privileges which would in any wise interfere with the construction, maintenance, or use of the said intended works. And to enable the Great Western Railway Company to transfer and assign, and the Company to be incorporated to take, by compulsion or otherwise, and to hold all lands, houses, tenements, and hereditaments, which have been purchased and acquired by the Great Western Railway Company for the formation of the line of railway between Frome and Weymouth by the Wilts, Somerset, and Weymouth Railway Act, 1845. Also to enable the Great Western Railway Company, and the Company to be incorporated, to enter into contracts and agreements, and to confirm and give effect to any contracts and agreements already entered into between the Great Western Railway Company, and any persons on behalf of the Company intended to be incorporated, with reference to the construction, maintenance, and user of the said line of railway, and respecting the purchasing, acquiring, and holding lands for that purpose.

Also to enable the Company intended to be incorporated, to use with their engines and carriages, any lines belonging to the Great Western Railway Company, or under their control, which may form a junction with the proposed line of railway, or which can be traversed by the engines of the proposed Company continuously from the intended line, and to use the stations, wharves, jetties, watering places, sidings, cranes, works, and conveniences belonging to or connected with the said lines of railway, of or under the control of the Great Western Railway Company.

And powers will be taken to enable the said Company to transfer and make over, or to lease to the Great Western Railway Company, the said railway and works, at a time, and under certain terms and conditions to be defined in the said intended Act.

And for the purposes aforesaid powers will be taken to alter, extend, amend, and enlarge some of the provisions of the several Acts of Parliament following, directly or indirectly relating to or affecting the Great Western Railway Company, viz., local and personal Acts, 5 and 6 William IV., cap. 107; 6 William IV., caps. 36, 38, 77, and 79; 7 William IV. and 1 Victoria, caps. 91 and 92; 1 and 2 Victoria, caps. 24 and 26; 2 and 3 Victoria, cap. 27; 3 and 4 Victoria, caps. 47 and 105; 4 and 5 Victoria, cap. 41; 5 Victoria, sess. 2, cap. 28; 6 Victoria, cap. 10; 7 Victoria, cap. 3; 7 and 8 Victoria, cap. 68; 8 and 9 Victoria,

caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Victoria, cap. 14; 9 and 10 Victoria, caps. 129, 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Victoria, caps. 67, 72, 76, 91, 101, 109, 149, 154, 226, and 243; 11 and 12 Victoria, caps. 28, 77, 82, 135, 74, 157, 158, 159, 59, 131, 133, and 95; The Great Western Railway Act, 1851, and the Great Western Railway (Birmingham Station) Act, 1851. Also to alter, extend, enlarge, or to repeal the several Acts following; that is to say: the Wilts, Somerset, and Weymouth Railway Act, 1845; the Wilts, Somerset, and Weymouth Railway Amendment Act, 1846; and the Wilts, Somerset, and Weymouth Deviation Act, 1847.

To levy tolls, rates, or duties upon or for the use of such intended railway and works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties respectively.

And notice is hereby further given, that on or before the 29th day of November instant duplicate plans and sections of the said intended railway, with a book of reference thereto, a published map, with the line of railway delineated thereon, 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 county of Somerset, at his office, at Wells, in the same county; also with the Clerk of the Peace for the county of Dorset, at his office, at Sherborne, in that county; and that on or before the said 29th day of November instant a copy of so much of the said plans and sections as relates to each of the parishes and extra-parochial places aforesaid, with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each parish, with the parish clerk of such parish, at his place of abode, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

Dated this tenth day of November 1851.

Currie, Woodgate, and Williams, 32, Lincoln's-inn-fields, London.

Slade and Vining, Yeovil.

Newman and Lyon, Yeovil.

Frome, Yeovil, and Weymouth Railway.—No. 2.

Powers of Leasing and Sale.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts to enable the Company intended to be incorporated by another Act to be applied for in the ensuing session, for making a railway from Frome to Weymouth, to enter into and carry into effect all such contracts with any person or persons, or Company, as they may deem expedient, for the laying out, construction, maintenance, leasing, or sale of such intended railway and works, or any part thereof, or any interest therein; and the tolls, rates, and duties authorised to be taken upon the said line, or any part thereof; and powers will be taken to enable the Company to be incorporated by the Act hereinbefore referred to, to transfer and make over, or lease to the Great Western Railway Company the said railway and works, at a time, and upon certain terms and conditions to be defined in the intended Act.

Dated this tenth day of November 1851.

Currie, Woodgate, and Williams, 32, Lincoln's-inn-fields, London.

Slade and Vining, Yeovil.

Newman and Lyon, Yeovil.

Birkenhead, Lancashire, and Cheshire Junction Railway.

Abandonment of part of Line; Extension to Poulton-cum-Seacombe, and Branch to Liscard; and Extension to the Duke of Bridgewater's Canal, in Norton; Alteration of mode of crossing Canning-street, in Birkenhead; Regulation of Capital; Alteration of Tolls; confirming Agreements with London and North-Western Railway Company; Repeal or Amendment of certain Provisions of "The Shrewsbury and Chester Railway (Birkenhead Station) Act, 1851," and Amendment or Consolidation of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers, restrictions, and provisions of the several Acts relating to the Birkenhead, Lancashire, and Cheshire Junction Railway; that is to say: local and personal, 1st Victoria, chapter 107; 3rd Victoria, chapter 2; 8th and 9th Victoria, chapter 99; 9th and 10th Victoria, chapter 91; 10th and 11th Victoria, chapters 222 and 223; or otherwise to repeal the said Acts, and to consolidate the provisions thereof, and of the said intended Act, in one Act.

And to authorise the Birkenhead, Lancashire, and Cheshire Junction Railway Company, to abandon the formation of so much of the main line of the railway authorised to be made by the said Act of the 9th and 10th of Victoria as lies between the Hooton station of the railway formerly called the Chester and Birkenhead Railway, in the township of Childer Thornton, and parish of Eastham, in the county of Chester, and a field in the township of Helsby, and parish of Frodsham, in the said county of Chester, numbered 29 on the plans of the said railway referred to in the said last-mentioned Act.

And also to abandon the formation of so much of the said main line of railway authorised to be made by the said Act of the 9th and 10th Victoria as lies between the public road numbered 266, in the township of Lower Walton, and parish of Runcorn, in the said county of Chester, on the plans of the said railway referred to in the said last-mentioned Act, and the termination of the said main line in the township of Heaton Norris, in the parish of Manchester, in the county of Lancaster.

And also to abandon the formation of the branch railway authorised to be made by the said last-mentioned Act, and therein described as commencing in the township of Altrincham and parish of Bowden, and terminating by a junction with the Manchester South Junction and Altrincham Railway, in the township of Timperley, and parish of Bowden, all in the said county of Chester, being the railway in the said Act of the 9th and 10th of Victoria secondly described.

And also to abandon the formation of the branch railway authorised to be made by the said last-mentioned Act, and therein described as commencing in the town of Warrington, and terminating by a junction with the Grand Junction Railway, in the township and parish of Warrington, all in the county of Lancaster, being the railway in the said Act of the 9th and 10th of Victoria lastly described.

And it is also proposed by the said intended Act to enable the said Birkenhead, Lancashire, and Cheshire Junction Railway Company to make a railway, to commence by a junction with the Birkenhead, Lancashire, and Cheshire Junction

Railway, at or near the station at Bridge-end, in the extra-parochial chapelry or township of Birkenhead, in the county of Chester, and thence passing from, in, through, or into the several parishes, townships, and extra-parochial places of Birkenhead, Bidston, Wallasey, and Poulton-cum-Seacombe, and terminating at or near to the Seacombe Hotel, in the occupation of Messrs. John and Richard Parry, in the township of Poulton-cum-Seacombe, in the parish of Wallasey, in the said county of Chester.

And it is also proposed by the said intended Act to enable the said Birkenhead, Lancashire, and Cheshire Junction Railway Company to make a railway, to commence by a junction with the said above-mentioned intended railway, in the township of Bidston, in the parish of Bidston, in the county of Chester, to pass into or through the several parishes, townships, and extra-parochial places of Bidston, Wallasey, and Liscard, and terminating at or near to premises called or known by the name of Stone Bark, in the occupation of John North, Esq. in the township of Liscard, in the parish of Wallasey, in the said county of Chester.

And it is also proposed by the said intended Act to enable the said Birkenhead, Lancashire, and Cheshire Junction Railway Company to make a railway, to commence by a junction with the main line of the Birkenhead, Lancashire, and Cheshire Junction Railway, in the township of Norton, in the parish of Runcorn, in the said county of Chester, and passing entirely within the said township of Norton, and terminating at or near the Duke of Bridgewater's canal and warehouses, in the said township of Norton.

And it is also proposed by the said intended Act to enable the said Company to alter the mode of carrying the railway authorised by the said Act of the 8th and 9th Victoria, chapter 99, across a certain road in the extra-parochial chapelry or township of Birkenhead, in the said county of Chester, known as Canning-street or Corporation-road, so as to carry the said road across the said railway upon the level thereof, instead of by means of a bridge, and for such purpose to alter the existing level of the said road within the said extra-parochial chapelry or township of Birkenhead.

And it is also proposed by the said intended Act to empower the said Birkenhead, Lancashire, and Cheshire Junction Railway Company to apply so much of the surplus funds or capital already authorised to be raised by them, under their existing Acts, as may be necessary for discharging existing liabilities of the said Company in reference to the joint construction and possession of a station at Chester, and for the general purposes of the Company, and for constructing the said intended railways and works.

And it is also proposed by the said intended Act to fix, regulate, ascertain, and limit the share capital and borrowing powers of the said Company; and, if need be, to reduce the nominal amount or value of all or some of the shares in the said Company; and to regulate, confirm, and determine the rights of different classes of shareholders in the said Company, and the order in which, and the amount to which, they are or shall be severally entitled to receive dividends out of the profits of the Company, and to authorise the acceptance, merging, or cancelling of all or any shares in the Company, which now are, or may hereafter be, or become liable to be, forfeited, and the issuing of new shares in lieu thereof, with or without any special privileges, advantages, or preference attached thereto.

And it is also proposed by the said intended Act to take power to stop up, alter, or divert, whether temporarily or permanently, all such 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, as it may be necessary to stop up, alter, or divert, by reason of the construction of the said railways and works, or any or either of them.

And it is also intended by the said Act to take powers for the purchase, by compulsion or otherwise, of lands and houses, for the purposes of the said intended railways and works; and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works, or any or either of them, and to confer other rights and privileges, and also to levy tolls, rates, and duties for, or in respect of, the use of the said intended railways and works, or any or either of them, and to alter the tolls, rates, and duties at present leviable upon the Birkenhead, Lancashire, and Cheshire Junction Railway, and to confer such exemptions from the payment of such tolls, rates, and duties, or any of them, as may be thought expedient.

And it is also proposed by the said intended Act to confirm the agreements entered into between the London and North Western Railway Company, and the Birkenhead, Lancashire, and Cheshire Junction Railway Company, for a junction of the said railways at Lower Walton, in the parish of Runcorn, in the county of Chester, and for other purposes.

And it is also intended by the said Act to repeal, or to alter and amend so much of the powers and provisions contained in the "Shrewsbury and Chester Railway (Birkenhead Station) Act, 1851," as provide for, or in any way relate to, the use by the Shrewsbury and Chester Railway Company, and all other Companies or persons using their railway, of the railway and works belonging to the Birkenhead, Lancashire, and Cheshire Junction Railway Company, and to the use by the Birkenhead, Lancashire, and Cheshire Junction Railway Company, and all other Companies or persons using their railway, of the railway and works belonging to the Shrewsbury and Chester Railway Company, and as provide for or relate to the interchange of traffic between the said Shrewsbury and Chester and Birkenhead, Lancashire, and Cheshire Junction Railway Companies, or as in any other way relate to or affect the Birkenhead, Lancashire, and Cheshire Junction Railway Company.

And notice is hereby further given, that maps, plans, and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners, lessees, and occupiers of such lands and houses, describing such lands and houses respectively, and a copy of this notice, as published in the London Gazette, will be deposited, on or before the 30th day of November, in the present year, with the Clerk of the Peace for the county of Chester, at his office, in Chester, and that a copy of so much of the said plans and sections and book of reference as relates to the several parishes in or through which the intended railways and works are proposed to be made; and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, in the present year, be deposited with the parish clerk of those parishes, at their respec-

tive places of abode, and, as regards the said extra-parochial place of Birkenhead, with the clerk of the parish of Bidston, in the said county of Chester, being a parish immediately adjoining to such extra-parochial place of Birkenhead, at the place of abode of such parish clerk.

Dated the 10th day of November 1851.

John B. Lloyd, Solicitor for the Bill.

Lincolnshire Estuary Amendment.

(Inclosure of Lands, Improvement of Wainfleet Harbour, and Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts to authorise the Lincolnshire Estuary Company to reclaim wholly from the sea, and to embank, enclose, drain, improve, hold, and to sell, lease, or otherwise dispose of the tract of land, salt marshes, samphire marshes, green marshes, and other marshes, sands, and mud lands, being part of the great estuary, called the Wash, lying between the counties of Lincoln and Norfolk, hereinafter described; that is to say: a tract comprised within a boundary commencing by a junction with the boundary of the tract of land thirdly described in, and authorised to be enclosed by, the Lincolnshire Estuary Act, 1851, at or near a point on such boundary marked two miles and four furlongs on the plans deposited with reference to the said last-named Act, and extending thence in a north-easterly direction along or near the low-water line of Friskney Flat and Wainfleet Sand, for a distance of seven miles, or thereabouts; thence curving in a northerly and north-westerly direction for a distance of two miles and four furlongs, or thereabouts, until it joins the sea bank at a point thereon, south of and near to Wainfleet Haven, adjoining a farmstead in the occupation of Samuel Smith; and thence along the outer or seaward edge of the present sea bank to the point thereon, in the parish of Wrangle, in the parts of Holland, in the county of Lincoln, where the said boundary line marked on the plans deposited with reference to the Lincolnshire Estuary Act, 1851, as aforesaid, meets the said sea bank; and continuing thence in a south-easterly direction along the line of the said last-mentioned boundary to the said point thereon, marked two miles and four furlongs, where the said proposed boundary commences as hereinbefore mentioned, and where the same boundary also terminates; and also the tracts of land, mud lands, and sands lying between the said tract of land above described, and the south side of the intended new cut, hereinafter described, and also lying between the north side of the said intended new cut and the seaward side of the existing sea banks abutting on Wainfleet Haven aforesaid; and which tracts of land, and the intended embankments and works for enclosing the same, or connected therewith, front or adjoin to the sides of, or are, or will be, situate within the precincts or boundaries of the townships, parishes, hamlets, extra-parochial or other places next hereinafter named, or some of them, viz.: Wrangle, in the parts of Holland, in the county of Lincoln, and Friskney, Wainfleet All Saints, Wainfleet Saint Mary, Croft, and Burgh, or some of them, in the division or parts of Lindsey, in the said county, and the said estuary, called the Wash.

And it is proposed by the said intended Act or Acts to obtain powers to straighten, divert, extend, improve, and maintain, by means of a cut, embankments, extension, or otherwise, the outfall channel of Wainfleet Haven, in the county aforesaid, from a point in the said haven near to and

south-west of the Ship Inn or Gibraltar House, thence curving across the sands, marshes, and mud lands in an easterly and north-easterly direction for a distance of six furlongs, or thereabouts, and terminating at or near that part of the knock and main channel called the Five Fathom Hole, which cut, embankments, extension, and works for extending and diverting the said river and channel are, or will be, wholly situate in the said estuary, called the Wash, in the county of Lincoln, or within the precincts or boundaries of the parishes, townships, or places of Friskney, Wainfleet All Saints, Wainfleet Saint Mary, Croft, and Burgh, or some of them, in the division or parts of Lindsey, in the said county of Lincoln.

And it is also proposed by the said intended Act or Acts to obtain powers to extend, alter, divert, improve, and maintain the outfall of all other creeks, navigations, drains, sewers, and water-courses within the points and boundaries aforesaid, and the townships, parishes, hamlets, extra-parochial or other places hereinbefore named, or some of them, which now discharge their waters into the said estuary, between the said counties of Lincoln and Norfolk, by conducting the last-mentioned waters through part of the lands intended to be reclaimed as aforesaid, into the said new channel or cut, or into the said estuary, or otherwise to provide for the drainage thereof as may be found most desirable.

And notice is hereby further given, that it is proposed by the said intended Act or Acts, and for carrying into effect the purposes thereof, to obtain powers for the compulsory purchase of houses, buildings, lands, and other hereditaments, and to vary or extinguish all rights and privileges connected with or in reference to the same, and to the lands to be reclaimed or purchased as aforesaid, and in reference to the said new channel or cut, and to the lands adjoining thereto respectively, which may in any way interfere with the purposes of the said intended Act or Acts; and also to obtain powers for levying a rate or contribution from the owners of the whole or any parts of the marshes intended to be enclosed and embanked, and to confer other rights, powers, and privileges, and also to obtain powers to raise money for the purposes of the undertaking, by such means as shall be specified in the said Act or Acts, with all such other provisions, powers, and privileges as may be deemed necessary for carrying into effect the purposes aforesaid; and also powers to the said Lincolnshire Estuary Company to raise additional capital for the purposes of the said intended Act or Acts, either by mortgage or by the creation of new shares, with or without special advantages assigned thereto, and such other powers and provisions as are usually inserted in Bills of a like nature; and for the purposes aforesaid to alter, explain, amend, enlarge, or repeal, if need be, the powers and provisions of "The Lincolnshire Estuary Act, 1851," or some of them.

And notice is hereby further given, that so far as may be necessary for the purposes aforesaid, or any of them, it is intended by the said proposed Act to alter, amend, or repeal the provisions of the several Acts following, relating to the port and harbour of Boston, or some of them; that is to say: 25 George III., cap. 105; 7 and 8 George IV., cap. 79; 5 Victoria, cap. 60; or any other Act or Acts now in force relating to the port and harbour of Boston; also of the several Acts relating to the river Welland, that is to say: 5 George IV., cap. 96; 4 and 5 William IV., cap. 87; 1 Victoria, cap. 113; 5 Victoria, cap. 55; or any other Act or Acts now in force relating to the said river Welland.

And notice is hereby further given, that, on or before the thirtieth day of November instant, a plan of the lands intended to be reclaimed, and of the several works proposed to be executed, and also a duplicate of such plan, and a section in duplicate of such works, together with a book of reference thereto, and also a copy of this notice, as published in the London Gazette, will be deposited with the Clerks of the Peace for the parts of Holland and the parts of Lindsey, in the county of Lincoln, at their respective offices, at Spalding and Spilsby, in the said county; and that, on or before the said thirtieth day of November instant, a copy of so much of the said plans and sections as relates to each of the parishes hereinbefore named, into which any part of the said works will extend, or within which any part of the said lands is situate, together with a book of reference thereto, and also 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.

R. and W. G. Roy, } Solicitors for
Geo. Game Day, } the Bill.

Dated this 12th day of November 1851.

Staines and Woking Railway.

To incorporate a Company for making a Railway from the London and South Western Railway at Staines to the same Railway at Woking.—Power to London and South Western Railway Company to subscribe to Capital and appoint Directors.—Powers to agree with the London and South Western Railway Company for maintenance and working of new Railway and for apportionment of Tolls.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorize the construction of a railway, with all proper and necessary bridges, culverts, tunnels, viaducts, stations, works, and other conveniences, commencing by a junction with the Richmond and Windsor Branch of the London and South Western Railway at or immediately adjoining to the present waiting-shed at the Staines station of the said branch railway, on the south-eastern side of the same, and terminating by a junction with the main line of the London and South Western Railway, at or immediately adjoining the carriage-shed belonging to the Woking station of the same railway; which said intended railway stations, works and conveniences, will pass from, through, into, or be situate within the several parishes, townships, extra-parochial and other places following, or some of them; that is to say: Staines, in the county of Middlesex, the bed and shores of the river Thames, in the same parish, or lying between the same and the parish of Egham, in the county of Surrey, and extra-parochial Egham, Thorpe, Chertsey, Chobham, and Horsell, otherwise Horsehill, Woking, all in the county of Surrey.

And it is also intended by the said Act to obtain all necessary powers for the purchase of houses and lands, by compulsion or agreement, and for the diversion of roads, tramways, streams, and other works, for the purposes of the said intended railway, and powers also for levying tolls, rates, and duties upon and in respect of the use of the said railway, and to confer exemptions from the payment of such tolls, rates, and duties, and to vary or extinguish all rights or privileges which would or might interfere with the construction, maintenance, or use of the said intended railway.

And it is also intended by the said Act either to incorporate a Company for the purposes aforesaid,

or to empower the London and South Western Railway Company to carry out the objects and purposes of the said Act, or in case a new Company shall be incorporated, to enable the said London and South Western Railway Company to subscribe in their corporate capacity towards the capital of the said intended Company, to such extent and in such manner as shall be defined by the said Act, and also to enable the said London and South Western Railway Company to appoint a certain proportion of the Directors of such intended Company, and also to enable the said intended Company and the said London and South Western Railway Company to enter into and carry into effect such agreements as to them may seem expedient in respect of the construction, maintenance, and use of the said intended railway, and the maintenance and working thereof, or any part thereof, by the said London and South Western Railway Company, and in respect of the apportionment of tolls derived from the traffic passing on the said intended railway and on the lines of railway of the said London and South Western Railway Company, or any of them; and to amend and enlarge the powers conferred on the said last-mentioned Company by the several Acts relating thereto; that is to say: local and personal, 4th and 5th Wm. 4th, cap. 88; 1st Vict. cap. 71; 2 Vict. cap. 28; 4 and 5 Vict. caps. 1 and 39; 7 and 8 Vict. caps. 5, 63, and 86; 8 and 9 Vict. caps. 86, 121, 165, and 185; 9 and 10 Vict. caps. 252, 131, 174, 175, 370, 173, and 391; 10 and 11 Vict. caps. 88, 115, 145, 249, and 244; 11 and 12 Vict. caps. 85, 87, 89, and 125; 10 and 11 Vict. cap. 297; 8 and 9 Vict. cap. 93; 10 and 11 Vict. caps. 96, 97, 58, and 57; 11 and 12 Vict. cap. 75; 9 and 10 Vict. cap. 129; 10 and 11 Vict. cap. 243; 11 and 12 Vict. cap. 157; 12 and 13 Vict. caps. 33 and 34; 8 and 9 Vict. cap. 88; 13 and 14 Vict. cap. 24; 1 and 2 Vict. cap. 27; 8 and 9 Vict. caps. 53 and 107; 9 and 10 Vict. cap. 355; 10 and 11 Vict. cap. 273; 14 and 15 Vict. cap. 83; 9 and 10 Vict. cap. 313; and 10 and 11 Vict. cap. 60; so far as may be necessary for the purposes of the said intended Act.

And notice is hereby further given, that on or before the 30th day of November 1851 duplicate plans and sections of the said proposed railway and works, together with books of reference to such plans, and with a published map, on a scale of not less than half an inch to a mile, shewing the general course and direction of the said proposed railway and works, and also a copy of this notice, as published in the London Gazette, will be deposited for inspection with the Clerk of the Peace for the county of Surrey, at his office, at Lambeth, in the same county, and with the Clerk of the Peace for the county of Middlesex, at his office, at Clerkenwell, in the same county; and on or before the same 30th day of November instant, a copy of so much of the said plans and sections as relates to each parish in or through which the said proposed railway and works are intended to be made, together with books 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.

Dated this 13th day of November 1851.

Tyrrell and Paine, Guildhall-yard, London.

Bituminous Shale Company.

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session for leave to bring in a Bill to incorporate the

Bituminous Shale 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 the manager or other officer of the said Company, with three or more of the directors thereof; to alter, to amend, and to enlarge the contract of partnership or deed of settlement of the said Company, and the laws, bye-laws, rules, and regulations of the said Company, and so far as necessary to confirm the same; to increase the capital of the said Company, and to confer further and other powers and privileges upon the said Company and the directors thereof.

Dated this thirteenth day of November one thousand eight hundred and fifty-one.

Harry S. Styan, Lincoln's-inn, Solicitor to the said Company.

Bituminous Shale 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 the incorporation of a Company, to be called the New Bituminous Shale Company, with all such power as may be necessary for the purpose of extracting, distilling, or manufacturing from a certain material or substance, called or known as Schistus or Bituminous Shale, Blackstone Kimmeridge coal, or any earth, clay, mineral, or other like substance, certain oils, pitch, and gaseous unctious, carbonaceous and other products, and to sell and dispose of the same; and in the event of the incorporation of the said Company as aforesaid, for the execution of the works and matters as aforesaid, it is further intended in the said Bill, to authorize a certain Company, called the Bituminous Shale Company, to sell all their right, title, and interest in certain works, patents, buildings, machinery, stores, leases, contracts, and other property, whatsoever and wheresoever, and to enable the said New Bituminous Shale Company to purchase the same upon such terms and conditions as may be agreed upon between the said Companies.

Dated this thirteenth day of November one thousand eight hundred and fifty-one.

Harry S. Styan, Lincoln's-inn, Solicitor to the said Company.

North Western Railway.

(Extension of Time for Completion of Works and Purchase of lands, Authorising Level Crossings, Purchase of Additional Lands, power to provide Steam Boats, Regulation of Capital.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts following, or some of them; that is to say: "The North Western Railway Act, 1846;" "The North Western Railway (Divisions at Skipton, Casterton, Sedbergh, and Bulk) Act, 1848;" "The North Western Railway (Extension of Lancaster Branch, &c.) Act, 1849;" and "The Morecambe Harbour and Railway Act, 1846;" or otherwise to repeal the said Acts, and consolidate some of the provisions thereof and of the said intended Act into one Act, and to extend the time or revive the powers granted to the North Western Railway Company for the making and completion of so much of their railway as is authorised to be made between the town of Ingleton, in the West Riding of the county of York, and the junction of the said railway with the Lancaster and Carlisle Railway, at or near

Low Park, otherwise Dillicar Low Park, in the parish of Kendal, in the county of Westmoreland, and of the harbour and works, or part thereof, authorised by "The Morecambe Harbour and Railway Act, 1846," and for the compulsory purchase of lands and houses required for such respective purposes.

And it is also proposed by the said intended Act to confirm and sanction the construction and maintenance of the North Western Railway across the road numbered, on the plans referred to in "The Morecambe Harbour and Railway Act, 1846," 51, in the parish of Lancaster, on the level of such road, and to confirm and sanction the construction of the said railway across a strip of land numbered, on the plans referred to in "The North Western Railway Act, 1846," 199, in the said parish, now alleged to be a public road on the level thereof.

And it is further proposed by the said intended Act to enable the North Western Railway Company to purchase, by compulsion or agreement, certain portions of the sea shore and waste at Morecambe aforesaid, in the township of Poulton, Bare, and Torrisholme, in the parish of Lancaster, near to or adjoining the lands authorised by "The Morecambe Harbour and Railway Act, 1846," to be taken for the purposes of the harbour by such Act contemplated, and to maintain over or upon the same a tramway or tramways communicating between the line of their railway at Morecambe aforesaid, and a certain pier or jetty constructed by the said Company, on the shore at or near a place called Poulton Ring, at Morecambe aforesaid, and to legalise and confirm the construction of the said tramway or tramways, pier, or jetty, and the works connected therewith, and to authorise the construction and maintenance of such additional works as may be considered expedient, and to alter, amend, and extend the powers of the said Company with reference to the sale of lands required by them, but not wanted for the purpose of their undertaking, and to enable the said Company to sell and dispose of such lands, or some part thereof, to such persons, at such times, in such lots, and subject to such terms, conditions, covenants, and restrictions, as they shall think fit.

And it is further proposed by the said intended Act to enable the said Company, either alone or in conjunction with other parties or persons, to purchase and acquire, or to hire and to maintain, work, and use such and so many steam-vessels as they shall, from time to time, deem expedient, and to apply and appropriate to such purpose any part of the money which they are now authorised to raise, and to levy and receive tolls, rates, and charges, for the use of such vessels, and to grant exemptions from the payment thereof.

And it is further proposed by the said intended Act to fix, regulate, and ascertain the capital and borrowing powers of the said Company, and to regulate, confirm, and determine the rights of the different classes of shareholders in the same Company, and the order in which, and the amount to which, they are or shall be severally entitled to receive dividends out of the profits of the said Company; and to empower the said Company to make arrangements with all or any of the different classes of shareholders, with respect to their respective rights and interests, and any alterations therein, or variations therefrom, as may be agreed upon between the said Company and a majority of the shareholders of any particular class or classes; and also to authorise the merging or cancelling of all or any shares in the said Company which may have been, or may hereafter be, or become liable to be, forfeited, and of all or any

shares in the Company which have not been issued by them, and the issuing of new shares in lieu of all or any shares so merged or cancelled with or without any special privileges, advantages, or preference attached thereto.

And it is also proposed, by the said intended Act, to prohibit the digging or carrying or taking away any shingle, rock, or other material from the beach or shore adjoining to or within a prescribed distance from any sea-wall, buttress, breakwater, or other work, now or hereafter to be constructed by the North Western Railway Company, and to impose a penalty or other punishment for every such offence.

And notice is hereby further given, that plans, showing the shore or waste lands at Morecambe, so proposed to be purchased as aforesaid, and the tramway or tramways constructed thereon, and the pier or jetty so constructed by the said Company, and sections of such tramway or tramways, pier or jetty, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Lancaster, at his office, in Preston, and with the parish clerk of the parish of Lancaster, at his place of abode.

Dated this twelfth day of November 1851.

John Sharp, Lancaster, Solicitor to the North Western Railway Company.

Lichfield Waterworks.

(Construction of Waterworks near Lichfield, and Extension of Works to Walsall.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for the better supplying with water the city and county of the city of Lichfield, and also the borough and foreign of Walsall, and the adjacent parishes and places, all within the county of Stafford.

And it is proposed by the said Bill to authorise the construction of waterworks and of a reservoir near to Trunk Fields, in the parish of St. Michael, Lichfield, in the county of the said city of Lichfield.

And it is intended to authorise the compulsory taking of all springs and streams arising in and passing through a meadow or parcel of land situate in the parish of St. Chad otherwise Stowe, in the city and county of the city of Lichfield, called Pipe Green; and also to take by compulsion all other springs or streams arising in and passing through certain meadows and lands called Trunk Fields aforesaid; and also all other springs or streams within the parishes and townships of St. Michael, St. Chad otherwise Stowe, Pipe Hill, Burntwood Edjall and Woodhouses, Hammerwich, Farewell and Chorley, Curborough and Elmhurst, in the county of Stafford, and in the county of the city of Lichfield, one or both of them, or any of them.

And also to authorise the construction and laying down of conduits, pipes, and other works, for the purpose of conveying the said springs and streams at Trunk Fields and Pipe Green to and for the supply of the said city and county of Lichfield; and also to and for the supply of the borough and foreign of Walsall, and the parishes and places intervening between Lichfield aforesaid and Walsall aforesaid, and the places adjacent thereto:

And it is intended to authorise the construction of another reservoir at or near Brown Hills, in the said county of Stafford, where the line of the South Staffordshire Railway crosses the old Chester turnpike-road:

And it is intended to authorise the laying of conduits and pipes along a portion of that part of the line of the said South Staffordshire Railway which lies between Lichfield and Walsall aforesaid:

And it is intended to authorise the construction of waterworks and main pipes, commencing at or near the said places, called Trunk Fields and Pipe Green, and terminating at or near the street called Saint John-street, in the parish of Saint Michael, within the said city and county of Lichfield: and also to authorise the construction of waterworks and main pipes, commencing at or near the said places called Trunk Fields and Pipe Green, and terminating at or near Bridgman-place, in the parish and borough of Walsall aforesaid:

And also to authorise the construction of all such cuttings, embankments, watercourses, sluices, communications, mains, pipes, engines, machinery, buildings, filtering beds, and other works, as may be requisite or desirable for the purposes of the proposed waterworks, or any of them:

And notice is hereby given, that the said waterworks are intended to be made or pass in, from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say: The Friary, the Close of the Cathedral Church of Lichfield, Curborough and Elmhurst, Elmhurst, Curborough, Stowe, St. Chad Lichfield, St. Mary Lichfield, St. Michael Lichfield, St. Chad otherwise Stowe, Aldershaw, Lemonsley, Pipe Green, Pipe-cum-Membris, Pipe Hill, Pipe Marsh, Sandyway, Christ Church Lichfield, Little Wyrley, Brown-hills, Cannock, Norton-under-Cannock, Norton Canes, Norton, Ogle Hay, Lynn, Lower Stonnall, Upper Stonnall otherwise Over Stonnall, Stonnall, Hilton, Chesterfield, Sherstone, Farewell and Chorley, Chorley, Farewell, Wall, Wall Butts otherwise Wall Budds, Burntwood, Edjall and Woodhouses, Woodhouses, Edjall, Burntwood, Hammerwich, Pipa Parva, Pipa Magna, Lemonsley Mill, The Butts otherwise Rushall Butts, Pelsall, Rushall, Catshill, Shire Oak, Clayhanger Common otherwise Clanger Common, Clayhanger otherwise Clanger, Bunnell's Heath, Walsall Wood Common, St. John's Walsall Wood, Shelfield and Walsall Wood, Walsall Wood, Goblins Pitt Wood, Goblins Pitt, High Heath, Cole Heath, Four Crosses, Shelfield Common otherwise Birches Green, Shelfield, Moss Pit Green, Shavers End, Coalpool, Cartbridge, Ryecroft, Lower Birchills, Birchills, Wisemore otherwise Wisemore, Walsall Town's End, Walsall Lammas Lands, The Long Meadows, Walsall Race Course, Millfurlong, Woodend and Caldmore, Caldmore, Woodend, The Lower Pleck, The Pleck, Bescott, Harden and Birchills, Little Bloxwich, Great Bloxwich, Bloxwich otherwise Great Bloxwich, Saint Paul's Walsall, Saint Peter's Walsall, Walsall borough, Walsall foreign otherwise the foreign of Walsall, and Walsall, all in the city and county of the city of Lichfield, and the county of Stafford, or one of them:

And it is intended to take powers to divert into the reservoirs and waterworks proposed to be authorised by the said Bill the water from the springs, brooks, and streams described upon the plans hereinafter referred to:

And notice is hereby given, that duplicate plans and sections of the said works, and a book of reference to such plans, and a copy of this notice, as published in the London Gazette will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of the city of Lichfield, at his office, in the city of Lichfield, and with the Clerk of the Peace for the county of Stafford, at his

office, at Stafford; and that on or before the said 29th day of November instant a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes or extra-parochial places in or through which the said intended waterworks are proposed to be made, and also a copy of this notice, as published in the London Gazette, will be deposited with the clerk of each such parish, at his dwelling-house, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his dwelling-house:

And notice is hereby given, that it is intended by the said Bill to incorporate a Company for carrying into effect the purposes aforesaid, and to empower such Company to levy, receive, and recover rates, duties, rents, and payments, for the purposes of the said Bill, and to alter existing rates and duties, and to confer, vary, or extinguish exemptions from payment of rates, rents, and duties, and other rights and privileges:

And it is intended to incorporate with the said Bill the provisions, or some of them, of the "Waterworks Clauses Act, 1847," and the "Companies Clauses Consolidation Act, 1845:"

And it is also intended to take powers for the purchase, by compulsion, and also by agreement, of lands, houses, mills, springs, streams, and hereditaments, and to extinguish all rights and privileges connected with or incident to any property purchased or taken, or which might in any way interfere with or impede the carrying into effect the purposes of the said Bill:

And it is intended by the said Bill to amend, extend, or in part to repeal the provisions, or some of them, of an Act, passed in the 46th year of the reign of King George the 3rd, intituled "An Act for paving, cleansing, lighting, watching, and regulating the streets, lanes, and other public passages and places within the city of Lichfield, and the suburbs thereof." And also of another Act, passed in the 55th year of the reign of King George the 3rd, intituled "An Act for dividing, inclosing, and selling the waste lands and lammas, and other commonable rights, in the city and county of the city of Lichfield, to explain and amend an Act of His present Majesty for paving, cleansing, lighting, watching, and regulating the streets, lanes, and other public places within the city of Lichfield, and the suburbs thereof, and for better supplying the said city with water:"

And also, so far as may be necessary or desirable for the purposes of the said Bill, to amend the several Acts relating to the South Staffordshire Railway Company, viz. "The South Staffordshire Junction Railway Act, 1846," "The Trent Valley Midlands and Grand Junction Railway Act, 1846," "The South Staffordshire Railway Act, 1847," "The South Staffordshire Railway Leasing Act, 1850," and "The South Staffordshire Railway Act, 1851:"

And it is also intended by the said Bill to grant powers to certain persons called the Feoffees and Sidesmen of the conduit lands in the city of Lichfield for the supplying with water of the said city. And also to revive the powers conferred by the said recited Act of the 55th year of the reign of King George the 3rd upon the said Feoffees and Sidesmen of the conduit lands in the said city, and particularly to revive the powers conferred upon the said Feoffees and Sidesmen of the conduit lands in the said city by the sections of the said last-mentioned Act, respectively numbered 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, in the copies of the said Act, printed by the Queen's printer, and also to enable the Feoffees and Sidesmen of the said conduit lands to subscribe towards

and take shares in the undertaking of the Company to be incorporated by the said Bill, or to raise the whole or any part of the money necessary for the same:

And to alter the existing powers of the Feoffees and Sidesmen of the said conduit lands, and the disposition and application of the property vested in them.

Dated the 12th day of November 1851.

Dyott and Son, Solicitors, Lichfield.

Oxford Gas Consumers Company.

(Incorporation of Company and Powers.)

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session for an Act to incorporate, by the name of the "Oxford Gas Consumers Company," or by some other proper and convenient name, a Company for the purpose of making and selling gas, coke, and other products, and to enable such Company to supply gas for the purpose of lighting and to light with gas the city of Oxford and the university of Oxford respectively, and the liberties thereof respectively, and all other places within a distance of three thousand and eighty yards from the town-hall of the city of Oxford, and all streets, roads, highways, lands, passages, courts, yards, buildings, and other public and private places within that distance from that town-hall, and which city, university, liberties, and places, respectively, comprise or are situate in the several parishes, townships, and extra-parochial places following, or some of them, or some parts thereof, namely; Saint Aldate, (Saint Aldate within the city of Oxford, Saint Aldate without the city of Oxford,) All Saints, Binsey, Saint Ebbe, Saint Giles, Holywell, Saint John, Saint Mary the Virgin, Saint Mary Magdalen, Saint Martin, Saint Michael, Saint Peter-le-Bailey, Saint Peter in the East, Saint Clements, Saint Thomas, Merton Fields, Grand-pont, North Hinksey, South Hinksey, Botley, Wytham, Godstow, Cumner, Iffley, Cowley, (Middle Cowley, Temple Cowley, Church Cowley,) Marston, Headington, and Somerton, otherwise Summertown, and the following colleges and halls; that is to say: University College, Baliol College, Merton College, Exeter College, Oriel College, Queen's College, New College, Lincoln College, All Souls College, Magdalen College, Brazen-nose College, Corpus Christi College, Christchurch College, Trinity College, Saint John's College, Jesus College, Wadham College, Pembroke College, Worcester College, Saint Mary Hall, Magdalen Hall, New Inn Hall, Saint Alban Hall, and Saint Edmund Hall, and which several parishes, townships, extra-parochial places, colleges, and halls respectively, are situate in the counties of Oxford and Berks, or one of them; and to enable the Company to lay down and make mains, pipes, and other works and conveniences, in the said city, university, liberties, and places respectively, and to erect and construct, in the said city, university, liberties, and places respectively, all such buildings, gasometers, apparatus, and other works and conveniences, as the Company may think fit; and to enable the Company to purchase, compulsorily or by agreement, and to take on lease, and otherwise to acquire and to hold and dispose of lands, houses, easements, and other property, and to raise a share capital and borrow monies for the purposes of the undertaking, and to levy rates or rents for the gas and apparatus supplied by the Company, and other tolls, rates, or duties; and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges.

And in which said Bill will be inserted all the powers and provisions usually inserted in Bills of a similar description, and such other powers, rights, and privileges, as may be deemed necessary for carrying into effect all or any of the purposes aforesaid.

Dated 13th November 1851.

St. Helen's and Southport Railway.

(Power to use East Lancashire and St. Helen's Railways; and London and North Western, Lancashire and Yorkshire, and East Lancashire Railway Companies, and the St. Helen's Canal and Railway Company to contribute towards the St. Helen's and Southport Railway.)

IT is intended to apply to Parliament in the next session thereof for leave to bring in a Bill to incorporate a Company, and to enable that Company to construct the following works, namely: 1. A railway, with all necessary stations, approaches, conveniences, and works, commencing by a junction with the St. Helen's Railway, near the passenger station of that railway, in the town of St. Helen's, in the township of Windle, in the parish of Prescott, passing through the townships or chapelries of Windle, Hardshaw-within-Windle, and Rainford, in the parish of Prescott, the townships or chapelries of Bickerstaffe, Skelmersdale, Lathom, Burscough, and Ormskirk, in the parish of Ormskirk, the township and parish of Aughton, the township of Scarisbrick, in the said parish of Ormskirk, and the townships and parishes of Halsall and of North Meols (all which places are in Lancashire); and terminating in the last-named township and parish on the south eastern side of Chapel-street, in the town of Southport. 2. Two short branch lines in the said township or chapelry of Rainford, commencing by two several junctions with the intended railway, and terminating by junctions with the Lancashire and Yorkshire Railway, at or near the spot where that railway crosses a road called News-lane. 3. The intended railway will form a junction with the Skelmersdale branch of the East Lancashire Railway, at or near the eastern end of that branch, in the said township of Lathom, and will also form junctions with the East Lancashire Railway near the spot where the East Lancashire Railway crosses a certain lane called Dyer's-lane, or Brook-lane, near the boundary line of the said townships of Ormskirk and Bickerstaffe, in the parish of Ormskirk. The Bill will contain powers for the purchase, by compulsion, of lands and houses, for the levying of tolls and other charges, for the varying or extinguishing of any rights and privileges which may interfere with the undertaking. The Bill will also enable the intended Company to use certain portions of the East Lancashire and the St. Helen's Railway, especially the Skelmersdale branch of the East Lancashire Railway, and to enter into agreements with the Companies owning those railways for the use of the station and works of the St. Helen's Railway and Canal Company at St. Helen's, and of the East Lancashire Railway Company at Ormskirk. The Bill will enable the St. Helen's Railway and Canal Company, the East Lancashire, the Lancashire and Yorkshire, and the London and North Western Railway Companies, or some of them, to subscribe towards the intended undertaking, and will extend and amend the Acts of these Companies for the purposes of the said Bill, namely: the following Acts relating to the East Lancashire Railway Company: "The East Lancashire Railway Act, 1844;" "The East Lancashire Railway Act, 1845;" "The East Lan-

No. 21265.

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cashire Railway Act, 1845, No. 2;" "The East Lancashire Deviation and Branch Railways Act, 1846;" "The Blackburn and Preston Railway Acts, 1844, 1845, and 1846;" and "The East Lancashire Railway Amalgamation Act, 1846;" "The Liverpool, Ormskirk, and Preston Railway Act, 1846;" "The East Lancashire Railway Deviations and Rawtenstall Coal Branch Act, 1847;" "The East Lancashire Railway Act, 1847 (Preston Extension);" "The East Lancashire Railway Act, 1849;" and "The East Lancashire Railway Act, 1851." Also the following Acts relating to the London and North Western Railway Company: the 8 and 9 Vict., cap. 156; 9 and 10 Vict., caps. 67, 80, 82, 152, 182, 184, 193, 204, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396; the 10 and 11 Vict., caps. 73, 107, 114, 118, 121, 132, 139, 159, 178, 188, 228, 270, 278, and 294; the 11 and 12 Vict., cap. 130; and the 12 and 13 Vict., cap. 74. Also the following Acts relating to the Lancashire and Yorkshire Railway Company: the 6 and 7 Will. IV., cap. 111; the 7 Will. IV. and 1 Vict., cap. 24; the 2 and 3 Vict., c. 55; the 4 and 5 Vict., cap. 25; the 7 and 8 Vict., caps. 16, 82, and 83; the 8 and 9 Vict., caps. 39, 54, 105, 119, 166, 171, and 172; the 9 and 10 Vict., caps. 185, 231, 271, 277, 282, 306, 312, 354, 378, 381, and 390; the 10 and 11 Vict., caps. 103, 163, 166, 221, and 232; the 11 and 12 Vict., caps. 71 and 115; the 12 and 13 Vict., caps. 50 and 74; the 13 and 14 Vict., caps. 83 and 99; the Manchester, Bolton, and Bury Canal and Railway Acts, 1831, 1832, 1835, and 1838. Also the following Acts relating to the Saint Helen's Canal and Railway Company, namely: the 11 Geo. 4, caps. 50 and 61; the 4 and 5 Wm. 4, cap. 3; the 1 and 2 Vict., cap. 21; the 8 and 9 Vict., cap. 117; "The Saint Helen's Canal and Railway Act, 1846;" and "The Saint Helen's Canal and Railway Act, 1847."

Duplicate plans and sections of the intended railway and works, together with a book of reference to the plans containing the names of the owners, lessees, and occupiers of the property to be taken, a map, showing the general course and direction of the railway, and a copy of this notice will be deposited before the 30th November instant, at the office of the Clerk of the Peace for Lancashire, in Preston, and copies of so much of the plans and sections and book of reference as relates to each parish, and also a copy of this notice will, before that day, be deposited with the clerk of that parish, at his residence; and as to so much as relates to extra-parochial places, will be deposited with the clerk of an adjoining parish.

Dated this 12th day of November 1851.

T. A. and J. Grundy, Solicitor.

Cwm Dare and Cwm Amman Railways.

(Incorporation of Company for making Railways from the Aberdare Railway, up the Valleys of the Dare and Amman, and power to make arrangements with the Taff Vale Railway Company.)

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 railways hereinafter described, with all proper works and conveniences connected therewith, and approaches thereto; that is to say: a railway to commence from and out of the line of the Aberdare Railway, at or near to the point at which the road from Aberdare to Merthyr crosses the Aberdare Railway on a level, near to the Aberdare Railway Station, at Aberdare, in the parish of

Aberdare, in the county of Glamorgan, and to terminate in a field, part of Bwllfadar Farm, in the same parish, about two chains to the west of the junction of the Nant Melyn stream with the river Dar or Dare; another railway commencing from and out of such intended railway at or near Dyffryn Dare, and terminating near the mouth of a level now being driven by David Williams, in a field, part of the Penrhillech Farm; another railway, commencing from and out of the main line of the Aberdare Railway at a point near Abercwmy Ucha, and terminating at or near Blaenamman Fach; and another railway, commencing from and out of the last-mentioned intended railway at or near Forch Amman, and terminating at or near Ty-yn-y-coed otherwise Tycoed; all which said intended railways will be wholly situate in the said parish of Aberdare:

And notice is hereby given, that maps, plans, and sections of the said intended railways and works, together with a book of reference to such plans, and also 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 Glamorgan, at his office, in Cardiff, and that a copy of the said plans, sections, and book of reference, and also a copy of the said Gazette notice, will be deposited, on or before the thirtieth day of November in the present year, with the clerk of the parish of Aberdare, at his residence:

And notice is hereby also given, that it is proposed by such intended Act to incorporate a Company for the purpose of carrying into effect the said intended railways and works, or some of them, or some part or parts thereof, and to take power for the purchase of lands and houses by compulsion or agreement, for the purposes of the railways and works so intended to be authorized as aforesaid; and also to levy tolls, rates, and charges for and in respect of the use of the said intended railways and works, and to grant exemptions from such tolls, rates, and charges:

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

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

And that it is also proposed by such intended Act to enable the Company to be thereby incorporated and the Taff Vale Railway Company to enter into such arrangements and agreements with respect to the working and using by the last-mentioned Company of the said intended railways and the works connected therewith, or any part thereof, and with respect to the regulation and management by such last-mentioned Company of the traffic upon or over the said intended railways, and with respect to the division and apportionment of such traffic and of the tolls, rates, and charges arising therefrom, and upon such payments, terms, and conditions as may be mutually agreed on between the parties:

And that it is also proposed by such intended Act to alter, amend, and enlarge the Acts relating to the Taff Vale Railway Company: (that is to say) local and personal Acts, 6 William IV.,

cap. 82; 1 Vict., cap. 70; 3 and 4 Vict., cap. 110; 7 and 8 Vict., cap. 84; 9 and 10 Vict., cap. 393; 11 and 12 Vict., cap. 23; and 12 and 13 Vict., cap. 61.

Dated the 12th day of November 1851.

W. O. and W. Hunt, 3, Whitehall-place.

Eastern Union Railway Company.

(Arrangements as to Capital, Preference Shares, and Debts; Use of London and Blackwall Railway; and Lease or Sale to, or Amalgamation with, Eastern Counties Railway Company.)

THE Eastern Union Railway Company intend to apply to Parliament in the next session thereof for leave to bring in a Bill to enable them to effect all or some of the following objects; that is to say: 1. The adjustment and postponement of payment of certain of the simple contract debts of the Company, and the securing of those debts by the issue (upon conditions to be stated in the Bill) of notes, bonds, or other securities, bearing a certain rate of interest to be paid next after the interest upon existing mortgages, debentures, and bonds, and before any payment to any class of shareholders in the Company. 2. The reduction (on conditions to be stated in the Bill) of the amount of dividend or interest payable upon the various classes of preference shares and the readjustment and marshalling of the divisible funds and revenues of the Company among the several classes of shareholders from a date to be fixed in the said Bill. 3. The making of such arrangements with respect to arrears of dividends or interest due upon or in respect of the preference shares, and of interest in respect of the simple contract debts of the Company as may be provided in and by the said Bill. 4. To secure to the holders of certain of the shares created by virtue and under the authority of the Eastern Union Railway Amendment Act, 1849, a guaranteed preference interest or dividend at the rate of 4 pounds per centum per annum upon all such sums of money as may from time to time be called up on such shares, and specifically to appropriate the rent or any portion of the rent to be paid by the Eastern Counties Railway Company to the Eastern Union Railway Company in respect of the railway and works to be constructed under the authority of the Eastern Union and Harwich Railway and Pier Act, 1847. 5. To enable the Company at any time to redeem at par all or any of the shares entitled to any preference or privilege. 6. To alter the terms of and to reduce the amounts payable under any lease or agreement for a lease of the Colchester, Stour Valley, Sudbury, and Halstead Railway, and Stowmarket Navigation respectively, and to enable the Company to commute such payments into a stock redeemable at par. 7. To make new arrangements with respect to the capital of the Company, and to alter, vary, and extinguish all existing rights and privileges of the creditors, and of the preference and other shareholders of the Company, so far as may be necessary for carrying into effect the before-mentioned objects, or any of them; and to confirm any agreements which may have been, or may be, made with the creditors, or any class of shareholders of the Company, touching the matters aforesaid, and to attach certain priorities and privileges to a definite portion of the capital of the Company remaining to be called up. 8. To enable the Company to reduce the number of the directors, and to define certain conditions on which alone any sale or lease of the undertaking of the Eastern Union Railway Company shall be valid. 9. To use with their engines and

carriages (upon conditions to be stated in the Bill) the portion of the London and Blackwall Railway lying between its junction with the Eastern Counties Railway at or near Bow and its terminus near Fenchurch-street, in the city of London, and the watering-places, sidings, and stations connected with the London and Blackwall Railway at and between Bow and its said terminus. 10. To enable the Eastern Union Railway Company to sell or to grant a lease of their undertaking, or of any part thereof, to the Eastern Counties Railway Company, and to enable that Company to accept such lease or to effect such purchase, or to enable the said Companies to amalgamate, so that all the rights, powers, and privileges, and all the debts, duties, and liabilities of the first-named Company may be transferred to and exercised by the Eastern Counties Railway Company, and that all the lands, tenements, and hereditaments, navigation, railways, and undertakings, property, estate, and effects of the said first-named Company, or so much thereof as the said Bill may define, may during the continuance of the proposed lease or for ever be vested in and be managed, held, and enjoyed by the Eastern Counties Railway Company; and the said Bill will confirm any agreements already made between the said Companies for these purposes, and will enable the said Companies to enter into agreements for the same purposes. 11. To alter, amend, and enlarge the powers and provisions of the several Acts following; that is to say: the 30 George III., cap. 57; the 33 George III., cap. 20; and the 9 and 10 Victoria, cap. 106, relating to the Stowmarket Navigation; the 7 and 8 Victoria, cap. 85, the 8 and 9 Victoria, caps. 94 and 97, the 9 Victoria, cap. 53, the 9 and 10 Victoria, cap. 97 and 280, the 10 Victoria, cap. 19, the 10 and 11 Victoria, caps. 137, 174, and 225, the 12 and 13 Victoria, cap. 92, the 13 and 14 Victoria, cap. 54, and 14 and 15 Victoria, cap. 58, relating to the Eastern Union Railway; the 9 and 10 Victoria, cap. 76, and the 10 Victoria, caps. 11, 18, and 21, relating to the Colchester, Stour Valley, Sudbury, and Halstead Railway; and particularly to amend so much of "The Eastern Union Railway Amendment Act, 1851," as directs the settlement by arbitration of the arrangements for facilitating the passing of traffic over the Eastern Counties Railway to and from the Eastern Union Railway: Also the 6 and 7 William IV., caps. 103 and 106; 1 and 2 Victoria, cap. 81; 2 and 3 Victoria, caps. 77 and 78; 3 Victoria, cap. 52; 4 Victoria, caps. 14 and 21; 4 and 5 Victoria, c. 42; 6 Victoria, c. 28; 7 Victoria, caps. 19, 20, and 35; 7 and 8 Victoria, caps. 62 and 71; 8 and 9 Victoria, caps. 85, 110, 201, and 203; 9 and 10 Victoria, caps. 97, 205, 258, 345, and 367; and 10 and 11 Victoria, caps. 92, 156, 157, 158, and 235, relating to the Eastern Counties Railway Company.

Dated this 12th day of November 1851.

W. M. Kitton, Solicitor, Norwich, Law Clerk to the Eastern Union Railway Company.

Lancashire and Yorkshire and York and North Midland Railways.

(Power for the Companies to enter into Agreements in respect to the Hull and Selby and Bridlington Branch Railways, and the Wakefield, Pontefract, and Goole and Askern Branch Railways, and Amendment of Acts.)

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

provisions of the several Acts relating to the Lancashire and Yorkshire Railway Company (lately called the Manchester and Leeds Railway Company), passed respectively in the 6th and 7th years of the reign of his late Majesty King William the Fourth, and in the 2nd and 3rd, 4th, 7th, 8th and 9th, 9th and 10th, 10th and 11th, 11th, 12th and 13th, and 13th and 14th years of the reign of Her present Majesty, and also of the several Acts relating to the Wakefield, Pontefract, and Goole Railway, passed respectively in the 8th and 9th years of the reign of Her said present Majesty, and also of the several Acts relating to the York and North Midland Railway Company, passed respectively in the 6th year of the reign of His said late Majesty King William the Fourth, and in the 1st, 4th, 7th, 8th, 9th, 10th, 11th, 13th, and 14th years of the reign of Her said present Majesty, and of the several Acts in the said several above-mentioned Acts recited or referred to, or of some of the said Acts. And it is proposed by the said intended Act to empower the said Lancashire and Yorkshire Railway Company and the said York and North Midland Railway Company to enter into agreements as to the working, using, management, and maintenance of the Hull and Selby Railway, and the Bridlington Branch thereof, and of the Wakefield, Pontefract, and Goole Railway, and the Askern and Methley branches thereof, and of the several branch railways and station and works constructed under the provisions of "The York and North Midland (Hull Station) Railway Act, 1847," or some of the said several railways, branches, and works, and to the division and apportionment of the rates, tolls, and charges levied and received on the said several railways, branches, and works respectively, and the payment of the costs and expenses of the working, using, management, and maintenance thereof, or otherwise to authorise the union, amalgamation, and consolidation into one undertaking of the said several railways, branches, and works, and for vesting the said several railways, branch railways, and works in the said Lancashire and Yorkshire and York and North Midland Railway Companies jointly, or in a new Company to be incorporated for such purposes.

And it is also intended by the said Act, so to be applied for, to enable the said Lancashire and Yorkshire Railway Company and the said York and North Midland Railway Company, or such new Company, to levy tolls, rates, and duties for or in respect of the said several railways, branch railways, and works, or any part thereof, and either to adopt, alter, increase, or vary the tolls, rates, or duties now authorised to be taken upon or in respect of the same, or to levy other and additional tolls, rates, and duties in respect thereof, or any part thereof, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and other rights, privileges, and exemptions.

Dated this thirteenth day of November 1851.

Eastern Union and Great Northern Junction Railway.

(Railway from Norwich to East Dereham; and Powers with respect to the Great Northern, East Anglian, and Eastern Union Railways.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next session thereof for a Bill to incorporate a Company, and to give to that Company power to make and maintain a railway, with all proper works, stations, approaches, and conveniences connected therewith,

commencing by a junction with the Eastern Union Railway at a point about five chains to the south of the Southwell-road bridge, in the hamlet or parish of Lakenham, passing thence through and into the several places following, or some of them; that is to say: Lakenham, Saint Stephen, Heigham, Saint Clement, Hellesdon otherwise Hellesden, Earlham, and Eaton, in the county of the city of Norwich; Hellesdon otherwise Hellesden, Costessey otherwise Cossey, Drayton, Earlham, Taverham, Ringland, Attlebridge, Morton otherwise Morton-on-the-Hill, Weston otherwise Weston Longville, Lenwade, Great Witchingham, Little Witchingham, Alderford, Ling otherwise Lyng, Bawdeswell, Sparham, Bylaugh otherwise Belaugh, Elsing, Swanton Morley, Hoe otherwise Hoo, and East Dereham, all in the county of Norfolk, and terminating by a junction with the East Anglian Railway in the said last-mentioned parish, at or near the engine-shed in the station-yard of the East Anglian Railway Company.

And it is intended by the said Bill to take power to purchase, by compulsion, the lands, houses, and other property which may be required in the construction of the said railway; and to vary and extinguish all existing rights or privileges in any manner connected with such lands, houses, and other property; also power to levy tolls, rates, and charges in respect of the said railway, and to grant certain exemptions from such tolls, rates, and charges, and to confer other rights and privileges.

And it is intended by the said Bill to enable the said Company to run their engines and carriages over the East Anglian, the Great Northern, and Eastern Union Railways, and to use the watering-places, stations, and other works of such respective railways, upon such terms and conditions as will be named in the said Bill; and also to confer similar powers upon the East Anglian, the Great Northern, and Eastern Union Railway Companies respectively, with respect to the said intended railway; also to empower the Company to be incorporated by the said Bill to agree with the said other Railway Companies respectively as to the working and joint use of the said intended railway, and of the railways and works belonging to the said other Companies, and also for and in respect of the interchange of traffic.

And notice is hereby given, that duplicate plans and sections, showing the line and levels of the said intended railway; books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands, houses, and other property intended to be taken; a published map, with the line of railway thereon delineated; and also a copy of this notice, as published in the London Gazette, will, on or before the 29th day of this instant November, be deposited for public inspection at the office of the Clerk of the Peace for the county of the city of Norwich, at the Guildhall in that city, and at the office of the Clerk of the Peace for the county of Norfolk, at the Shire Hall, Norwich Castle, in the said county; 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 each of the before-mentioned parishes in or through which the said intended railway will pass, together with a copy of this notice, 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 an adjoining parish, at his place of abode.

And notice is hereby given, that the said Bill will, so far as may be necessary, amend the following Acts of Parliament relating to the

Great Northern Railway Company; namely: the 9 and 10 Vic., c. 71; the 9 and 10 Vic., c. 352; the 10 and 11 Vic., c. 143; the 10 and 11 Vic., c. 146; the 10 and 11 Vic., c. 148; the 10 and 11 Vic., c. 272; the 10 and 11 Vic., c. 286; the 10 and 11 Vic., c. 287; the 11 and 12 Vic., c. 114; the 12 and 13 Vic., c. 84; the 13 and 14 Vic., c. 61; the 14 and 15 Vic., c. 45; and the 14 and 15 Vic., c. 114. Also the Acts relating to the East Anglian Railways Company, viz.: "The East Anglian Railways Act, 1847;" "The East Anglian Railways Act, 1849;" and "The East Anglian Railways Act, 1851;" and also the Acts relating to the Eastern Union Railway Company, viz.: the 7 and 8 Vic., c. 85; 8 and 9 Vic., c. 94; 9 and 10 Vic., c. 97; 10 and 11 Vic., c. 225; 9 Vic., c. 53; 10 Vic., c. 19; 8 and 9 Vic., c. 97; 9 and 10 Vic., c. 280; 10 and 11 Vic., c. 137 and 174; 12 and 13 Vic., c. 92; 13 and 14 Vic., c. 54; and the 14 and 15 Vic., c. 58.

Dated this twelfth day of November 1851.

Cheltenham Stipendiary Magistrate.

(To appoint a Stipendiary Magistrate, provide Court House and Police Offices; and to levy Fees and Rates.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to provide (by the appointment of a Stipendiary Magistrate) for the more effectual execution of the office of a Justice of the Peace for the borough and parish of Cheltenham, in the county of Gloucester; and to provide for the payment of a stipend or salary to such Justice of the Peace or Magistrate, and to his officers, assistants, and constables; and to provide and maintain a court house and new police offices, and other conveniences, within and for the said borough and parish, and to provide for the expenses thereof, and the necessary expenses of obtaining the said intended Act, and carrying the same into execution, by means of rates and duties, to be assessed and levied upon the occupiers of all messuages, lands, tenements, hereditaments, and premises of every description, within the said borough and parish, and also by means of fees and payments, to be made chargeable under the said intended Act, and to grant all other necessary and effectual powers for carrying the said intended Act into execution.

Dated this fourth day of November 1851.

Robert Sole Lingwood, Cheltenham,
Solicitor for the Bill.

R. H. Wyatt, 43, Parliament-street,
Westminster, Parliamentary Agent.

Aberdare Market and Slaughter Houses.

NOTICE is hereby given, that it is intended to apply to Parliament in the next session thereof for an Act to incorporate a Company, and to give to that Company power to establish a market in the town of Aberdare, in the county of Glamorgan; and to construct and maintain, in and upon certain land belonging to the trustees of the Marquis of Bute, lying near to the Aberdare Railway Station, or upon some other land in, or immediately adjoining the said town, a market house, with all suitable stalls, sheds, buildings, weighing machines, and other works and conveniences for the sale of butchers' meat, poultry, fish, butter, cheese, vegetables, corn, grain, and other provisions, goods, wares, merchandize, and marketable commodities; and to prevent the hawking or selling of any such articles in any of the streets, public passages, or places within the said town.

Also to erect and maintain public slaughter houses, in connection with the said market, and to prohibit the slaughtering of cattle, sheep, or animals within the said town, except in such slaughter houses; also to make and enforce all necessary rules, bye-laws, and regulations, and to levy tolls, rates, stallages, and other charges in respect of the market, market house, slaughter houses, and other works and conveniences, and to confer, vary or extinguish, exemptions from the payment of such tolls, rates, and charges.

And by the said Act power will be taken to abolish the present market in the said town, to purchase, by compulsion or agreement, the lands, houses, and other property which may be required for the purposes aforesaid, and to alter, vary or extinguish all existing rights and privileges which might interfere with the establishment of the said market.

And it is further intended to incorporate with the said Act all or some of the clauses of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Markets and Fairs Clauses Act, 1847."

Dated this eleventh day of November, one thousand eight hundred and fifty-one.

Tyne Dock.

(Construction of Dock, at or near Jarrow Slake, and Incorporation of Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for making and maintaining a dock, with suitable piers, walls, locks, gates, bridges, arches, landing places, avenues, approaches, wharfs, depots, warehouses, buildings, staiths, reservoirs, and other works and conveniences, at and near to Jarrow Slake, upon or within the river Tyne, and the lands adjoining the same, situate within the parishes of Jarrow, Saint Hilda, and Monkwearmouth, in the county of Durham, and St. Nicholas, in the town and county of Newcastle-upon-Tyne, or some or one of them, and within the several townships, hamlets, or places of South Shields, Westoe, Jarrow, Harton, and Fulwell, all in the said county of Durham, or some or one of them, and for deepening and improving the channel of the river Tyne, at or near to the proposed entrance to the said dock: and for incorporating a Company for the purposes aforesaid, and it is intended by the said Act to take powers for purchasing, by compulsion or agreement, lands, buildings, and other hereditaments, for the purposes aforesaid; and also powers for diverting the course of a stream or rivulet called Boldon Burn, otherwise the river Don, and other streams, brooks, and rivulets, on the line or site of, and near to, the said dock and other works: and also powers to raise money for the several purposes of the said intended Act, by the creation of shares, or by some other mode, to be authorised and provided for in and by such intended Act, and in the said Act provisions are intended to be made for levying, collecting, and taking certain tolls, dues, and duties, for the use of the said dock, depots, warehouses, buildings, and premises: and notice is hereby also given, that, on or before the 29th day of November instant, duplicate plans and sections of the said dock and other works, describing the line or situation thereof, and the lands in or upon which the same shall be made, together with books of reference, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, respectively, and a copy of this notice, as published in the London Gazette, will be

deposited at the offices of the several Clerks of the Peace, for the town and county of Newcastle-upon-Tyne, at Newcastle-upon-Tyne, and the county of Durham, at Durham, and that on or before the said 29th day of November instant, a copy of so much of the said plans and sections as relates to each of the said parishes, with a book of reference thereto, and a copy of the notice as published in the London Gazette, will be deposited with the several parish clerks of the said parishes of Jarrow, Monkwearmouth, and Saint Nicholas, at their respective residences.

Dated this thirteenth day of November 1851.

Thos. and John Salmon, Solicitors.

Merthyr Tydfil Waterworks.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company for supplying with water the inhabitants of the several parishes, townships, and places following, or some of them; that is to say: Merthyr Tydfil, Cyfarthfa, Plymouth, Penydarren, and Dowlais, in the county of Glamorgan, and Vaynor, Llanthetty, Llanfigan, and Llanfrynach, in the county of Brecon, and also any parishes or places adjacent thereto.

And powers will be applied for in such Bill to enable such Company to construct and maintain the works, and to effect the objects following; that is to say: to make and maintain a reservoir to be situate on the river Taff Fechan, at a certain place in the upper hamlet of the said parish of Llanfrynach, and county of Brecon, called Nayaddfach-common, near to a place there called Llwyn On.

Also a conduit or line of pipes commencing from and out of the said reservoir, and terminating at a point in the line of turnpike-road from Merthyr Tydfil to Abergavenny, near to a public-house called The Ship, at Dowlais, in the said parish of Merthyr Tydfil, and county of Glamorgan.

Also all proper and convenient filtering beds, dams, sluices, culverts, drains, pipes, wells, tanks, and other works and conveniences requisite for the supply of water to the places and parishes aforesaid. Which said works will be made or pass from, in, through, or into the several parishes following, or some of them (that is to say): the parishes of Llanfrynach, Llanfigan, Llanthetty, and Vaynor, in the county of Brecon, and the parish of Merthyr Tydfil, in the county of Glamorgan.

Also to take water for the supply of the said works from the river Taff Fechan, and from any brooks, streams, and springs situate in the said parishes, or some of them.

Also to purchase lands and houses, by compulsion or otherwise, and to purchase, by compulsion or otherwise, or take any lease of, or grant of easements over all springs, streams, waters, courses, houses, and lands necessary or desirable for the purposes aforesaid, and to vary or extinguish any rights and privileges incident thereto.

Also to carry their conduit pipes and other works, or some part or parts thereof, through, over, under, along, across, or into, and for that purpose to stop up, temporarily or permanently, divert, or alter any turnpike-road, public-road, street, canal, railway, tramway, bridge, stream, sewer, drain, highway, or place in any of the parishes or other places aforesaid.

And it is also intended to take powers by the said Bill to divert, at and near the said intended reservoir, the course of the river Taff Fechan,

and the brooks and streams flowing into the same, in the said parish of Llanfrynach, or some of them.

And it is also intended by the said Bill to take powers to divert, for the purposes of the said reservoir, and near to the said reservoir, the parish-road leading from Vaynor through the said parish of Llanfrynach towards Brecon.

And it is also intended by the said Bill to make provision for the sale or lease of the said waterworks to the Local Board of Health for the district of Merthyr Tydfil.

To levy and recover rents, payments, and duties for the use of the water to be supplied by the same Company, and to grant exemptions from the payment thereof; and to confer, vary, or extinguish other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the intended works, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands intended to be taken, and a copy of this notice, as published in the London Gazette, will, on or before the 29th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Glamorgan, at Cardiff, and at the office of the Clerk of the Peace for the county of Brecon, at Brecon; and that, on or before the said 29th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes hereinbefore mentioned, in, from, through, or into which the said works will be made or pass, and a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of such parish, at his place of abode.

Dated this 11th day of November 1851.

James W. Russell, Solicitor for the said Bill.

Preston Waterworks.

Extension of Works and Limits, Increase of Capital, and Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of an Act, passed in the 2nd and 3rd years of His Majesty King William the Fourth, intituled "An Act for better supplying with water the borough of Preston, and part of the township of Fishwick, adjoining thereto, in the parish of Preston, in the county palatine of Lancaster," and of an Act, passed in the 6th and 7th years of the reign of Her present Majesty, intituled "An Act to enable the Company of Proprietors of the Preston Waterworks to raise a further sum or sums of money; to alter and amend the Act incorporating the said Company; and to extend and enlarge their powers;" or to repeal the said Acts, both or either of them, and grant further and more effectual powers to the Company of Proprietors of the Preston Waterworks instead thereof; and to incorporate with such Bill the Companies Clauses Consolidation Act, 1845, the Lands Clauses Consolidation Act, 1845, and the Waterworks Clauses Act, 1847. And it is intended by the said Bill to enable the Company of Proprietors of the Preston Waterworks, incorporated by the first-recited Act, to increase their capital by the creation of new shares, and by the exercise of a further power of borrowing, on mortgage or bond, and to attach to any shares so created a preference or priority in payment of interest or dividends over the existing shares in the Company, and to apply such new capital, and also any capital raised or authorised to be raised

by virtue of the existing Act, for and towards the construction of works, and other the purposes of the intended Bill. And in the said Bill power will be applied for to make and maintain the following new or additional works, or some of them, or some part or parts thereof, that is to say:

A reservoir or reservoirs, with all proper works and conveniences connected therewith, situate, adjoining, or near to the present Alston Reservoir on the north side thereof, and which said new or additional reservoir or reservoirs will be situate in the township of Alston-with-Hothersall, in the parish of Ribchester and county of Lancaster.

A catchwater drain, conduit, or sluice, with proper works and conveniences connected therewith, commencing at or near Carr-side Farm, in the township of Thornley-with-Wheatley, and parish of Chipping, passing from, in, through and into the several townships and parishes of Whittingham, Dilworth, Thornley-with-Wheatley, Alston-with-Hothersall, Ribchester, Kirkham, and Chipping parish, and terminating at the intended new reservoir or reservoirs, in the said township of Alston-with-Hothersall, in the parish of Ribchester.

A conduit, drain, or sluice, with all proper works and conveniences connected therewith, commencing in the Loud Brook, at or near Loud Scales Farm, in the township of Goosnargh-with-Newsham and parish of Kirkham, passing from, in, through, or into the several townships and parishes of Dilworth, Whittingham, Goosnargh-with-Newsham, Thornley-with-Wheatley, Chipping township, Chipping parish, Ribchester, and Kirkham, in the said county of Lancaster, and terminating by a junction with the catchwater drain, conduit, or sluice, lastly hereinbefore described, in the said township of Whittingham, in the parish of Kirkham.

A conduit, drain, or sluice, with all proper works and conveniences connected therewith, commencing at or near Cowley Brook, at or near Knowl Green, in the townships of Dilworth and Ribchester, in the parish of Ribchester, passing from, in, through, or into the several townships and parishes of Ribchester township, Ribchester parish, Dilworth, and Alston-with-Hothersall, in the said county of Lancaster, and terminating at the intended new reservoir or reservoirs, in the said township of Alston-with-Hothersall, in the parish of Ribchester.

A reservoir or reservoirs and filter beds, with proper works and conveniences connected therewith, at or near the Three Mile Cross Farm, in the township of Grimsargh-with-Brockholes and parish of Preston.

An aqueduct or aqueducts, with proper works and conveniences connected therewith, commencing from and out of or near to the last-mentioned reservoir, in the township of Grimsargh-with-Brockholes and parish of Preston, passing from, in, through, and into the several townships and parishes of Fulwood, Ribbleton, Grimsargh-with-Brockholes, Lancaster, and Preston, in the said county, and terminating by a junction with the present line of aqueduct or pipes at or near the present service reservoir of the Company in the said township of Fulwood and parish of Lancaster.

And it is intended to take water from the Loud Brook, and also from any other streams or springs on or near the line of the conduits or catchwater drains, the waters from all which sources flow into the river Ribble.

And it is intended to authorise the Company to supply with water the inhabitants of the several townships of Dilworth, Alston-with-Hothersall,

Fishwick, Fulwood, Lea, Ashton, Ingol, and Cotnam, and Walton-le-Dale, all in the county of Lancaster, and to lay down pipes therein.

And it is also intended to apply for the powers usually conferred for the compulsory purchase of the lands and houses to be described on the plans hereinafter mentioned, and also for power to divert or alter the line or level of any turnpike-road, public carriage-road, highway, canal, or railway, stream, or watercourse which it may be necessary to divert or alter for the purpose of constructing the intended works, and also to vary or extinguish any existing rights or privileges which would in any way impede or interfere with the construction of the intended works, or the supply of water within the extended limits, and also for power to levy rates for the supply of water within the present and extended limits, and to alter existing rates, and to confer, vary, or extinguish exemptions from payment of rates, and to confer other powers upon the Company.

And notice is hereby further given, that duplicate plans, showing the line or situation of the intended works, and the lands in or through which the same will be made, and also duplicate sections, shewing the levels of the proposed new 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, and also a copy of this notice, as published in the London Gazette, will, before the thirtieth day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Lancaster, at Preston; and that before the same thirtieth day of November, a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended reservoirs, aqueducts, and works are intended to be made or be situate, with a copy of the Gazette notice, will be deposited with the parish clerk of each such parish, at his residence.

Dated this eleventh day of November 1851.

George Noble, Solicitor.

Regulation of Supply of Water to the Metropolis.

NOTICE is hereby given, that application will be made to Parliament in the ensuing session for leave to bring in a Bill or Bills, to regulate and control the exercise of the powers and authorities now vested in the several Companies and Corporations hereinafter named; that is to say: the Governor and Company of the New River brought from Chadwell and Amwell to London, commonly called the New River Company; the Company of Proprietors of the East London Waterworks; the Southwark and Vauxhall Water Company; the Company of Proprietors of the West Middlesex Waterworks; the Company of Proprietors of Lambeth Waterworks; the Governor and Company of Chelsea Waterworks; the Grand Junction Waterworks Company; the Company of Proprietors of the Kent Waterworks; and the Hampstead Waterworks Company; and to require the said several Companies and Corporations to supply water for the use of the owners and occupiers of all houses, lands, and tenements, and for public purposes, within the districts which such Companies and Corporations are now by law authorized to supply with water, at the rates, upon the terms, and in the manner to be specified in the said Bill or Bills; and to require the said Companies and Corporations to execute all fit and proper works for supplying water of improved quality and in increased quantity.

And that by the said Bill or Bills it is intended to apply for powers to levy rates for the supply of

water on the owners and occupiers of houses, lands, and tenements, within the several districts which the said Companies and Corporations are now by law authorized to supply, and to alter, vary, reduce, or extinguish the rates and charges for water which the said several Companies and Corporations are now by law authorized to impose or make; and the dividends which the said Companies and Corporations are now by law authorized to make amongst themselves, and the rights and privileges which are now vested in the said Companies and Corporations.

And that by the said Bill or Bills it is intended to apply for power to amalgamate the said several Companies and Corporations, or some of them, or to purchase the properties and rights of the said several Companies and Corporations, or some of them.

And that by the said Bill or Bills it is intended to repeal, amend, or alter the several Acts following; that is to say: Acts relating to the New River Company, 12 Geo. 2, cap. 32; 3 Geo. 4, cap. 109, local—Acts relating to the East London Waterworks Company, 47 Geo. 3, 2nd session, cap. 72, local and personal; 48 Geo. 3, cap. 8, local and personal; 10 Geo. 4, cap. 117, local—Acts relating to the Southwark and Vauxhall and Vauxhall Waterworks Companies, 4 and 5 William 4, cap. 79, local; 8 and 9 Victoria, cap. 69, local—Acts relating to the West Middlesex Waterworks Company, 46 Geo. 3, cap. 119, local and personal; 50 Geo. 3, cap. 132, local and personal; 53 Geo. 3, cap. 36, local and personal—Act relating to the Lambeth Waterworks Company, 11 Victoria, cap. 7, local—Act relating to the Chelsea Waterworks Company, 49 Geo. 3, cap. 157, local and personal—Acts relating to the Grand Junction Waterworks Company, and to the Grand Junction Canal Company, and to the Regent's Canal Company, 51 Geo. 3, cap. 169, local and personal; 56 Geo. 3, cap. 4, local; 59 Geo. 3, cap. 111, local; 7 Geo. 4, cap. 140, local; 5 and 6 William 4, cap. 95, local, and 7 and 8 Vic. cap. 30, private—And Acts relating to the Kent Waterworks, 49 Geo. 3, cap. 189, local and personal; and 51 Geo. 3, cap. 145, local and personal—

Dated this 8th day of November 1851.

Lyon, Barnes, and Ellis, Spring-gardens.

Abbey Tintern and Bigswear Turnpike Roads.

Continuation of Term.—Amendment or Repeal of Act.—Alterations of Tolls.—Arrangements as to Mortgage Debt.

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 an Act, passed in the fifth year of the reign of His late Majesty King George the Fourth, intituled "An Act for making a turnpike-road from Redbrook to Saint Arvans, in the county of Monmouth, and for building a bridge on the line of the said road over the river Wye, and for making other turnpike-roads to communicate therewith in the counties of Monmouth and Gloucester," with reference to the said roads and bridge comprised therein to continue and extend the term granted by the said Act, and any further term which may have been acted by subsequent Acts of Parliament in extension of the original term, or to repeal the said first-mentioned Act and enact other provisions in lieu thereof, and create a further term in reference to the said roads and bridge; and powers will be applied for in the said Bill to continue or alter the tolls, rates, or duties authorized by the said first-mentioned Act,

and to levy new tolls, rates, or duties on the said roads and bridge, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties respectively, and to confer, vary, or extinguish other rights and privileges; and provision will also be made in the said Bill for compounding, paying off, or making other arrangements with reference to the mortgages and other debts due upon the said roads and bridge, or tolls, and to vary or extinguish some of the rights and remedies of the creditors thereon.

Dated the 10th day of November 1851.

Thomas Joseph Addams Williams,
Clerk to the Trustees of the said Roads.

Shrewsbury and Bridgnorth Railway.

(To incorporate a Company for making a Railway from the Shiffnall and Madeley Branch of the Shrewsbury and Birmingham Railway to the town of Bridgnorth.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company with powers to construct and maintain a railway, with all proper works, approaches, stations, and conveniences connected therewith, commencing by a junction with the railway or branch railway from Shiffnall to Madeley, authorised to be made by the Shrewsbury and Birmingham Railway Company, under and by virtue of "The Shrewsbury and Birmingham Railway Company's Amendment Act, 1849," at or near to a field in the parish of Madeley, in the said county of Salop, distinguished on the plans of the said railway or branch railway referred to in the said last-mentioned Act by the number 4, and terminating at or near to Bridge-street, in the parish of Saint Mary Magdalen, in the borough of Bridgnorth, and passing through or into the several parishes and townships following; that is to say: Madeley, Kemberton, Sutton Maddock, Brocton, Sutton, Harrington, Stockton, Norton, Worfield, Catstree, Ewdness, Newton, Oldington, Rindleford, Stableford, Winscote, Rowley, Bromley and Burcot, Alscote, the north-east quarter of Worfield, the north-west quarter of the same parish, and the south-west quarter of the same parish, Saint Mary Magdalen, and Saint Leonard, all in the county of Salop. And it is intended by the said Act to obtain all necessary powers for the purchase and taking of lands and houses, by compulsion or agreement, and for stopping up, altering, or diverting, whether temporarily or permanently, turnpike and other roads, streets and highways, railways, tramways, sewers, pipes, aqueducts, canals, streams, and rivers, within the aforesaid parishes and townships, or any of them, for the purposes of the said intended railway and works, or any of them.

And it is also intended by such Act to obtain powers for levying tolls, rates, and duties upon and in respect of the said intended railway, and to confer exemption from the payment of such tolls, rates, and duties, and to vary or extinguish all existing rights and privileges in any manner connected with the lands and houses proposed to be purchased or taken, or which would or might impede or interfere with the construction, maintenance, or use of the said intended railway and works, and to confer other rights and privileges.

And notice is hereby also given, that plans and sections describing the line, situation, and levels of the said intended railway and works, and of the lands through which the same are proposed to be made, together with books of reference to such plans, containing the names of the owners or re-

puted owners, lessees or reputed lessees, and occupiers of such lands respectively, and a published map, showing the general direction of the said intended railway, and a copy of this notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Salop, at his office, in Shrewsbury, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes from, in, through, or into which the said intended railway and works are intended to be made, together with a copy of the said Gazette notice, will also be deposited, on or before the same 30th day of November instant, with the parish clerk of each such parish, at the respective residence of each such parish clerk.—Dated this 10th day of November 1851.

Cameron and Martin, Parliamentary
Agents, New Palace-yard.

Shrewsbury and Birmingham and Shrewsbury and Chester Railways Amalgamation.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize the union and amalgamation, from and after such date, and upon such terms and conditions as have been or may hereafter be agreed upon, of the Shrewsbury and Birmingham Railway Company and the Shrewsbury and Chester Railway Company, and for the union and consolidation into one undertaking of the several undertakings of such Companies respectively, so that all the undertakings, property, estate, and effects, rights, powers, and privileges, of what nature and kind soever, and whether with reference to the levying of tolls, rates, and duties, or otherwise vested in, and belonging to, or exercised and enjoyed by the said two Companies, severally or jointly, at the time of the said amalgamation, may be vested in, and belong to, and be exercised and enjoyed by such one united and consolidated Company, under such name as may be given to or adopted by such one united and consolidated Company; and the said Act will provide for the dissolution of the said Shrewsbury and Birmingham and Shrewsbury and Chester Railway Companies, and for regulating, fixing, and determining the capital stock and borrowing powers of such united and consolidated Company, and the rights and privileges, preferences and priorities of the different classes of shareholders in the said two Companies in the capital stock of such united and consolidated Company, and for the fulfilment by such united and consolidated Company of all or some of the contracts, agreements, or arrangements entered into by the said two Companies respectively, and in existence, and capable of taking effect at the period of such amalgamation; and the said Act will also provide for the mortgage, bond, or other debts of the said two Companies respectively, and for the security of the holders of such mortgages or bonds, and of other creditors, and also for the future election of Directors of such united and consolidated Company; and it is also proposed by the said intended Act to alter the tolls, rates, and duties now authorized to be levied upon the said railways respectively, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and to confer, vary, or extinguish other rights and privileges, and in such Act 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, or as are usually inserted in Acts of the like nature; and it is also proposed by the said intended Act to alter, amend,

extend, and enlarge, and to repeal some of the powers and provisions of the several Acts (local and personal) following, directly or indirectly relating to or affecting the Shrewsbury and Birmingham Railway Company; that is to say: (local and personal Acts) 9 and 10 Vict. chapters 307 and 308; 10 and 11 Victoria, chapter 80; 11 and 12 Victoria, chapter 133; and 12 and 13 Victoria, chapter 85; also the Acts relating to the Shrewsbury and Chester Railway Company; that is to say: (local and personal Acts) 7 and 8 Victoria, chapter 99; 8 and 9 Victoria, chapters 42 and 115; 9 and 10 Victoria, chapters 250, 251, 274, and 275; 10 and 11 Victoria, chapter 144; 12 and 13 Victoria, chapter 55; and 14 and 15 Victoria, chapter 131.

Dated this 12th day of November 1851.

R. and W. G. Roy,
Lowdale and Peete,
Corser and Underhill,
Henry Kelsall,

} Solicitors
for the
} Bill.

Manchester, Sheffield, and Lincolnshire Railway
Bill (No. 3).

(For altering certain Tolls now authorized to be taken by the North Staffordshire Railway Company, on the Trent and Mersey Navigation.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next ensuing session for an Act to authorize the use of the navigation from the Trent to the Mersey, commonly known as the Trent and Mersey Navigation, and every part thereof belonging to the North Staffordshire Railway Company, including that part of the Macclesfield Canal belonging to the last-mentioned Company, by the Manchester, Sheffield, and Lincolnshire Railway Company, and all Companies and persons using or intending to use the canals known as the Macclesfield Canal, the Peak Forest Canal, and the Ashton Canal, or any or either of them, or any parts thereof, belonging to the said last-mentioned Company, on payment of tolls and charges not exceeding the tolls and charges for the time being exacted by the said North Staffordshire Railway Company in respect of the use of the said Trent and Mersey Navigation, or any part thereof, by traffic not passing from or intended to pass into the said Macclesfield Canal; and for the purpose aforesaid, it is intended to alter and amend and reduce, so far as may be necessary, the tolls and charges which the said North Staffordshire Railway Company are at present authorized to demand in respect of the use of the said Trent and Mersey Navigation; and of that part of the Macclesfield Canal belonging to them as aforesaid, and to alter, amend, and enlarge the powers and provisions of the several Acts following, or some of them, relating to the North Staffordshire Railway; that is to say: local and personal Acts, 9 and 10 Vict., caps. 84, 85, and 86; 10 and 11 Vict., caps. 108 and 110; 11 and 12 Vict., caps. 66 and 83; and 13 and 14 Vict., cap. 55:

And of the Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; that is to say: local and personal Acts, 12 and 13 Vict., cap. 81; and 13 and 14 Vict., cap. 94; and of an Act, passed in the sixth year of the reign of King George III., intituled "An Act for making a navigable cut or canal from the river Trent, at or near Wilden Ferry, in the county of Derby, to the river Mersey, at or near Runcorn Gap;" and of an Act, passed in the first year of King William IV., intituled "An Act to consolidate and extend the powers and provisions of the several Acts relating to the navigation from the Trent to the Mersey;" and of an Act, passed in the eighth

No. 21265.

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and ninth years of Her present Majesty, intituled "An Act to empower Canal Companies and the Commissioners of navigable rivers to vary their tolls, rates, and charges on different parts of their navigation:"

And it is intended by the said proposed Act to vary or extinguish all rights and privileges which would in any manner prejudice or impede or be at variance with the objects thereof as hereinbefore stated, and also to repeal so much of the schedule of tolls appended to the said Act of the 10th and 11th years of Her present Majesty, cap. 108, as contains any exception in favour of traffic using particular portions of the said Trent and Mersey Navigation.

Dated the eleventh day of November 1851.

J. W. Stable, Manchester, Solicitor for the
Bill.

Southwark and Vauxhall Water Company.

Additional Works for obtaining Water from the Thames at Hampton, Power to contract with other Companies. (Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to alter, amend, extend, and enlarge, and repeal some of the powers and provisions of the Acts following, relating to the Southwark and Vauxhall Water Company, local and personal, 4th and 5th William 4th, cap. 79; and 8th and 9th Victoria, cap. 69; or otherwise to repeal the said Acts, and consolidate some of the provisions thereof and of the said intended Act into one Act, and to give to the said Company further and additional powers for supplying water within the limits of the said recited Acts, and to empower the said Company to construct, lay down, and maintain the works following, or some of them; that is to say: a reservoir or reservoirs, and other works, on certain lands in the parish of Hampton, situate at the junction of the road leading from Sunbury to Hampton with the road leading from Staines to Hampton, and adjoining to the said roads respectively, an aqueduct, pipe, or main, to commence in the said parish of Hampton, at or near the centre of the northern channel of the river Thames, at a point opposite the eyot, called the Platts Eyot, to communicate with the said intended new reservoir or reservoirs, and also another aqueduct, pipe, or main, to commence from the said reservoir or reservoirs, and to terminate in the existing reservoir of the said Company in Battersea-fields, in the parish of Saint Mary, Battersea, with all proper works and conveniences, which said aqueducts, pipes, or mains, will be situate in, or pass through or into the following parishes, townships, and extra-parochial places, or some of them; that is to say: the bed and banks of the river Thames, Hampton, Teddington, Twickenham, in the county of Middlesex, Richmond, Mortlake, Barnes, Roehampton, Putney, All Saints, Wandsworth, St. Anne, Wandsworth, and Battersea, in the county of Surrey.

And by the said Act it is intended to empower the said Company to draw water from the river Thames, at the place above mentioned, in the parish of Hampton, and to supply the said water within the limits of the said recited Acts.

And by the said Act 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, railways, bridges, rivers, and other places, and to make, erect, and maintain, alter, or discontinue sluices,

mains, pipes, culverts, filtering-beds, engines, buildings, and works, and to alter, cross, divert, stop up, or construct sewers, drains, watercourses, roads, and ways, in any of the parishes, townships, or extra-parochial places aforesaid, as may be necessary or convenient for the construction and maintenance of the said intended works, or any of them, and to enable the said Company to increase their capital by the creation of new shares, either with or without a preference or priority in the payment of dividends, or other special privileges, or by mortgage or bond, or by such other means as Parliament shall authorize and direct, and to empower the said Company to purchase, by compulsion or agreement, 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 also all or some part of certain lands, described upon the plans to be deposited as hereinafter mentioned, and lying or being near to the said intended reservoir or reservoirs in the parish of Hampton, and between the same and the river Thames, 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, or extra-parochial 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 to enable the said Company and the Grand Junction Waterworks Company and any other Company or person, to enter into such contracts and agreements as they shall mutually think fit, for a supply of water by the said Company to the Grand Junction Waterworks Company, or such other Company or person, at and for such price, and for such equivalent, as may be agreed upon; and to enable the said Company to sell or lease water to the Grand Junction Waterworks Company, or to such other Company or person, and for such purpose to alter, or amend the Acts following, relating to the Grand Junction Waterworks Company, local and personal, 51st George 3rd, cap. 169; 56th George 3rd, cap. 4; 59th George 3rd, cap. 111; 7th George 4th, cap. 140; 5th and 6th William 4th, cap. 95; and 7th and 8th Victoria, cap. 30.

And notice is hereby given, that duplicate plans of the said intended works, and of the lands proposed to be purchased, and sections of the said intended works, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county of Surrey, at his office, 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 book of reference, as relates to any of the parishes within which the said intended works are proposed to be made, and a copy of this notice, will be deposited with the parish clerk of each such parish, at his place of abode.

Dated thirteenth November 1851.

Blunt and Shadwell, 3, Winchester-buildings, Solicitors to the Company.

York, Newcastle, and Berwick Railway.

(Deviation of Bishop Auckland Branch.—Extension of Time for Purchase of Lands and Completion of Works on part of the Railways authorised by the York, Newcastle, and Berwick (Main Line Improvement) Railway Act, 1848, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts relating to the York, Newcastle, and Berwick Railway Company (lately called the York and Newcastle Railway Company, and originally the Newcastle and Darlington Junction Railway Company,) passed respectively in the 5th, 6th, 7th, 9th, 10th, 11th, 12th, 13th, 14th, and 15th years of the reign of Her present Majesty, and also of two several Acts relating to the lately dissolved Railway Company, called the Newcastle and Berwick Railway Company, passed respectively in the 9th and 10th years of the reign of Her present Majesty, so far as the same are yet unrepealed and relate to the said York, Newcastle, and Berwick Railway Company, and to vary and extinguish some of the rights, exemptions, privileges, and restrictions granted, protected, reserved, limited, or otherwise provided for by all or some or one of the said Acts, or of the other Acts of Parliament relating to or affecting the York, Newcastle, and Berwick Railway Company aforesaid, and to confer other rights, exemptions, privileges, and restrictions, or otherwise to repeal the said Acts, and to consolidate all or some of the provisions thereof, and of the said intended Act in one Act. And it is proposed by the said intended Act to empower the York, Newcastle, and Berwick Railway Company to make a deviation in the line of the Bishop Auckland Branch Railway, as authorised by the York, Newcastle, and Berwick Main Line Improvement Railway Act, 1848, between the point where the same branch railway crosses a brook running through a field in the township of Framwellgate and parish of St. Oswald, in the county of Durham, numbered 200 on the plan of the said branch railway, deposited with the Clerk of the Peace for the said county of Durham, in the month of November, 1846, and referred to by the said last-mentioned Act, and the point where the same branch railway intersects a fence lying on the south side of a field in the township of Hunwick and Helmington, and parish of Saint Andrew Auckland, in the said county of Durham, numbered 20 on the same last-mentioned plan, and to abandon so much of the said authorised branch railway as lies between the said points, and in lieu of the portion of railway so to be abandoned to enable the said York, Newcastle, and Berwick Railway Company to make and maintain the railway following, with all proper works and conveniences connected therewith, that is to say, a railway commencing by a junction with the present authorised line of the said branch railway, at the said point where the same crosses the said brook, in the said field, in the said township of Framwellgate, and parish of Saint Oswald, numbered 200 on the said plan, which point is marked A on the maps or plans to be deposited as hereinafter mentioned, and thence passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Saint Oswald, Framwellgate, Crossgate, Elvet, Broom, extra-parochial place between the township of Elvet and the township of Brandon, and Byshottles Brandon and Byshottles, Brancepeth,

Stockley, Willington, Helmington Row, Saint Andrew Auckland, and Hunwick and Helmington, all in the said county of Durham, and terminating at the said point where the said present authorised branch railway intersects the said fence on the south side of the said field, in the said township of Hunwick and Helmington, and parish of Saint Andrew Auckland, numbered 20 on the said plan deposited in the month of November 1846, as aforesaid, which last-mentioned point is marked B on the said maps or plans to be deposited as hereinafter mentioned.

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

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

And it is also proposed by the said intended Act to extend the time granted by "The York, Newcastle, and Berwick (Auckland Branch) Railway Act, 1851," for the making and completion of the railways and works which were authorised by the York, Newcastle, and Berwick (Main Line Improvement) Railway Act, 1848, to be constructed and made, and for the compulsory purchase of lands and houses required for the purposes thereof, so far as relates to the railway firstly thereby authorised to be made, commencing by a junction with the railway heretofore called the Newcastle and Berwick Railway, in the township and parish of Gateshead, in the said county of Durham, and terminating by a junction with that part of the main line of railway belonging to the York, Newcastle, and Berwick Railway Company aforesaid, formerly called the Newcastle and Darlington Junction Railway, at or near a point where the road or highway leading from Pitlington to the city of Durham crosses over the said main line of railway in the township and parish of Saint Giles, in the said county of Durham; and also so far as relates to that part of the said Bishop Auckland Branch Railway, authorised by the said last-mentioned Act, which lies between the point where the same joins the said railway firstly authorised by the said last-mentioned Act, and which point is marked C on the said plan of the said Bishop Auckland Branch Railway, deposited as aforesaid, and referred to by the same last-mentioned Act, and the point marked F on the same plan in the field numbered thereon 154, in the township of Framwellgate and parish of Saint Oswald, in the said county of Durham. And it is also proposed by the said intended Act to empower the Company and the owners of certain private lines of railway communicating with certain collieries, to enter into all necessary contracts and arrangements, in reference to the conveyance by the Company upon

their lines of railway of coals, minerals, and other articles and things passing to or from such collieries, and for the discontinuance of the conveyance thereof by such private lines.

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections of the proposed new line of railway, together with a book of reference to such plans, and a copy of this notice, as published in the London and Edinburgh Gazettes, will be deposited with the Clerk of the Peace for the county of Durham, at his office, in Durham, and that on or before the said 30th day of November, a copy of so much of the said maps, plans, sections, and book of reference, as relates to each parish in or through which the said intended new railway and works are proposed to be made, and also a copy of this notice, will be deposited with the parish clerk of each such parish at his place of abode.

Dated this 6th day of November 1851.

Richardson and Gutch, York,
R. P. Philipson, Newcastle-on- } Solicitors.
Tyne,

The City of London Gas Light and Coke Company, and The Great Central Gas Consumers' Company.—Amalgamation and Amendment of Acts.

NOTICE is hereby given, that application will be made to Parliament in the ensuing session for an Act to authorise the union and consolidation into one undertaking of "The City of London Gas Light and Coke Company," and "The Great Central Gas Consumers' Company," and the respective capital, stock, shares, property, and effects of such Companies, and the vesting in or transferring to one Company of all the capital, stock, shares, property, and effects, powers and privileges, contracts, liabilities, and obligations, now vested in such Companies respectively, or to which the said Companies respectively are now subject and liable, and to incorporate a new Company for the several purposes for which the said Companies were respectively established and incorporated; and it is intended by such proposed Act to alter, amend, extend, enlarge, repeal, or consolidate the powers and provisions contained in the Acts relating to the said Companies, viz.: an Act, passed in the session of Parliament held in the 57th year of the reign of His Majesty King George the Third, intituled "An Act for better lighting the streets and houses of the metropolis with gas," and an Act, passed in the last session of Parliament, intituled "An Act to incorporate the Great Central Gas Consumers Company." And it is also intended by such proposed Act to authorise the Company to be thereby incorporated to raise, for the purposes of the said intended Company, such and the like capital as the individual Companies now possess, and such further capital as may be necessary for carrying out the purposes of the undertaking, to receive and recover rents and charges for the supply of gas within the limits defined in the Acts of Parliament relating to the said Companies respectively, and to confer upon the new Company all necessary powers for holding land and houses, and for carrying on the undertaking as proposed to be united and consolidated.

Dated this 12th day of November 1851.

Timothy Tyrrell, Solicitor to the City of
London Gas Light and Coke Company.

D. W. Wire,
Benjamin Hardwick,

Joint Solicitors to the Great Central Gas
Consumers' Company.

York and North Midland, and East and West Yorkshire Junction Railways (Amalgamation of Companies, and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to alter, amend, extend, enlarge, and repeal all or some of the powers and provisions of the several Acts relating to the York and North Midland Railway Company, passed respectively in the 6th year of the reign of His late Majesty King William the Fourth, and in the 1st, 4th, 7th, 8th, 9th, 10th, 11th, 13th, and 14th years of the reign of Her present Majesty, and of the several Acts therein recited or referred to, and also of "The East and West Yorkshire Junction Railway Act, 1846," or of some of the said Acts, or otherwise to repeal the same Acts, and to consolidate all or some of the provisions thereof, and of the said intended Act in one Act, and to authorize and empower the union, amalgamation, and consolidation into the undertaking of the York and North Midland Railway Company, of the railway and works belonging to the East and West Yorkshire Junction Railway Company aforesaid, and of the capital stock, shares, property, and effects of the said last-mentioned Company, and the vesting in the York and North Midland Railway Company of all the rights, powers, and privileges now vested, or which during the next session of Parliament may become vested, in the said East and West Yorkshire Junction Railway Company, and to enable the said York and North Midland Railway Company to take upon themselves, and to provide for, pay off, and discharge, the debts, contracts, liabilities, and obligations of the said East and West Yorkshire Junction Railway Company.

And it is also intended by the Act so to be applied for to enable the York and North Midland Railway Company, or such amalgamated Company, to levy tolls, rates, and duties, for or in respect of the railway and works belonging to the said East and West Yorkshire Junction Railway Company, or any part thereof, and either to adopt, alter, increase, or vary the tolls, rates, or duties, now authorised to be taken upon or in respect of the same, or to levy other and additional tolls, rates, and duties in respect thereof, or any part thereof, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and other rights, privileges, and exemptions.

And it is intended by the Act so to be applied for to enable the York and North Midland Railway Company to issue existing stock and preference shares in the said Company, or to create additional stock or shares in the same Company, either with or without preference or priority of interest or dividends, and other rights and privileges, and to allot and appropriate such existing or new stock or shares to or amongst the proprietors of stock or shares in the said East and West Yorkshire Junction Railway Company in lieu of the stock and shares of the said last-mentioned Company, in such manner as has been or may be agreed upon between the said Companies, and by the said intended Act to prescribe the order and priority of such stock and shares, and of the interest, dividends, rights, and privileges to be conferred thereon, and to confer all such other powers upon the said Companies respectively, as may be considered proper or expedient for carrying into effect the several objects above-mentioned, and for better enabling the York and North Midland Railway Company, or the said amalgamated Company, to maintain, regulate, and manage the undertaking of the said East and West Yorkshire Junction Railway Company, and to exercise all or any of

the powers and authorities of such last-mentioned Company.

And it is intended by the said intended Act to repeal, alter, or amend, so far as the same may be necessary for the purposes thereof, all or some of the provisions of "The Leeds and Thirsk Railway (Harrogate and Pateley Branch and East and West Yorkshire Junction Railway Amalgamation) Act, 1848," and of "The Leeds Northern Railway Act, 1851," and of the several Acts therein recited which relate to or affect the said East and West Yorkshire Junction Railway Company.—
Dated this 11th day of November 1851.

In the Matter of the Joint Stock Companies' Winding-up Acts, 1848 and 1849, and of the North of England Joint Stock Banking Company.

By direction of James William Farrer, Esq. the Master of the High Court of Chancery charged with the winding up of this Company, notice is hereby given, that the said Master purposes, on Friday the 28th day of November instant, at twelve o'clock at noon precisely, at his chambers, in Southampton-buildings, Chancery-lane, London, to proceed to make a further call on certain contributories of the said Company, representing in the aggregate 3747 shares, and upon whom two previous calls have heretofore been made by the said Master, and whose several names are written in the schedule referred to in the said Master's Order of this day, upon the file of proceedings in this matter deposited in the said Master's office; and that the said Master purposes such further call shall be for £15 per share, and notice is also given, that the said Master purposes to order such of the said several persons as are contributories in the character of personal representatives, to pay out of the personal assets of the several persons whom they respectively represent, to be administered in a due course of administration, the balance (if any) which will be due from them as such personal representatives, after debiting their several accounts in the Company's books with such call; the Master has directed special notice to be sent by post to each of the several contributories proposed to be included in the said call. All persons interested are entitled to attend at such day, hour, and place, to offer objections to such call.

Dated this 18th day of November 1851.

J. W. Farrer.

CONTRACT FOR POLICE CLOTHING.

Department of the Comptroller for Victualling and Transport Services, Somerset-Place, November 15, 1851.

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 4th 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, all such articles of

POLICE CLOTHING,

For the use of the Police Force employed in Her Majesty's several Dock and Victualling Yards, as shall from time to time be demanded, for 12 months certain, and further until the expiration of 3 months' warning.

Patterns of the articles, a form of the tender, and the conditions of the contract may be seen at the said Office.

No tender will be received after one o'clock on the day of treaty, and the party tendering, or an agent for him duly authorized in writing, must attend on Saturday the 6th December, at one o'clock, to learn the result of his tender.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for Police Clothing," and must also be delivered at Somerset-place, accompanied by a letter, signed by two responsible persons, engaging to become bound with the person tendering in the sum of £500 for the due performance of the contract.

CONTRACTS FOR FRESH BEEF.

Department of the Comptroller for Victualling and Transport Services, Somerset-Place, November 7, 1851.

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 27th instant, at one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying (under separate contracts) all such quantities of

FRESH BEEF

as may be demanded for the use of Her Majesty's ships and vessels at the following places—from the 1st January to the 31st December 1852, both days included; viz. :—

Chatham.
Deptford to Gravesend (both inclusive).
Guernsey and Jersey.
Galway.
Greenock.
Kingstown and Dublin.
Milford and Pembroke.
Portsmouth.
Plymouth.
Queenstown and Kinsale.
Sheerness.

All parties about to tender are particularly desired to read attentively the conditions of the contracts, which may be seen either at this Office, or on application to the Superintendents of the Victualling Establishments at Deptford, Portsmouth, and Plymouth; the Superintendents of Her Majesty's Dockyards at Chatham, Sheerness, and Pembroke; the Agent for the Victualling at Haulbowline; the Secretary to the Postmaster-General at Dublin; or to the Collectors of Her Majesty's Customs at each of the other places.

Every tender must specify the price in words at length, and 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 delivered at the above office, and be accompanied by a letter addressed to the Secretary of the Admiralty, at Somerset-place, and signed by two responsible persons, engaging to become bound with the person tendering in the sum of £1,500 for the due performance of each of the contracts for Sheerness, Chatham, Portsmouth, and Plymouth; and in the sum of £500 for each of the other places.

CONTRACTS FOR WILLOW RODS AND COOPERS' FLAGS.

Department of the Comptroller for Victualling and Transport Services, Somerset-Place, November 13, 1851.

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 11th 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; half to be delivered in a month, and the remainder in a month afterwards, or any greater portion, or the whole, at any earlier period, if preferred by the party tendering.

Coopers' Flags, 500 bolts; half to be delivered in a month, and the remainder in a month afterwards, or any greater portion, or the whole, at any earlier period, if preferred by the party tendering.

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.

West Wheal Jewel Mining Association.

NOTICE is hereby given, that a Special General Meeting of the Shareholders will be held at the Office, as under, on Monday the 8th day of December next, at twelve o'clock precisely, for the purpose of dissolving the present Company.

By order of the Directors and Committee of Management,

Wm. Nicholson, Secretary.

57, Old Broad-Street, November 17, 1851.

Royal Exchange Assurance Office,
Royal Exchange, November 19, 1851.

THE Court of Directors of the Royal Exchange Assurance do hereby give notice, that their transfer books will be shut from Tuesday the 2nd of December next, to Tuesday the 6th of January following; that the Annual General Court appointed by their Charter will be holden, at their Office, on the Royal Exchange, on Wednesday the 17th of December, at twelve o'clock at noon and that a dividend will be considered of at the said Court.

Alex. Green, Secretary.

London, November 14, 1851.

NOTICE is hereby given, to the officers and crew of Her Majesty's ship *Rattler*, A. Cumming, Esq. Commander, that an account of the sale proceeds, and of the bounty money on the tonnage and on slaves captured in the slave brig *Lucy Ann*, on the 20th February 1850, will be deposited in the Registry of the High Court of Admiralty, on or before the 14th day of December next, agreeable to Act of Parliament.

W. and E. Chard, Agents.

London, November 14, 1851.

NOTICE is hereby given, to the officers and crew of Her Majesty's ship *Philomel*, Thos. G. Forbes, Esq. Commander, that an account of bounties and proceeds received for the undermentioned captures will be forthwith deposited in the Registry of the High Court of Admiralty; viz.: *Nova Espiculaçao*, captured 9th May 1850; *Condor*, captured 26th June 1850.

Halford and Co. Agents.

London, November 18, 1851.

NOTICE is hereby given, that the account sales of the proceeds arising from the capture of the slave vessel *Clementina*, by Her Majesty's ship *Bermuda*, A. D. Jolly, Esq. Lieutenant-Commanding, on the 22nd of April 1850, will be registered in the High Court of Admiralty on or after the 3rd December next.

Woodhead and Co. Agents.

London, November 20, 1851.

NOTICE is hereby given, that accounts proceeds of the tonnage bounties for the seizure of the slave-vessels *Minerva*, on the 11th, and *Feliz Lambranca*, on the 14th of March 1850, by Her Majesty's sloop *Star*, will be deposited in the Registry of the High Court of Admiralty, on the 21st instant, agreeably to Act of Parliament.

J. G. and T. Stilwell, Agents.

22, Arundel-street, Strand.

London, November 21, 1851.

NOTICE is hereby given to Commander the Hon. J. W. S. Spencer, and the officers and crew of Her Majesty's ship *Contest*, who are entitled to share in the proceeds arising from the capture of the slaver *Rosina*, on the 5th of April 1850, that the distribution thereof will be made on the 24th of December next, at No. 1, James-street, Adelphi, and where the list will be re-called every Wednesday and Friday for three months.

Flag	-	-	£46	3	9 $\frac{1}{2}$
Commander	-	-	86	12	1 $\frac{1}{2}$
Third class	-	-	25	10	5
Fourth class	-	-	15	6	3
Fifth class	-	-	8	18	7 $\frac{3}{4}$
Sixth class	-	-	7	13	1 $\frac{1}{2}$
Seventh class	-	-	5	2	1
Eighth class	-	-	2	11	0 $\frac{1}{2}$
Ninth class	-	-	1	11	10 $\frac{3}{4}$
Tenth class	-	-	0	19	1 $\frac{1}{2}$

Woodhead and Co. Agents.

WE the undersigned, James Alexander Wilkins and Robert Sparke, carrying on business at No. 46, Great Queen-street, Long Acre, in the county of Middlesex, as Estate, House, and General Agents, under the style of Wilkins and Co, have agreed to dissolve our said Partnership, and to insert the same in the London Gazette, and we hereby declare the said partnership dissolved accordingly.—Dated London, this 18th day of November 1851.

J. A. Wilkins.

Robt. Sparke.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Clifton Denne and Robert Oliver Pierce, carrying on business at No. 44, Farringdon-street, in the city of London, as General Ironmongers, has been this day dissolved by mutual consent. All debts due or owing by or to the said firm will be received and paid by the said Robert Oliver Pierce.—Witness our hands this 19th day of November 1851.

William Clifton Denne.

Robert Oliver Pierce.

NOTICE is hereby given, that the Partnership subsisting between us the undersigned, Alexander Miller and George Edwin Jones, as Engravers and Lithographic Printers, at Liverpool, in the county of Lancaster, under the style or firm of Miller and Jones, has been dissolved by mutual consent, as from the 11th day of October last.—Dated this 18th day of November 1851.

Alexr. Miller.

G. E. Jones.

TAKE notice, that the Partnership subsisting between us the undersigned, Thomas Clark Brettell, Benjamin Clark Brettell, and William Roberts, carrying on the trades or businesses of Ironmongers and Ironfounders, in the town of Northampton, under the style or firm of Brettells and Roberts, is dissolved by mutual consent, as from the 6th day of November instant.—As witness our hands this 19th day of November 1851.

Thomas Clark Brettell.

Benjamin Clark Brettell.

William Roberts.

NOTICE is hereby given, that the Partnership hitherto subsisting between us the undersigned, Edward Erskine Tustin, and Frederick William Pratt Barlow, carrying on business at Bride-court, New Bridge-street, as Attornies, Solicitors, and Conveyancers, is this day dissolved.—Dated this 17th November 1851.

E. E. Tustin.

Fred. Wm. Pratt Barlow.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Martin Goldstein and John Ulrich Gnipper, carrying on business at Bradford, in the county of York, as Stuff Merchants, under the firm of Goldstein and Company, was this day dissolved by mutual consent.—Dated this 16th day of October 1851.

Martin Goldstein.

J. U. Gnipper.

TAKE notice, that the Partnership heretofore carried on by us the undersigned, as Drapers, at No. 3, Marylebone-street, Fitzroy-square, under the firm of Rogers and Hammond, is this day dissolved by mutual consent.—Dated this 15th day of November 1851.

Alfred Rogers.

Henry E. Hammond.

NOTICE is hereby given, that the Copartnership heretofore subsisting between us the undersigned, John Ross Nugent and Daniel Edward Eldridge, as Wholesale and Retail Grocers and Provision Dealers, carrying on business at No. 22, Gravel-lane, Union-street, Southwark, in the county of Surrey, is this day dissolved by mutual consent; and that all debts are to be received and paid respectively, by the said David Edward Eldridge.—Witness our hands this 20th day of November in the year of our Lord 1851.

John Ross Nugent.

Daniel Edward Eldridge.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Swallow and Joseph Brierly, as Fancy Woollen Manufacturers, at Huddersfield, is this day dissolved by mutual consent; all debts due to or from the said copartnership will be received and paid by the said Joseph Brierly, by whom the said business will in future be carried on.—Dated this 17th November 1851.

Wm. Swallow.

J. Brierly.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned parties, carrying on business as Printers and Dyers, at Bromley-street, Manchester, in the county of Lancaster, under the firm of John Kay and Co. is this day dissolved by mutual consent, so far as regards the said John Kay, who retires therefrom. All debts owing to or by the said concern will be received and paid by the remaining partners, who will for the future carry on the said business under the firm of Barlow, Haworth, and Co.—Dated the 15th day of November 1851.

John Kay.

Robert Barlow.

James Haworth.

James Kay.

Robert Hamer.

James Hamer.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Richard Moore Benson and Henry John Philbrick, both of Aylesbury, in the county of Bucks, Attornies and Solicitors, is this day dissolved by mutual consent.—Dated this 14th day of November 1851.

R. M. Benson.

Henry J. Philbrick.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Pannett Bull and George Battcock, as Wine Merchants, at No. 4, Carlton-street, Regent-street, in the county of Middlesex, under the style or firm of Battcock and Company, has been dissolved and determined by mutual consent, as and from the 23rd day of October 1851.—As witness our hands this 18th day of November 1851.

John P. Bull.

Geo. Battcock.

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, John Taylor and Thomas Dorney Foxwell, carrying on business as Coal Merchants, at Avon-street, St. Philips, Bristol, Charfield, Yate, and Wickwar, under the firm of Taylor and Foxwell, is this day dissolved by mutual consent.—As witness our hands this 14th day of November 1851.

John Taylor.

Thomas Dorney Foxwell.

NOTICE is hereby given, that the Copartnership heretofore subsisting between the undersigned, George Wilson and John Wilson, carrying on business at No. 59, Newgate-street, in Newcastle-upon-Tyne, as Drapers, under the firm or style of G. and J. Wilson, was dissolved, on the 25th day of October last, by mutual consent.—Dated this 14th day of November 1851.

George Wilson.
John Wilson.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Orlando Brothers, Robert Railton the younger, and John Railton, carrying on the business of Manufacturers of Fire-clay Retorts and Bricks, and other articles made from Fire-clay, at Blackburn and Livesey, in the county of Lancaster, under the firm of O. Brothers and Railtons, was dissolved by mutual consent on the twentieth day of September last; all debts due to or owing by the said late partnership will be received and paid by the said Orlando Brothers.—Dated this 19th day of November 1851.

Orlando Brothers.
Robert Railton, jun.
Jno. Railton.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Millwood, Abel Samels, and William Finch Coles, as Lime Merchants, at Kensington and Hammersmith, in the county of Middlesex, is dissolved from the date hereof, so far as respects the said Abel Samels, who will, from such time, cease to be in any way interested therein.—Witness our hands this 17th day of November 1851.

W. Millwood.
A. Samels.
W. F. Coles.

THE Partnership heretofore subsisting between the undersigned, John Davenport and Edward Davenport, under the firm of John and Edward Davenport, as Maltsters and Hop Merchants, and carried on at No. 121, Bath-row, Nos. 36 and 37, Holte-street, Aston, and Nos. 1 and 2, Mill-street, Aston, all in the borough of Birmingham, in the county of Warwick, is this day hereby dissolved by mutual consent.—Dated this 19th day of November 1851.

John Davenport.
Edmund Davenport.

NOTICE is hereby given, that the Copartnership heretofore carried on by us the undersigned, Wynn Ellis, William Everington, John Howell, and John Ellis Churchill, under the firm of Ellis, Everington, and Co. as Warehousemen, Saint Paul's Church-yard, in the city of London, was this day dissolved by mutual consent, so far as it respects the said John Ellis Churchill.—As witness our hands this 31st day of October 1851.

Wynn Ellis.
Wm. Everington.
John Howell.
John Ellis Churchill.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Bowers and Robert Blacklock, at Manchester and Cheetwood, both in the county of Lancaster, as Rope, Twine, Oil Cloth, and Tarpauling Manufacturers, under the style or firm of Bowers and Blacklock, has been this day dissolved by mutual consent.—As witness our hands the 24th day of May 1851.

John Bowers.
Robert Blacklock.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Frederick Hilton and Thomas Webster, carrying on business as Cotton Spinners and Manufacturers, at Holt Town, within Manchester, in the county of Lancaster, was dissolved by mutual consent, on the 1st day of November instant. All debts due to and owing by the said concern will be received and paid by the said Frederick Hilton.—As witness our hands this 3rd day of November 1851.

Frederick Hilton.
Thomas Webster.

NOTICE is hereby given, that the Partnership heretofore carried on by us the undersigned, John Roberts, Richard Morris, and Robert Jones, under the style or firm of John Roberts and Company, at the Tivdale Iron and Wire Works, in the parish of Rowley Regis, in the county of Stafford, as Iron and Wire Manufacturers, was dissolved by mutual consent, as and from the 31st day of October last. All debts owing to and by the said copartnership will be received and paid by the said John Roberts and Robert Jones, by whom the said business will in future be carried on.—Dated this 15th day of November 1851.

John Roberts.
Richard Morris.
Robert Jones.

WE, the undersigned, hitherto carrying on the business of Commission Merchants, under the firm of Ginherr, Haakman, and Co. No. 95, Upper Thames-street, and No. 9, Lawrence Pountney-lane, Cannon-street, have this day agreed, by mutual consent, to dissolve Partnership, the winding-up of the concern will be under the entire control of Mr. H. T. Haakman.—Given under our hands this 20th day of November 1851.

H. L. Ginherr.
H. T. Haakman.

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, John Andrews and John Robert Andrews, carrying on business at No. 85, Northgate-street, in the city of Gloucester, as Grocers, was dissolved the 1st day of November last, by mutual consent.—Dated this 13th day of November 1851.

John Andrews.
John Robert Andrews.

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, Richard King Taylor and Charles Cowland, as Tailors, at No. 65, Saint Martins-lane, in the city of Westminster, was, on the 13th day of November instant, dissolved by mutual consent.—Dated this 19th day of November 1851.

Richard King Taylor.
Charles Cowland.

NOTICE is hereby given, that the Partnership lately existing between Mary Burt and Jane Burt, lately carrying on the business of Linen Drapers, at No. 34, Lower Union-street, Torquay, in the county of Devon, under the style or firm of M. and J. Burt, was on the 11th day of November instant, dissolved by mutual consent. And that the business will in future be carried on by the said Jane Burt alone; and that all debts due to and owing from the said copartnership will be received and paid either by the said Jane Burt or the said Mary Burt, at No. 35, Lower Union-street aforesaid.—Dated this 18th day of November 1851.

Mary Burt.
Jane Burt.

THE Partnership heretofore subsisting between us the undersigned, James Bredin and John Frederick Comins, at Liverpool, in the county of Lancashire, as Irish and American Provision and General Commission Merchants, under the style of Bredin and Comins, was dissolved this day by mutual consent; all debts due or owing to the said late partnership will hereafter be received by the said James Bredin. And all debts owing from or by the said late partnership will be paid by him.—As witness the hands of the parties the 15th day of November 1851.

James Bredin.
John Frederick Comins.

NOTICE is hereby given, that the Partnership lately subsisting between us, Samuel Morris and Richard Morris, of the city of Coventry, in the county of Warwick, Maltster and Publican, heretofore carrying on trade under the name or firm of Samuel and Richard Morris, was, on the 12th day of November 1851, dissolved by mutual consent.—Dated this 12th day of November 1851.

Samuel Morris.
Richard Morris.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Richard Young and Richard Stokes Young, of Stapleford Abbot, in the county of Essex, as Farmers, in the joint names of Richard Young and Richard Stokes Young, was, on the 11th day of October last, dissolved by mutual consent.—As witness our hands this 15th day of November 1851.

Richd. Young.
Richard Stokes Young.

NOTICE is hereby given, that the Partnership heretofore existing between the undersigned, Elizabeth Potts, Widow, and William Nixon, in the trade or business of Grocers and Tea Dealers, at Stockport, in the county of Chester, under the firm of Potts and Nixon, was this day dissolved by mutual consent, and in future the said Elizabeth Potts will carry on the said business on her separate account, at the shop heretofore occupied by them, being numbered 29, and situate in Lower Hillgate, in Stockport aforesaid, and the said William Nixon will also in future carry on the business of a Grocer and Tea Dealer, on his own separate account, at the shop, number 37, being also situate in Lower Hillgate aforesaid, and the said Elizabeth Potts will pay and receive all debts owing from and to the said partnership.—As witness our hands the 12th day of November 1851.

Elizabeth Potts.
William Nixon.

[Extract from the Edinburgh Gazette of November 18, 1851.]

NOTICE.

THE Subscriber, Caroline Welsh M^{rs} Queen, on the 15th day of May 1850, ceased to be a Partner, or to have any interest in the business carried on under the firm of John Ormiston and Company, Bakers, 42, Jamaica-street, Edinburgh, she having retired from the firm at that date.

C. M^{rs} Queen.

9, India-street, Edinburgh,
November 18, 1851.

JAS. MILLIGAN, S.S.C. Witness.
WM. ROBERTSON, Writer, Witness.

November 21, 1851.

In the goods of John Meredith, deceased.

THE next of kin (if any) of John Meredith, late of No. 10, Wharf, City-road, in the parish of St. Luke, in the county of Middlesex, Wharfinger, deceased, are requested to apply to Messrs. Abbot and Sons, No. 7, Dean's-court, Doctors'-commons, London, where they may hear of something to their advantage.

Marshal's Office.

BRITISH GUIANA.

Counties of Demerary and Essequibo.

Edictal Citation.

PURSUANT to Authority granted by His Honour the Chief Justice of British Guiana, dated the 16th day of September 1851,—

I, the undersigned Provost-Marshal of British Guiana, in the name and behalf of Thomas Napier, Executor to the last will and testament of Walter Napier, deceased, a native of Scotland, late an inhabitant of the county of Essequibo, in the colony of British Guiana, do hereby, by edict, cite all known and unknown creditors, as well European as Colonial, of the said Walter Napier, deceased, to appear before the Honourable the Supreme Court of Civil Justice of British Guiana, at the Registrar's office for the counties of Demerary and Essequibo, in the Public-buildings, in the city of Georgetown, in the colony aforesaid, and there file their claims, properly substantiated and in due form, within one month after notice by me in the Official Gazette of the Colony, of the publication of this Edict in the London Gazette: on pain in default thereof, as the law directs.

Demerary and Essequibo, this 24th day of September 1851.

W. H. HOLMES, Provost-Marshal.

BRITISH GUIANA.

Counties of Demerary and Essequibo.

PURSUANT to an Order of His Honour Jeffery Hart Bent, Chief Justice of British Guiana, bearing date August 22nd 1851, in the matter of the Administrator-General of Demerary and Essequibo, as representing the insolvent estate of Alexander Duff;

I, the undersigned, Provost-Marshal of British Guiana, advertise by these presents, for the first, second, and third time, that I, or my lawful deputy, will expose for sale, at public judicial auction, in the month of September 1852;

The Sugar Plantation Spring Garden, cum annexis, situate in the county of Essequibo (save and except two acres of land on the north-east corner of said plantation, within the front dam, and the land in front thereof to low water-mark), as per inventory.

All persons who may have any right, title, or interest in and to the nett proceeds of the property above described, are hereby summoned to appear in person, or by attorney, at the Registrar's office for the counties of Demerary and Essequibo, within one calendar month after expiration of the Registrar's advertisement to that effect, which advertisement will be issued twenty-one days after the sale of the said property, for the purpose of delivering into said Registrar's office their respective claims, with all documents and vouchers in support thereof, in order that the Honourable the Supreme Court of Civil Justice of British Guiana may proceed to a decision præ et concurrentiæ on the said nett proceeds, on pain, in default thereof, as the law directs.

An inventory of said plantation may be seen at the counting-house of Messrs. John Kingston and Company, 6, Crosby-square, London.

Marshal's Office, Georgetown, Demerary and Essequibo, this 11th day of October 1851.

W. H. HOLMES, Provost-Marshal, British Guiana.

BRITISH GUIANA.

County of Demerary and Essequibo.

PURSUANT to an Order of his Honour Jeffery Hart Bent, Chief Justice of British Guiana, bearing date August 20th, 1851, in the matter of the Administrator-General of Demerary and Essequibo, as representing the insolvent estate of Alexander Duff.

I, the undersigned, Provost-Marshal of British Guiana, advertise by these presents for the first, second, and third time, that I, or my lawful deputy, will expose for sale at public judicial auction, in the month of September 1852;

The said Alexander Duff's one undivided third share of the sugar plantation Groenveld, cum annexis, situate on the west sea coast of the county of Demerary.

All persons who may have any right, title, or interest in and to the nett proceeds of the property above described, are hereby summoned to appear in person, or by attorney, at the Registrar's office for the counties of Demerary and Essequibo within one calendar month after the expiration of the Registrar's advertisement to that effect, which advertisement will be issued twenty-one days after the sale of said property, for the purpose of delivering into said Registrar's office their respective claims, with all documents and vouchers in support thereof, in order that the Honourable the Supreme Court of Civil Justice of British Guiana may proceed to a decision præ et concurrentiæ on the said nett proceeds, on pain, in default thereof, as the law directs.

An inventory of said plantation may be seen at the counting-house of Messrs. John Kingston and Company, No. 6, Crosby-square, London.

Marshal's Office, Georgetown, Demerary and Essequibo, this 11th day of October 1851.

W. H. HOLMES, Provost-Marshal.

In Chancery.—Between Susanna Luck Bradstreet, Plaintiff and Robert Michael Baxter, Defendant.

TAKE notice, that by special leave of his Honour the Vice-Chancellor, Sir Richard Kindersley, Knight, this Honourable Court will be moved, on Wednesday the 10th day of December next, or so soon after as Counsel can be heard, by Mr. Anderson, of Counsel for the above-named plaintiff, before his Honour the Vice-Chancellor Sir Richard Kindersley, that the Bill in this cause may be taken pro confesso against the above-named defendant, Robert Michael Baxter, pursuant to the Orders of this Honourable Court, bearing date the 8th day of May 1845.—Dated this 6th day of November 1851.

Yours, &c.

WM. BRAIKENRIDGE, 16, Bartlett's-buildings,
London, Solicitor for the said Plaintiff.

To the above-named defendant, Robert Michael Baxter.

TO be sold, in one lot, pursuant to a Decree of the High Court of Chancery made in a cause wherein Mary Holland is plaintiff, and Joseph King and William King are defendants, and pursuant to a Decree made in a cause wherein the said Mary Holland is plaintiff, and Edward Westwood and others are defendants, with the approbation of Nassau William Senior, Esq. one of the Masters of the said Court, by Mr. John Fallows, of Birmingham, in the county of Warwick, Auctioneer, at the Union Inn, in Birmingham aforesaid, on Thursday the 18th day of December next, at four o'clock in the afternoon precisely;

Certain leasehold messuages, shops, outbuildings and premises, situate in Lichfield-street, in Birmingham aforesaid, now or late in the occupation of Mr. Joseph King, or his undertenants, with a steam engine situate upon the said premises, and machinery connected therewith, requisite for the manufacture of crucibles, glass-house pots and casting-pots, and other effects belonging to the late firm of Kings and Holland.

Particulars and conditions of sale may be had (gratis) at the said Master's chambers, Southampton-buildings, Chancery-lane, London; of Messrs. Amory, Travers, and Smith, Solicitors, Throgmorton-street, London; of Messrs. Bray and Bridges, Solicitors, Birmingham, of Mr. F. C. Hill, Solicitor, Southampton-chambers, No. 53, Chancery-lane, London; of Messrs. Collis, and Bernard, Solicitors, Stourbridge; and at the said inn.

WHEREAS by the Decree of the High Court of Chancery made in a cause of Addison v. Busk, it was referred (amongst other things) to Nassau William Senior, Esq. one of the Masters of the said Court, to inquire who were the next of kin, according to the Statutes of Distribution, of Mary Tabitha Lee, late of Staindrop, in the county of Durham, Spinster (the testatrix in the plaintiff's claim named), who died in the month of May 1851, living at the time of her death; and whether any of them are since dead, and if dead, who is or are their legal personal representative or representatives: any person or persons claiming to be such next of kin, or representative or representatives of any of such next of kin who have since died, are, by their Solicitors, to come in before the said Master, at his chambers, in Southampton-buildings, Chancery-lane, London, on or before the 7th day of January 1852, and leave his, her, or their claim or claims, and are, on or before the 7th day of February 1852, to prove his, her, or their claim or claims, and make out such kindred, or in default thereof they will be excluded the benefit of the said Decree.

PURSUANT to a Decree of the High Court of Chancery made in a cause of Bessant v. Noble, the creditors of Thomas Cole, of Little East Cheap, in the city of London, Painter (who died in the year 1801), are, by their Solicitors, on or before the 4th day of December 1851, to leave their claims of debts before Joseph Humphry, Esq. one of the Masters of the said Court, at his office, in South-

ampton-buildings, Chancery-lane, London, and are, on the 4th day of January 1852, to establish such claims before the said Master, or in default thereof such persons will be peremptorily excluded the benefit of the said Decree, and the General Orders of the said Court.

PURSUANT to a Decree of the High Court of Chancery made in a cause *Harding against Harding*, the creditors of Ann Harding, late of Saint Michael's Hill, in the city of Bristol, Widow, deceased (who died on or about the 10th day of June 1851), are, by their Solicitors, forthwith to come in and prove their debts before James William Farrer, Esq. one of the Masters of the said Court, at his chambers, in Southampton-buildings, Chancery-lane, London, or in default thereof they will be excluded the benefit of the said Decree.

PURSUANT to a Decree of the High Court of Chancery made in a cause *Harding against Harding*, the creditors of John Harding, formerly of Shirehampton, in the county of Gloucester, but residing at the time of his death at Henbury-hill, in the same county, Esq. deceased (who died on or about the 18th day of June 1851), are, by their Solicitors, forthwith to come in and prove their debts before James William Farrer, Esq. one of the Masters of the said Court, at his chambers, in Southampton-buildings, Chancery-lane, London, or in default thereof they will be excluded the benefit of the said Decree.

PURSUANT to a Decree of the High Court of Chancery made in a cause *Sawyer against Mills*, the creditors of John Sawyer, late of the parish of Clewer, in the county of Berks, Gentleman, deceased (who died on or about the 6th day of September 1836), are, either by themselves or their Solicitors, forthwith to come in and prove their debts before William Henry Tinney, Esq. one of the Masters of the said Court, at his chambers, in Southampton-buildings, Chancery-lane, London, or in default thereof they will be excluded the benefit of the said Decree.

PURSUANT to a Decree of the High Court of Chancery made in a cause *Sawyer against Mills*, the creditors of George Sawyer, late of Bell Farm, in the parish of Clewer, in the county of Berks, Farmer, deceased (who died on or about the 18th day of May 1831), are, either by themselves or their Solicitors, forthwith to come in and prove their debts before William Henry Tinney, Esq. one of the Masters of the said Court, at his chambers, in Southampton-buildings, Chancery-lane, London, or in default thereof they will be excluded the benefit of the said Decree.

PURSUANT to an Order of the High Court of Chancery made in a cause *Turner against Turner*, the creditors of William Turner, late of Tyne-mouth, in the county of Northumberland, Joiner and Cabinet Maker, deceased (who died on or about the 14th day of August 1848), are, on or before the 13th day of November 1851, to come in and prove their debts before Richard Richards, Esq. one of the Masters of the said Court, at his chambers, in Southampton-buildings, Chancery-lane, London, or in default thereof they will be peremptorily excluded the benefit of the said Order.

PURSUANT to a Decree of the High Court of Chancery made in a cause *Eldridge against Low*, the creditors of George Forder, late of Rushington, in the parish of Eling, in the county of Southampton, deceased (who died on or about the 20th day of December 1845), and also the creditors of Mary Ann Forder, late of the same place, deceased (who died on or about the 14th day of August 1849), are, either by themselves or their Solicitors, forthwith to come in and prove their debts before William Henry Tinney, Esq. one of the Masters of the said Court, at his chambers, in Southampton-buildings, Chancery-lane, London, or in default thereof they will be excluded the benefit of the said Decree.

PURSUANT to a Decree of the High Court of Chancery made in the causes of *Bradley v. Scott*, *Bradley v. Gardom*, and *Bradley v. Gardom*, the creditors of John Bradley, late of Epsom, in the county of Surrey, Baker (who died in the month of November 1842), and also the creditors of James Bradley, of Epsom aforesaid, Gentleman (who died in the month of January 1844), and the creditors of John Bradley the younger, of Epsom aforesaid, Gentleman (who died in the month of March 1844), are, by their Solicitors, on or before the 13th day of December 1851, to leave their claims of debts before Joseph Humphry, Esq. one of the Masters of the said Court, at his office, in Southampton-buildings, Chancery-lane, London, and are, on the 18th day of January 1852, to establish such claims before the said Master, or in default thereof such persons will be peremptorily excluded the benefit of the said Decree, and the General Orders of the said Court.

THIS is to give notice that by an indenture, bearing date the 15th day of November 1851, John Brown and Henry Donaldson, of the town and county of Newcastle-upon-Tyne, Cutlers and Surgical Instrument Makers

No. 21265.

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(trading under the firm of John Brown and Son), have conveyed and assigned all their and each of their estate and effects, whatsoever and wheresoever, to William Brown, of Gateshead, in the county of Durham, Ironfounder, and Robert Stephen Salmon, of Newcastle-upon-Tyne aforesaid, Painter, upon trust for all the creditors of them the said John Brown and Henry Donaldson; and that the said indenture was duly executed by the said John Brown, Henry Donaldson, William Brown, and Robert Stephen Salmon respectively, on the said 15th day of November aforesaid, and which execution by all the said parties was witnessed by William Wynne, of Bank-buildings, Newcastle-upon-Tyne aforesaid, Attorney and Solicitor.

NOTICE is hereby given, that William Harrison, of The Waterfall, Merton-road, in the county of Surrey, bath, by indenture, dated the 13th day of November instant, conveyed and assigned all his real and personal estate, household furniture, and all other his estate and effects, whatsoever, to John Loat, of Balham Hill, in the said county, Builder, upon trust, for the benefit of himself and all other the creditors of the said William Harrison who shall execute the said indenture within one calendar month from the date thereof; and that the said indenture was duly executed by the said William Harrison, on the day of the date thereof, and by the said John Loat, on the 15th day of November instant, respectively, in the presence of, and is attested by, Arthur Turner Hewitt, of No. 6, Nicholas-lane, in the city of London, Solicitor; and notice is hereby further given, that the said indenture now lies for execution by the rest of the creditors of the said William Harrison, at the offices of the said Arthur Turner Hewitt, No. 6, Nicholas-lane, Lombard-street, London, Solicitor to the Trustee. —Dated this 17th day of November 1851.

NOTICE is hereby given, that by indenture, dated the 29th day of September 1851, Richard Nelson Reeve, of No. 85, Newgate-street, in the city of London, Woollen Draper, conveyed and assigned all his estate and effects unto Henry Davis, of Saint Paul's Churchyard, in the said city of London, Warehouseman, and Samuel Thompson, of Gresham-street, in the said city of London, Warehouseman, as trustees for the benefit of the creditors of the said Richard Nelson Reeve; and the said indenture was executed by the said Richard Nelson Reeve on the day of the date thereof, in the presence of, and his execution is attested by, Nathaniel Overbury, of No. 4, Fredericks-place, Old Jewry, in the said city of London, Solicitor; and by the said Henry Davis and Samuel Thompson respectively, on the 4th day of October 1851, in the presence of, and their respective executions are attested by, the said Nathaniel Overbury; and the said indenture now lies at my office for execution by the creditors of the said Richard Nelson Reeve.

NATHANIEL OVERBURY, No. 4, Fredericks-Place, Old Jewry, Solicitor for the Trustees.

In the Estate of Edmund Nicholson, of the city of York, Tailor and Draper.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 2s. 6d. in the pound, upon application at my office, as under, on Thursday the 4th of December 1851, or any subsequent Thursday, between the hours of eleven and two. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

G. W. FREEMAN, Official Assignee,
18, Park-row, Leeds.

In the Estate of George Schonswar and Henry Schonswar, Merchants and Copartners, trading at the city of London, under the firm of George and Henry Schonswar.

I HEREBY give notice, that the creditors who have proved their debts under the above estate may receive a Fifth Dividend of 5 $\frac{1}{4}$ d. in the pound, upon application at my office, as under, on Thursday the 4th day of December 1851, or any subsequent Thursday, between the hours of eleven and two. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

G. W. FREEMAN, Official Assignee,
18, Park-row, Leeds.

Re James Thomas Hobson, of Wellingborough, in the county of Northampton, Corn and Coal Dealer.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 3s. 8d. in the pound, upon application at my office, No. 24, Basinghall-street, on Tuesday the 25th day of November 1851, or any subsequent Tuesday, between the hours of eleven and two of the clock. No Dividend will be paid without the production of the secu-

rities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—17th November 1851.

ISAAC NICHOLSON, Official Assignee.

Declaration of Dividend under a Fiat, dated 23rd June 1834, against William and Francis Fincher, of Ivy-bridge, Paper Manufacturers.

NOTICE is hereby given, that the Second and Final Dividend, at the rate of 1½d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 12, Abchurch-lane, City, on Saturday next, and the three subsequent Saturdays, between the hours of eleven and two of the clock, on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special direction of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration.

J. F. GROOM, Official Assignee.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, filed on the 27th day of June 1851, against Thomas Elson Williams, of the city of Exeter, Wine and Spirit Merchant.

NOTICE is hereby given, that a First Dividend, at the rate of 10s. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday after the 25th instant, between the hours of eleven and four. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special direction of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will and letters of administration.—November 15, 1851.

H. L. HIRTZEL, Official Assignee.

Estate of Charles Collins and George Talbot Rose, of the Hill, in the borough of Bewdley, in the county of Worcester, of Wribbenhall, in the parish of Kidderminster, and of No. 18, Aldermanbury, in the city of London, Carpet Manufacturers and Copartners.

THE creditors who have proved their debts under the above Petition in Bankruptcy may receive their warrants for the First Dividend of 5s. 6½d. in the pound, any Thursday, between the hours of eleven and three, on application at my office, No. 7, Waterloo-street, Birmingham. No warrant will be delivered without the production of the bills and other securities exhibited at the time of proof. Executors and administrators will be required to produce the probate of will or letters of administration.—November 17, 1851.

JAMES CHRISTIE, Official Assignee.

WHEREAS a Petition for adjudication in Bankruptcy, bearing date the 12th day of November 1851, hath been duly filed against John *Custance* (and not *Custaner*, as before advertised), formerly of Sutton, in the county of Cambridge, afterwards of Clifton-street, Finsbury, in the county of Middlesex, and now of Greenwich, in the county of Kent, Miller, Dealer and Chapman, and he being declared a bankrupt is hereby required to surrender himself to Edward Goulburn, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 29th of November instant, at two in the afternoon precisely, and on the 10th of January next, at half past eleven in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Isaac Nicholson, No. 24, Basinghall-street, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Lawrance, Plews, and Boyer, Solicitors, Old Jewry-chambers, London.

WHEREAS a Petition for adjudication of Bankruptcy, bearing date the 18th day of November 1851, hath been duly filed by Thomas Patient, of Saffron Walden, in the county of Essex, Cooper, Carpenter, Wheelwright and Blacksmith, and he being declared a bankrupt is hereby required to surrender himself to Edward Goulburn, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 29th day of November instant, and on the 16th day of January next, at eleven of the clock in the forenoon precisely, on each of the said days, at the Court of Bankruptcy, Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects,

are not to pay or deliver the same but to Mr. William Pennell, No. 3, Guildhall-chambers, Basinghall-street, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Sharpe, Field, Jackson, and Newbold, Solicitors, No. 41, Bedford-row, London, or to Messrs. W. and R. D. Thurgood, Solicitors, Saffron Walden.

WHEREAS a Petition for adjudication of Bankruptcy, bearing date the 13th day of November 1851, hath been duly filed against Alfred Bradford, of the White Horse, No. 38, Assembly-row, Mile End-road, in the county of Middlesex, Licensed Victualler, Dealer and Chapman, and he being declared a bankrupt is hereby required to surrender himself to Edward Goulburn, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 29th day of November instant, at half past twelve o'clock in the afternoon precisely, and on the 16th day of January next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. William Pennell, No. 3, Guildhall-chambers, Basinghall-street, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Shaen and Grant, Solicitors, Kennington-cross, Surrey.

WHEREAS a Petition for adjudication of Bankruptcy, filed the 18th day of November 1851, hath been presented against Solomon Solomon, of No. 1, Strand, in the county of Middlesex, Tailor, and he being declared a bankrupt is hereby required to surrender himself to John Samuel Martin Fonblanque, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 28th day of November instant, at half past one of the clock in the afternoon precisely, and on the 31st of December next, at one in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Hatton Hamer Stansfeld, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. J. D. Finney, Solicitor, No. 6, Farnivals-inn, Holborn.

WHEREAS a Petition for adjudication of Bankruptcy, filed the 19th day of November 1851, hath been presented against Henry Woolf and Isaac Lyons, both of No. 1, Cripplegate-buildings, in the city of London, Umbrella Manufacturers and Copartners, and they being declared bankrupts are hereby required to surrender themselves to John Samuel Martin Fonblanque, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 3rd day of December next, at one of the clock in the afternoon precisely, and on the 2nd day of January following, at twelve o'clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of their estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupts are required to finish their examination. All persons indebted to the said bankrupts, or that have any of their effects, are not to pay or deliver the same but to Mr. Hatton Hamer Stansfeld, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. Thomas Parker, Solicitor, No. 18, St. Paul's Church-yard.

WHEREAS a Petition for adjudication of Bankruptcy, filed the 20th day of November 1851, hath been presented against William Evans, of Banbury, in the county of Oxford, Ironmonger and Seedsman, and he being declared bankrupt is hereby required to surrender himself to John Samuel Martin Fonblanque, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 2nd day of December next, at twelve o'clock at noon, and on the 2nd day of January following, at one of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. George John Graham, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. B. W. Aplin, Solicitor, Banbury, Oxfordshire.

WHEREAS a Petition for adjudication of Bankruptcy, filed the 11th day of November 1851, hath been presented against Edward Sills Clarke, of Saint Mary Cray, in the county of Kent, Baker, Dealer and Chapman, and he being declared a bankrupt is hereby required to surrender himself to John Samuel Martin Fonblanque, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 2nd of December next, at one in the afternoon precisely, and on the 6th of January following, at twelve at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. George John Graham, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. Fras. Hobler, Solicitor, No. 26, Bucklersbury, Mansion House.

WHEREAS a Petition for adjudication of Bankruptcy, was, on the 15th day of November 1851, filed against Thomas Barnjum, of No. 10, Pall Mall East, in the county of Middlesex, and of Willesden, in the said county of Middlesex, Wine Merchant, Trader, Dealer and Chapman, and he being declared bankrupt is hereby required to surrender himself to Edward Holroyd, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 5th day of December next, at twelve o'clock at noon precisely, and on the 6th day of January following, at two of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Edward Edwards, No. 1, Sambrook-court, Basinghall-street, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. George Annesley, Solicitor, No. 64, Lincoln's-inn-fields.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 20th day of November 1851, filed against William Robinson, of West Lynn, in the county of Norfolk, Grocer and Draper, and he being declared a bankrupt is hereby required to surrender himself to Edward Holroyd, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 5th day of December next, at two o'clock in the afternoon precisely, and on the 6th day of January following, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. James Foster Groom, No. 12, Abchurch-lane, Lombard-street, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Reed, Langford, and Marsden, Solicitors, No. 59, Friday-street, London.

WHEREAS a Petition for adjudication of Bankruptcy, was, on the 29th day of October 1851, filed against James Thomas Jones, of No. 44, Rathbone-place, in the county of Middlesex, Manchester Warehouseman, Dealer and Chapman, and he being declared a bankrupt is hereby required to surrender himself to Joshua Evans, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 1st day of December next, and on the 15th day of January following, at eleven o'clock in the forenoon precisely, on each of the said days, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Bell, No. 3, Coleman-street-buildings, Moorgate-street, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Watson and Roscoe, Solicitors, Worship-street, Finsbury.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 20th day of November 1851, filed against William Knock, of and residing at Eton, in the county of Buckingham, Nurseryman, Cook and Confectioner, Dealer and Chapman, and he being declared a bankrupt is hereby required to surrender himself to Joshua Evans, Esq. one

of Her Majesty's Commissioners of the Court of Bankruptcy, on the 1st day of December next, at one o'clock in the afternoon precisely, and on the 6th day of January following, at half past eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Bell, No. 3, Coleman-street-buildings, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Marten, Thomas, and Hollams, Solicitors, Mincing-lane.

WHEREAS a Petition for adjudication of Bankruptcy, bearing date the 20th of November 1851, hath been filed against Richard Stanford and Benjamin Lewis, of Wednesbury, in the county of Stafford, Engineers and Smiths, Copartners in Trade, and Dealers and Chapman, and they being declared bankrupts are hereby required to surrender themselves to Edmund Robert Daniell, Esq. one of Her Majesty's Commissioners of the Birmingham District Court of Bankruptcy, holden at Birmingham, on the 4th and 30th of December next, at half past eleven in the forenoon, on each day, and make a full discovery and disclosure of their estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupts are required to finish their examination. All persons indebted to the said bankrupts, or that have any of their effects, are not to pay or deliver the same but to Mr. Frederick Whitmore, No. 7, Waterloo-street, Birmingham, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. Henry Holland, Solicitor, West Bromwich, or to Mr. T. R. T. Hodgson, Solicitor, Cherry-street, Birmingham.

WHEREAS, on the 17th day of November 1851, a Petition for adjudication of Bankruptcy was filed against Thomas Avant, of Bridport, in the county of Dorset, Music Seller, Dealer and Chapman, in Her Majesty's Court of Bankruptcy for the Exeter District, and he being adjudged bankrupt is hereby required to surrender himself to Montague Baker Bere, Esq. Commissioner of Her Majesty's Court of Bankruptcy for the Exeter District, on the 2nd day of December next, at twelve of the clock at noon precisely, and on the 23rd day of the same month, at one o'clock in the afternoon precisely, at the Exeter District Court of Bankruptcy, in Queen-street, in the city of Exeter, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. F. Hernaman, Queen-street, Exeter, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. Frederick Walter Gundry, Solicitor, Bridport, or Mr. John Hull Terrell, Solicitor, Saint Martin's-lane, Exeter.

WHEREAS, on the 31st day of October 1851, a Petition for adjudication of Bankruptcy was filed against Matthew Mumford, of the parish of Dittisham, in the county of Devon, Miller, in Her Majesty's Court of Bankruptcy for the Exeter District, and he being adjudged bankrupt is hereby required to surrender himself to Montague Baker Bere, Esq. Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, on the 28th day of November instant, and on the 23rd day of December next, at one of the clock in the afternoon precisely, on each of the said days, at the Court of Bankruptcy for the Exeter District, in Queen-street, in the city of Exeter, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. F. Hernaman, Queen-street, Exeter, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. Theodore Bryett, Solicitor, Totness, or Mr. John Stogdon, Solicitor, Gandy-street, Exeter.

WHEREAS a Petition for adjudication of Bankruptcy, bearing date the 14th day of November 1851, is awarded and issued forth against David Hatfield Leggett, of Brigg, in the county of Lincoln, Joiner and Builder, Dealer and Chapman, and he being declared a bankrupt is hereby required to surrender himself to William Scrope Ayrton, Esq. one of Her Majesty's Commissioners of the Leeds District Court of Bankruptcy, on the 3rd and 31st days of December next, at twelve at noon precisely, on each of the said days, at the Leeds District Court of Bank-

ruptcy, in the Townhall, in Kingston-upon-Hull, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Theophilus Carrick, Hull, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. George Stamp, Solicitor, Kingston-upon-Hull.

WHEREAS a Petition for adjudication of Bankruptcy, filed the 11th day of November 1851, directed to Her Majesty's District Court of Bankruptcy, at Liverpool, hath been awarded and issued against William Pritchard, of Liverpool, in the county of Lancaster, Tea Merchant and Rice Miller, Dealer and Chapman, and he being declared a bankrupt is hereby required to surrender himself to Henry James Perry, Esq. one of Her Majesty's Commissioners of the Liverpool District Court of Bankruptcy, at Liverpool, on the 3rd and 23rd days of December next, at eleven of the clock in the forenoon precisely, on each of the said days, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. George Morgan, No. 12, Cook-street, Liverpool, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Harvey and Falcon, Solicitors, Castle-street, Liverpool.

WHEREAS a Petition for adjudication of Bankruptcy, filed the 17th day of November 1851, directed to Her Majesty's District Court of Bankruptcy at Liverpool, hath been awarded and issued against John Stewart Ritson, of Liverpool, in the county of Lancaster, Printer and Ship Owner, Dealer and Chapman, and he being declared a bankrupt is hereby required to surrender himself to Henry James Perry, Esq. one of Her Majesty's Commissioners of the Liverpool District Court of Bankruptcy, at Liverpool, on the 2nd day of December next, and on the 22nd day of the same month, at eleven of the clock in the forenoon precisely, on each day, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. James Cazenove, Eldon-buildings, South John-street, Liverpool, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Robinson and Duke, Church-alley, Liverpool.

NOTICE is hereby given, that in pursuance of an Order of Henry John Stephen, Serjeant at Law, the Commissioner acting in the prosecution of a Petition for adjudication of Bankruptcy, against William Williams, William Williams the younger, and Thomas Robert Williams, of Newport, in the county of Monmouth, Bankers, Millers, Dealers, Chapmen and Copartners, one of the Registrars of the Court of Bankruptcy for the Bristol District, will attend at the Townhall, in the borough of Newport aforesaid, on Wednesday, the 10th of December next, and two following days, at ten o'clock in the forenoon of each of the said days, to act in the prosecution of the said Petition for Proof of Debts.

EDWARD GOULBURN, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 15th day of September 1851, against Alfred Lyon, of Saffron Walden, in the county of Essex, Draper, Dealer and Chapman, will sit on the 29th day of November next, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

EDWARD GOULBURN, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 26th day of August 1851, against Edmund Sheffield, of Crisp-street, Poplar, in the county of Middlesex, Builder, will sit on the 29th of November instant, at eleven in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

HENRY JOHN STEPHEN, Serjeant at Law, one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 18th day of December 1850, against Samuel Willett the elder, of Bath-parade, Cheltenham, in the county of Gloucester, Plumber and Glazier, Dealer and Chapman, will sit on the 19th day of December next, at eleven o'clock in the forenoon precisely (and not on the 13th day of the same month, as advertised in the Gazette of the 18th day of November instant), at the Bristol District Court of Bankruptcy, in the city of Bristol, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

NATHANIEL ELLISON, Esq. Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 26th day of April 1851, awarded and issued forth against William Gray, of Sunderland, in the county of Durham, Draper, Dealer and Chapman, will sit on the 19th of December next, at twelve of the clock at noon precisely, at the District Court of Bankruptcy, at the Royal-arcade, in Newcastle-upon-Tyne, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

MARTIN JOHN WEST, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 27th day of September 1841, awarded and issued forth against Samuel Eastwood, of Huddersfield, in the county of York, Woolstapler, Dealer and Chapman (trading under the firm of Samuel Eastwood and Son), will sit on the 4th day of December next, at eleven of the clock in the forenoon precisely, at the Leeds District Court of Bankruptcy, in the Commercial-buildings, at Leeds, to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Fiat, pursuant to "The Bankrupt Law Consolidation Act, 1849."

MARTIN JOHN WEST, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 30th day of July 1851, filed against Hodgson Lewis and James Hervey, of Halifax, in the county of York, Spirit Merchants, Dealers and Chapmen, and Copartners, will sit on the 4th day of December next, at eleven of the clock in the forenoon precisely, at the Leeds District Court of Bankruptcy, in the Commercial-buildings, in Leeds, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Petition pursuant to "The Bankrupt Law Consolidation Act, 1849."

MARTIN JOHN WEST, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 23rd day of July 1851, filed against Robert Bew, of Selby, in the county of York, Grocer and Tea Dealer, Dealer and Chapman, will sit on the 4th day of December next, at eleven o'clock in the forenoon precisely, at the Leeds District Court of Bankruptcy, in the Commercial-buildings, in Leeds, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to "The Bankrupt Law Consolidation Act, 1849."

MARTIN JOHN WEST, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 30th day of July 1851, filed against Hodgson Lewis and James Hervey, of Halifax, in the county of York, Spirit Merchants, Dealers and Chapmen, and Copartners, will sit on the 4th day of December next, at eleven of the clock in the forenoon precisely, at the Leeds District Court of Bankruptcy, in the Commercial-buildings, in Leeds, in order to Audit the Accounts of the Assignees of the separate estate and effects of Hodgson Lewis, one of the said bankrupts, under the said Petition, pursuant to "The Bankrupt Law Consolidation Act, 1849."

MARTIN JOHN WEST, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 10th day of May 1849, awarded and issued forth against Thomas Robinson, of the city of Ripon, in the county of York, Ironfounder, Dealer and Chapman, will sit on the 4th day of December next, at eleven of the clock in the forenoon precisely, at the Leeds District Court of Bankruptcy, in the Commercial-buildings, Leeds, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Fiat, pursuant to "The Bankrupt Law Consolidation Act, 1849."

WILLIAM SCROPE AYRTON, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the

19th day of July 1850, awarded and issued forth against John Robinson and Edward Moore, both residing in the township of Alverthorpe-with-Thornes, in the parish of Wakefield, in the county of York, and carrying on business in copartnership together, at Silcoates, in the township of Alverthorpe-with-Thornes aforesaid, as Spinners, under the style or firm of John Robinson and Company, will sit on the 15th day of December next, at twelve o'clock at noon precisely, at the Leeds District Court of Bankruptcy, in the Commercial-buildings, at Leeds, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Petition, pursuant to "The Bankrupt Law Consolidation Act, 1849."

WILLIAM SCROPE AYRTON, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 21st day of November 1848, awarded and issued forth against Elihu Stead, of New Mill, in the parish of Kirk Burton, in the county of York, Corn and Flour Dealer, will sit on the 13th day of December next, at ten o'clock in the forenoon precisely, at the Leeds District Court of Bankruptcy, in the Council-hall, Sheffield, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupts, under the said Fiat, pursuant to "The Bankrupt Law Consolidation Act, 1849."

WILLIAM SCROPE AYRTON, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 24th day of December 1839, awarded and issued forth against Robert Derham, of Leeds, in the county of York, and Walter Alan Hinde and James Derham, of Dolphinholme, in the county of Lancaster, Worsted Spinners, Partners in Trade, Dealers and Chapmen, will sit on the 9th day of December next, at twelve of the clock at noon precisely, at the Leeds District Court of Bankruptcy, in the Commercial-buildings, Leeds, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupts under the said Fiat, pursuant to "The Bankrupt Law Consolidation Act, 1849."

WILLIAM SCROPE AYRTON, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 12th day of March 1839, awarded and issued forth against Matthew Jepsou, of Sheffield, in the county of York, Grocer, Dealer and Chapman, will sit on the 13th day of December next, at ten of the clock in the forenoon precisely, at the Leeds District Court of Bankruptcy, in the Council-hall, Sheffield, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Fiat, pursuant to "The Bankrupt Law Consolidation Act, 1849."

HENRY JAMES PERRY, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 26th day of March 1849, awarded and issued forth against Robert Murray, of Liverpool, in the county of Lancaster, Woollen Draper, Dealer and Chapman, will sit on the 2nd day of December next, at eleven o'clock in the forenoon precisely, at the District Court of Bankruptcy, in Liverpool, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Fiat, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

RICHARD STEVENSON, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 1st day of October 1851, against William Green the younger, of Higher Tramere, in the county of Chester, Brewer, will sit on the 4th of December next, at eleven o'clock in the forenoon precisely, at the District Court of Bankruptcy, in Liverpool, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

EDMUND ROBERT DANIELL, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 13th day of September 1851, and filed against William Coleman, of the city of Coventry, Chemist, Druggist, and Grocer, will sit on the 16th day of December next, at half past eleven of the clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

EDMUND ROBERT DANIELL, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 21st day of June 1851, and filed against Charles Collins and George Talbot Rose, of the Hill, in the borough of Bewdley, in the county of Worcester, of Wribbenhall, in the parish of Kidderminster, in the same county, and of

No. 18, Aldermanbury, in the city of London, Carpet Manufacturers and Copartners, will sit on the 3rd day of December next, at half past eleven of the clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, in order to Audit the Accounts of the Assignees of the separate estate and effects of George Talbot Rose, one of the said bankrupts, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

JOHN SAMUEL MARTIN FONBLANQUE, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 22nd day of October 1850, awarded and issued forth against Frederick La Mark and George La Mark, of No. 9, Water-lane, Tower-street, in the city of London, Ship Brokers and Copartners in Trade, will sit on the 12th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a First Dividend of the joint estate and effects of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

JOHN SAMUEL MARTIN FONBLANQUE, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 22nd day of October 1850, awarded and issued forth against Frederick La Mark and George La Mark, of No. 9, Water-lane, Tower-street, in the city of London, Ship Brokers and Copartners in Trade, will sit on the 12th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a First Dividend of the separate estate and effects of George La Mark, one of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

JOHN SAMUEL MARTIN FONBLANQUE, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 22nd day of October 1850, awarded and issued forth against Frederick La Mark and George La Mark, of No. 9, Water-lane, Tower-street, in the city of London, Ship Brokers and Copartners in Trade, will sit on the 12th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, to make a First Dividend of the separate estate and effects of Frederick La Mark, one of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD HOLROYD, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 25th day of January 1849, awarded and issued forth against Stephen Keen and William Langford, of John-street, Pentonville, in the county of Middlesex, Brewers and Copartners in Trade, trading under the style of Stephen Keen and Co. will sit on the 16th day of December next, at one o'clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the separate estate and effects of William Langford, one of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD HOLROYD, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 25th day of January 1849, awarded and issued forth against Stephen Keen and William Langford, of John-street, Pentonville, in the county of Middlesex, Brewers and Copartners in Trade, trading under the style of Stephen Keen and Co. will sit on the 16th day of December next, at one in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the separate estate and effects of Stephen Keen, one of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD HOLROYD, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 10th day of March 1848, awarded and issued forth against John Parker, of the city of Oxford, Brewer, will sit on the 16th of December next, at two in the afternoon precisely, at the Court of Bankruptcy,

in Basinghall-street, in the city of London, to make a Dividend of the estate and effects of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD HOLROYD, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 9th day of February 1850, against William Woodbridge, of Mincing-lane, in the city of London, Colonial Broker, will sit on the 16th of December next, at two in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD HOLROYD, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 12th day of September 1850, against Abraham Solomons, of No. 26, Basinghall-street, in the city of London, Merchant, Dealer and Chapman, will sit on the 16th day of December next, at one of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

JOSHUA EVANS, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 17th day of March 1846, awarded and issued forth against Robert Clifton, of Brandon, in the county of Suffolk, Brewer, Malster, and Merchant, Dealer and Chapman, will sit on the 22nd day of December next, at two in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDMUND ROBERT DANIELL, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 13th day of September 1851, and filed against William Coleman, of the city of Coventry, Chemist, Druggist, and Grocer, will sit on the 17th of December next, at half past eleven of the clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

HENRY JOHN STEPHEN, Serjeant at Law, one of Her Majesty's Commissioners authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 23rd day of July 1851, against David Phillips, of the town of Cardiff, in the county of Glamorgan, Linen Draper, Shopkeeper, Dealer and Chapman, will sit on the 19th day of December next, at eleven in the forenoon precisely (and not on the 10th day of the same month, as advertised in the Gazette of the 18th day of November instant), at the District Court of Bankruptcy, in the city of Bristol, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

HENRY JOHN STEPHEN, Serjeant at Law, one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 29th day of April 1851, against Thomas Clifton and Richard Easby Rawle, of the city of Bristol, Wine and Spirit Merchants, and Copartners, trading under the firm of Thomas Clifton and Co. will sit on the 19th day of December next, at half past twelve in the afternoon precisely, at the Bristol District Court of Bankruptcy, in the city of Bristol, in order to make a Dividend of the joint estate and effects of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

HENRY JOHN STEPHEN, Serjeant at Law, one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 16th day of May 1851, against Robert Hazard and Frederick Robert Hazard, of the city of Bristol, Victuallers, Dealers, Chapmen, and Copartners, trading under the firm of Hazard and Son, will sit on the 19th day of December next, at half past eleven of the clock in the forenoon precisely, at the Bristol District Court of Bankruptcy, in the city of Bristol, in order to make a Dividend of the joint estate and effects of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

NATHANIEL ELLISON, Esq. Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 26th of April 1851, awarded and issued forth against William Gray, of Sunderland, in the county of Durham, Draper, Dealer and Chapman, will sit on the 23rd day of December next, at twelve o'clock at noon precisely, at the District Court of Bankruptcy, in the Royal-arcade, in Newcastle-upon-Tyne, in order to make a Final Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

NATHANIEL ELLISON, Esq. Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 27th day of June 1850, awarded and issued forth against John Wallace, of the city of Carlisle, in the county of Cumberland, Grocer and Tea Dealer, Dealer and Chapman, will sit on the 16th of December next, at eleven in the forenoon precisely, at the District Court of Bankruptcy, in the Royal-arcade, in Newcastle-upon-Tyne, in order to make a Final Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

WILLIAM THOMAS JEMMETT, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 22nd day of August 1836, awarded and issued forth against Charles Evans, of Manchester, in the county of Lancaster, Banker, Dealer and Chapman, will sit on the 1st day of December next, at twelve of the clock at noon precisely, at the Manchester District Court of Bankruptcy, in Manchester (by adjournment from the 17th day of November instant), in order to make a Final Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

MARTIN JOHN WEST, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 30th day of July 1851, presented and filed against Hodgson Lewis and James Hervey, of Halifax, in the county of York, Spirit Merchants, Dealers and Chapmen, and Copartners, will sit on the 12th day of December next, at eleven o'clock in the forenoon precisely, at the Leeds District Court of Bankruptcy, in the Commercial-buildings, in Leeds, in order to make a Dividend of the separate estate and effects of James Hervey, one of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

WILLIAM SCROPE AYRTON, Esq. one of Her Majesty's Commissioners of the District Court of Bankruptcy at Leeds, authorized to act under a Fiat in Bankruptcy, bearing date the 12th day of March 1839, awarded and issued forth against Matthew Jepson, of Sheffield, in the county of York, Grocer, Dealer and Chapman, will sit on the 13th day of December next, at twelve at noon precisely, at the Leeds District Court of Bankruptcy, in the Council-hall, in Sheffield, in order to make a Final Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

WILLIAM SCROPE AYRTON, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 24th day of December 1839, awarded and issued forth against Robert Derham, of

Leeds, in the county of York, and Walter Alan Hinde and James Derham, of Dolphinholme, in the county of Lancaster, Worsted Spinners, Partners in Trade, Dealers and Chapmen, will sit on the 16th day of December next, at twelve o'clock at noon precisely, at the Leeds District Court of Bankruptcy, in the Commercial-buildings, Leeds, in order to make a Second Dividend of the estate and effects of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

WILLIAM SCROPE AYRTON, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 19th day of July 1850, awarded and issued forth against John Robinson and Edward Moore, both residing in the township of Alverthorpe-with-Thornes, in the parish of Wakefield, in the county of York, and carrying on business in copartnership together at Silcoates, in the township of Alverthorpe-with-Thornes aforesaid, as Spinners, under the style or firm of John Robinson and Company, will sit on the 15th of December next, at twelve at noon precisely, at the Leeds District Court of Bankruptcy, in the Commercial-buildings, in Leeds, in order to make a Second and Final Dividend of the estate and effects of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 29th day of September 1851, and now in prosecution against William Hayhow, of No. 103, Ratcliffe-highway, and of No. 154, High-street, Shadwell, both in the county of Middlesex, Boot and Shoe Maker, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Edward Holroyd, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 15th of December next, at eleven in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 20th day of September 1851, against William Wickens Holman, of Union-street, in the city of Bath, Draper, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Edward Holroyd, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 16th day of December next, at twelve o'clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 30th day of September 1851, against Isaac Hayes, of No. 14, St. John's-lane, Clerkenwell, in the county of Middlesex, Stereotype Founder, trading under the style or firm of Dowling and Co. has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Edward Holroyd, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 15th day of December next, at one in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the

laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 30th day of June 1851, against Robert David Mercer, of No. 5, Church-passage, Spital-square, Bishops-gate-street Without, in the county of Middlesex, Silk Merchant, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Edward Goulburn, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 12th day of December next, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 29th day of August 1851, against William James Paxman and Catherine Paxman, of Hare-street, Bethnal-green, in the county of Middlesex, Silk Dyers, Dealers and Chapmen, carrying on business under the style or firm of Paxman and Son, has, on the application of the said bankrupts, appointed a public sitting under such Petition, to be held before Edward Goulburn, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 13th day of December next, at one of the clock in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupts' conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupts, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 21st day of May 1850, against Augustus Bozzy Granville, of Wembly, near Harrow-on-the-Hill, and of No. 107, Piccadilly, both in the county of Middlesex, Boarding and Lodging Keeper, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Edward Goulburn, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 13th day of December next, at half past one of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed against John Allan, of the county of the borough of Carmarthen, Tea Dealer and Draper, and bearing date the 6th day of October 1851, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Henry John Stephen, Serjeant at Law, one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 22nd day of December next, at eleven of the clock in the forenoon precisely, at the Bristol District Court of Bankruptcy, in the city of Bristol, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

NOTICE is hereby given, that Henry James Perry, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 14th day of December 1849, awarded and issued forth against Joseph Raphael, of No. 29, South Castle-street, Liverpool, in the county of Lancaster, Jeweller, Dealer and Chapman, will, pursuant to "The Bankrupt Law Consolidation Act, 1849," on the application of the said bankrupt, sit on the 15th day of December next, at eleven of the clock in the forenoon precisely, at the Liverpool District Court of Bankruptcy, in Liverpool, Lancashire, for the allowance of a Certificate of conformity to the said bankrupt, under the said Petition. Any of the creditors of the said bankrupt, who shall have given due notice of his or their intention to oppose, may at such sitting be heard against the allowance of such Certificate, pursuant to the Statute in such case made and provided.

MARTIN JOHN WEST, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 19th day of July 1851, and filed in Her Majesty's District Court of Bankruptcy at Leeds, against William Pashley and Francis Pashley, of Edward-street, Sheffield, in the county of York, Table-Knife and Bone-button Manufacturers, and Copartners, hath appointed a public sitting under such Petition, to be holden on the 13th day of December next, at ten of the clock in the forenoon precisely, at the District Court of Bankruptcy, at the Council-hall, in Sheffield, for the allowance of a Certificate of the said bankrupts' conformity to the laws now in force concerning bankrupts; when and where any of the creditors of the said bankrupts, who shall have given due notice of his intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

MARTIN JOHN WEST, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 30th day of July 1851, and filed in Her Majesty's District Court of Bankruptcy at Leeds, against William Speak, of Halifax, in the county of York, Stuff Manufacturer, Dealer and Chapman, hath appointed a public sitting under such Petition, to be holden on the 12th day of December next, at eleven o'clock in the forenoon precisely, at the District Court of Bankruptcy, at Leeds, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts; when and where any of the creditors of the said bankrupt who shall have given due notice of his intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed unless cause be then and there shown to the contrary, or such other order will be made therein as the justice of the case may require.

MARTIN JOHN WEST, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 16th day of September 1851, and filed in Her Majesty's District Court of Bankruptcy, at Leeds, against John Nicholson, of Sheffield, in the county of York, Surgeon and Apothecary, hath appointed a public sitting under such Petition, to be holden on the 13th of December next, at ten in the forenoon precisely, at the District Court of Bankruptcy, at the Council-hall, in Sheffield, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts; when and where any of the creditors of the said bankrupt, who shall have given due notice of his

intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, which was duly filed against Samuel Knightly, of No. 87, Paul-street, Finsbury, in the county of Middlesex, Carpenter and Builder, Dealer and Chapman, bearing date the 19th of February 1851, did, on the 17th of November instant, allow the said Samuel Knightly his Certificate of the third class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 13th day of March 1850, against Matthew Batten, of Kintbury, in the county of Berkshire, Sheep Dealer, Dealer and Chapman, did, on the 20th day of November 1851, allow the said Matthew Batten a Certificate of the third class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 11th day of October 1850, against Benjamin Tebbit, of Ventnor, in the Isle of Wight, in the county of Southampton, Draper, Dealer and Chapman, did, on the 19th day of November 1851, allow the said Benjamin Tebbit a Certificate of the third class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court acting in the prosecution of a Fiat in Bankruptcy, bearing date the 26th day of October 1847, against William Wilkins and John Everett Evans, of Trowbridge, in the county of Wilts, Woollen Drapers, Dealers, Chapmen, and Copartners in Trade, did, on the 20th day of November 1851, allow the said William Wilkins a Certificate of conformity; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court acting in the prosecution of a Fiat in Bankruptcy, filed on the 4th day of May 1849, against Richard Dearie, of No. 9, Charles-street, Soho-square, in the county of Middlesex, Licensed Victualler, Dealer and Chapman, did, on the 8th day of November 1851, allow the said Richard Dearie a Certificate of the third class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 7th day of February 1851, against Richard Brickwood Coltman, of No. 159, Regent-street, in the county of Middlesex, Court Milliner, did, on the 17th day of November 1851, allow the said Richard Brickwood Coltman a Certificate of the third class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 14th day of May 1851, against John Taylor, of No. 196, High-street, Shadwell, and also of Salmons-lane, Limehouse, both in the county of Middlesex, Cheesemonger, did, on the 15th day of November 1851, allow the said John Taylor a Certificate of the third class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court acting in the prosecution of a Fiat in Bankruptcy, bearing date the 14th day of April 1848, awarded and issued forth against Samuel Berry, of Barnstaple, in the county of Devon, Grocer, Dealer and Chapman, did hold a public sitting for the allowance of the Certificate to the said bankrupt, on the 18th day of November 1851, at the Court of Bankruptcy for the Exeter District, in Queen-street, in the city of Exeter; and the said Court did then and there allow the same, and did award unto the said bankrupt a Certificate of the third class.

THIS is to give notice, that the Court authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 5th day of September 1851, against Thomas Millward, late of Uffculme, in the county of Devon, but now of Gower-street, in the county of Middlesex, Miller, Dealer and Chapman, did hold a public

sitting for the allowance of the Certificate to the said bankrupt, on the 18th day of November instant, at the Court of Bankruptcy for the Exeter District, in Queen-street, in the city of Exeter, and the said Court did then and there allow the same, and did award unto the said bankrupt a Certificate of the first class.

EDMUND ROBERT DANIELL, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 13th day of September 1851, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against William Coleman, of the city of Coventry, Chemist, Druggist, and Grocer, did, on the 18th day of November 1851, allow the said William Coleman a Certificate of the first class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

In the County Court of Lincolnshire, holden at Horncastle.
In the Matter of William Johnson and Frederick Gurnell,
Insolvent Debtors.

I HEREBY give notice, that on the 6th day of November instant, a First and Final Dividend of 2s. 3d. in the pound was declared on the joint debts of the said insolvents, a Dividend of 1s. 3d. in the pound on the separate debts of the said William Johnson, and a Dividend of 1d. in the pound on the separate debts of the said Frederick Gurnell; and the creditors of the said insolvents, or either of them, who have proved their debts, or whose debts are admitted in their respective Schedules, may receive such Dividends upon application at my office, in Horncastle, between the hours of ten and four. No Dividend will be paid to a creditor holding a security without the production of such security. Executors and administrators of deceased creditors will be required to produce the probate of the will or letters of administration under which they claim.—Dated this 6th day of November 1851.

RICHD. CLITHEROW, Official Assignee.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

To the creditors of John Settle Anderson, late of No. 7, Providence-place, Spring-street, in the town of Kingston-upon-Hull, in the county of the same town, out of business, previously of No. 5, Spring-street aforesaid, Grocer, and formerly of No. 37, Portland-street, in the said town of Kingston-upon-Hull, in the county of the same town, Grocers' Assistant an Insolvent Debtor.

TAKE notice, that I, the undersigned, a Petitioner under the Statutes fifth and sixth Vict. cap. 116, and seventh and eighth Vict. cap. 96, and tenth and eleventh Vict. cap. 102, shall, on the 29th day of November 1851, at ten o'clock in the forenoon (such time having been appointed by the Court for the purpose), or as soon after as counsel or attorney can be heard, make application to William Raines, Esq. Judge of the said Court, for an order for protection from process, under the provisions of the 28th section of the Statute seventh and eighth Vict. cap. 96, when any of my creditors may be heard by themselves, their counsel or attorneys; and, in the event of my obtaining an order under the said 28th section, I shall forthwith make application to the said Judge, under the 29th section of the said last-mentioned Act, for an order to be discharged from custody, as to any execution or executions upon any judgment or judgments obtained for any debt or debts, or claim or claims in respect of which I shall be protected from process by the order so obtained under the said 28th section.

JOHN SETTLE ANDERSON.

WHEREAS a Petition of Robert Faircloth, of East Banham, in the county of Norfolk, Farmer, an insolvent debtor, having been filed in the County Court of Norfolk, at Little Walsingham, and an interim order for protection from process having been given to the said Robert Faircloth, under the provisions of the Statutes in that case made and provided, the said Robert Faircloth is hereby required to appear before the said Court, on the 3rd of December next, at ten in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Robert Faircloth, or that have any of his effects, are not to pay or deliver the same but to Mr. Alexander Edgell, Clerk of the said Court, at his office, Little Walsingham, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of William Clarke, at present and for the last six weeks residing in Millgate, at Newark-upon-Trent, in the parish of Newark-upon-Trent, in the county of Nottingham, Sail Makers, and residing for the previous ten years in Mill-lane, at Newark-upon-Trent aforesaid, in the parish of Newark-upon-Trent aforesaid, in

the said county of Nottingham, Sail Maker and Keeper of a Temperance Hotel, an insolvent debtor, having been filed in the County Court of Nottinghamshire, at the County Sessions Room, at Newark, and an interim order for protection from process having been given to the said William Clarke, under the provisions of the Statutes in that case made and provided, the said William Clarke is hereby required to appear before the said Court, on the 6th day of December next, at eleven of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said William Clarke, or that have any of his effects, are not to pay or deliver the same but to Mr. Robert Caparn, Clerk of the said Court, at his office, at Newark, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of George Davies, of Silver-terrace, Saint David's Hill, Exeter, previously of No. 20, Southwell-street, Bristol, Commission Agent and Commercial Traveller, an insolvent debtor, having been filed in the County Court of Devonshire, at the Castle of Exeter, and an interim order for protection from process having been given to the said George Davies, under the provisions of the Statutes in that case made and provided, the said George Davies is hereby required to appear before the said Court, on the 6th day of December next, at ten o'clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said George Davies, or that have any of his effects, are not to pay or deliver the same but to Mr. John Daw, Clerk of the said Court, at his office, at No. 13, Bedford-circus, in the city of Exeter, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Ann Fallowfield, at present and for about three years last past residing in lodgings, at the house of Henry Swinburn, No. 67, Lower Arlington-street, Adelphi, Salford, in the county of Lancashire, and during that time and previously carrying on business as a Lath Manufacturer, at the Central Market, Chapel-street, in Salford aforesaid, an insolvent debtor, having been filed in the County Court of Lancashire, at Salford, and an interim order for protection from process having been given to the said Ann Fallowfield, under the provisions of the Statutes in that case made and provided, the said Ann Fallowfield is hereby required to appear before the said Court, on the 3rd day of December next, at one of the clock in the afternoon precisely, for her first examination touching her debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Ann Fallowfield, or that have any of her effects, are not to pay or deliver the same but to Mr. Frederick Copley Hulton, Clerk of the said Court, at his office, No. 10, New Bailey-street, within Salford, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of William Seddon, at present and for one year and eleven months last past residing at No. 126, Chapel-street, Salford, in the county of Lancaster, Engine Driver, and for six years previous thereto residing at No. 7, Cannon-street, Adelphi, Salford aforesaid, Retail Dealer in Ale and Engine Driver, an insolvent debtor, having been filed in the County Court of Lancashire, at Salford, and an interim order for protection from process having been given to the said William Seddon, under the provisions of the Statutes in that case made and provided, the said William Seddon is hereby required to appear before the said Court, on the 3rd day of December next, at one in the afternoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said William Seddon, or that have any of his effects, are not to pay or deliver the same but to Mr. Frederick Copley Hulton, Clerk of the said Court, at his office, at No. 10, New Bailey-street, within Salford, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of John Parker, formerly of Mouldsworth, near Tarvin, in the county of Chester, Grocer, Tea and Provision Dealer, and Farmer, afterwards of the same place, Grocer, Tea and Provision Dealer, and late of the same place, out of business, an insolvent debtor, having been filed in the County Court of Chester, at the Townhall, in the city of Chester, and an interim order for protection from process having been given to the said John Parker, under the provisions of the Statutes in that case made and provided, the said John Parker is hereby re-

quired to appear before John William Harden, Esq. Judge of the said Court, on the 11th of December next, at eleven of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said John Parker, or that have any of his effects, are not to pay or deliver the same but to Mr. Hugh Wallace, Clerk of the said Court, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Emanuel Fereday, at present and for three weeks now last past residing in lodgings in Littles-lane, in Wolverhampton, in the county of Stafford, out of business, and for six months previously thereto residing at the Kings Arms Inn, in Walsall-street, Willenhall, in the county aforesaid, carrying on there the trade or business of a Licensed Victualler, and Plumber and Glazier, and for two years previous thereto residing at the Saracen's Head Inn, in Little London, near Willenhall aforesaid, carrying on there the trade or business of a Licensed Victualler, and Plumber and Glazier, and for six months previously thereto residing in Bell-street, in Wolverhampton aforesaid, carrying on there the trade or business of a Plumber and Glazier, and for six months previous thereto residing at the Giffard's Arms Inn, at Codsall Wood, in the parish of Codsall, in the county of Stafford aforesaid, carrying on there the trade or business of a Licensed Victualler, an insolvent debtor, having been filed in the County Court of Staffordshire, at the Court-house, Queen-street, at Wolverhampton, and an interim order for protection from process having been given to the said Emanuel Fereday, under the provisions of the Statutes in that case made and provided, the said Emanuel Fereday is hereby required to appear before Nathaniel Richard Clarke, Esq. Serjeant at Law, the Judge of the said Court, on the 25th of November instant, at twelve at noon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Emanuel Fereday, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Gallimore Brown, Clerk of the said Court, at his office, in Queen-street, Wolverhampton, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of James Hawthorn, at present and for eight days now last past residing in lodgings in Walsall-street, in Wolverhampton, in the county of Stafford, carrying on there the trade or business of a Carpenter, and for one year previously thereto residing in Walsall-street aforesaid, carrying on there the trade or business of a Licensed Victualler and Carpenter, and for two years previously thereto residing in Walsall-street, Wolverhampton aforesaid, carrying on there the trade or business of a Beershop Keeper and Carpenter, and for three years previously thereto residing in Broad-lane, near Bilston, in the parish of Sedgley, in the county aforesaid, carrying on there the trade or business of a Licensed Victualler and Carpenter, an insolvent debtor, having been filed in the County Court of Staffordshire, at the Court-house, Queen-street, Wolverhampton, and an interim order for protection from process having been given to the said James Hawthorn, under the provisions of the Statutes in that case made and provided, the said James Hawthorn is hereby required to appear before Nathaniel Richard Clarke, Esq. Serjeant at Law, the Judge of the said Court, on the 25th day of November instant, at twelve of the clock at noon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said James Hawthorn, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Gallimore Brown, Clerk of the said Court, at his office, in Queen-street, Wolverhampton, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Joseph Busst, at present and for one year and ten months now last past residing in lodgings at Mill-fields, in the parish of Bilston, in the county of Stafford, acting as an Overlooker at the Works called Millfield Ironworks, and for two years and four months previously thereto residing at the sign of the White Horse Inn, in High-street, Bilston aforesaid, carrying on there the trades or businesses of a Licensed Victualler and Huckster, and for four years and nine months previously thereto residing in High-street, Bilston aforesaid, carrying on there the trades or businesses of a Greengrocer and Hay, Straw, and Horse Corn Dealer, an insolvent debtor, having been filed in the County Court of Staffordshire, at the Court-house, Queen-street, Wolverhampton, and an interim order for protection from process having been given to the said James Busst, under the provisions of the Statutes in

that case made and provided, the said James Busst is hereby required to appear before Nathaniel Richard Clarke, Esq. Serjeant at Law, Judge of the said Court, on the 25th day of November instant, at twelve at noon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said James Busst, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Gallimore Brown, Clerk of the said Court, at his office, in Queen-street, Wolverhampton, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Charles Twyford, at present and for eight months and twenty-one days now last past residing in lodgings in Stafford-street, Wolverhampton, in the county of Stafford, working as a Journeyman China Painter and Gilder, during forty-two days of that time being a Prisoner for Debt in the Gaol of Shrewsbury, and for twelve months and twenty-two days previously thereto residing at Jackfield, near Broseley, in the county of Salop, out of employment, and for seven months and eighteen days previously thereto residing at Lyde Head, near Broseley aforesaid, in no business or employment, and for one month and twenty-two days previously thereto residing at Lyde Head, near Broseley aforesaid, Dealer in Earthen and Yellow Ware, and for one year, three months, and fifteen days previously thereto residing at Jackfield, near Broseley aforesaid, Earthen and Yellow Ware Potter, an insolvent debtor, having been filed in the County Court of Staffordshire, at the Court-house, Queen-street, Wolverhampton, and an interim order for protection from process having been given to the said Charles Twyford, under the provisions of the Statutes in that case made and provided, the said Charles Twyford is hereby required to appear before Nathaniel Richard Clarke, Esq. Serjeant at Law, Judge of the said Court, on the 25th day of November instant, at twelve o'clock at noon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Charles Twyford, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Gallimore Brown, Clerk of the said Court, at his office, in Queen-street, Wolverhampton, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of James Brazier, at present and for seven months now last past residing at Graisleys-hill, in the borough of Wolverhampton, in the county of Stafford, carrying on there the trade or business of a Gun Lock Maker, and for six months previously thereto residing in Lewis-street, in the said borough, and carrying on there the said trade or business of a Gun Lock Maker, and for one year and ten months previously thereto residing in Market-street, in the said borough, and carrying on there the said trade or business of a Gun Lock Maker, and being also there a Brewer and Retailer of Beer, and for two months previously thereto residing in Lewis-street aforesaid, and being there a Journeyman Gun Lock Maker, and for two years and ten months previously thereto residing in Bloomsbury, in the said borough, and being there also a Journeyman Gun Lock Maker, and for five months previously thereto residing in Poultney-place, in the said borough, and being there a Journeyman Gun Lock Maker, and during two of such five months being in lodgings there, and for eleven months previously thereto residing in Bloomsbury aforesaid, and being there a Journeyman Gun Lock Maker, an insolvent debtor, having been filed in the County Court of Staffordshire, at the Court-house, Queen-street, Wolverhampton, and an interim order for protection from process having been given to the said James Brazier, under the provisions of the Statutes in that case made and provided, the said James Brazier is hereby required to appear before Nathaniel Richard Clarke, Esq. Serjeant at Law, the Judge of the said Court, on the 25th day of November instant, at twelve of the clock at noon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said James Brazier, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Gallimore Brown, Clerk of the said Court, at his office, in Queen-street, Wolverhampton, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of William Hutson, for the last seven months lodging at No. 7, Wilson-terrace, in the city of Bristol, Journeyman Plasterer and Painter, and for three years and six months previous thereto residing in Lower Mandlin-street, in the same city, Journeyman Plasterer and Painter, Greengrocer, Pork Butcher, and Furniture Broker, an insolvent debtor, having been filed in the County

Court of Gloucestershire, at Bristol, and an interim order for protection from process having been given to the said William Hutson, under the provisions of the Statutes in that case made and provided, the said William Hutson is hereby required to appear before the said Court, on the 7th of January next, at eleven in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said William Hutson, or that have any of his effects, are not to pay or deliver the same but to Mr. James Gibbs, one of the Clerks of the said Court, at his office, Tailor's-court, Broad-street, Bristol, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Sidney Poulter Ford, at present and from the 16th day of August last past, residing at No. 20, Small-street, in the parish of Saint Werburgh, in the city and county of Bristol, carrying on trade there as a Grocer, Tea and Tobacco Dealer, previously thereto at No. 9, Bath-parade, in the parish of Saint Mary, Radcliff, in the aforesaid city and county, being a Grocers' Assistant, an insolvent debtor, having been filed in the County Court of Gloucestershire, at Bristol, and an interim order for protection from process having been given to the said Sidney Poulter Ford, under the provisions of the Statutes in that case made and provided, the said Sidney Poulter Ford is hereby required to appear before the said Court, on the 7th day of January next, at eleven of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Sidney Poulter Ford, or that have any of his effects, are not to pay or deliver the same but to Sir John K. Haberfield, one of the Clerks of the said Court, at his office, No. 38, Broad-street, Bristol, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Richard Pyke, at present and for twenty-one years last past residing in the parish of Wraxhall, in the county of Somerset, and carrying on business there as a Boot and Shoe Maker, Licensed Dealer in Tea, Coffee, Pepper, Snuff, and Tobacco, Huxter, Small-shop Keeper, and Pork Butcher, and being occasionally engaged as a Farm Labourer, Turner, Grinder, and occasionally letting lodgings, and during a portion of the above-mentioned period, viz. for the last sixteen years, keeping the Post Office at Wraxhall aforesaid, an insolvent debtor, having been filed in the County Court of Gloucestershire, at Bristol, and an interim order for protection from process having been given to the said Richard Pyke, under the provisions of the Statutes in that case made and provided, the said Richard Pyke is hereby required to appear before the said Court, on the 31st day of December next, at eleven o'clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Richard Pyke, or that have any of his effects, are not to pay or deliver the same but to Mr. E. Harley, one of the Clerks of the said Court, at his office, No. 30, Broad-street, Bristol, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Thomas Carver Smeathers, lodging at the house of Mary Smeathers, Widow, White's-place, Wellingborough, Northamptonshire, Currier and Leather Dealer, and previously of the same place, Journeyman Currier, an insolvent debtor, having been filed in the County Court of Northamptonshire, at Wellingborough, and an interim order for protection from process having been given to the said Thomas Carver Smeathers, under the provisions of the Statutes in that case made and provided; the said Thomas Carver Smeathers, is hereby required to appear before the said Court, on the 11th day of December next, at half past one of the clock in the afternoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Thomas Carver Smeathers, or that have any of his effects, are not to pay or deliver the same but to Mr. John Parrott, Clerk of the said Court, at the County Court office, at Wellingborough, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Marcus Brandt, residing in lodgings, No. 3, Hampson-street, previously thereto in lodgings, No. 2, Sutherland-terrace, Cross-lane, previously thereto in lodgings, No. 3, Albert-street, Cross-lane, all in Salford, and carrying on the business of a Cap and Hat Maker, at No. 59, Bridge-street, Manchester, previously thereto residing and carrying on the said business at No.

146, Chapel-street, Salford, and previously thereto residing and carrying on the said business; and also the business of Retail Dealer in Cigars, Tobacco, and Snuffs, at No. 18, Lower Mosley-street, Manchester, and previously thereto residing and carrying on the last-mentioned business alone, and also the business of Cap Maker, in copartnership with Joseph Unna, at No. 18, Lower Mosley-street aforesaid, an insolvent debtor, having been filed in the County Court of Lancashire, at Salford, and an interim order for protection from process having been given to the said Marcus Brandt, under the provisions of the Statutes in that case made and provided, the said Marcus Brandt is hereby required to appear before the said Court, on the 3rd day of December next, at one o'clock in the afternoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Marcus Brandt, or that have any of his effects, are not to pay or deliver the same but to Mr. Frederick Copley Hulton, Clerk of the said Court, at his office, at No. 10, New Bailey-street, within Salford, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Benjamin Thomas, at present and for three weeks last past residing in Meredale-street, Wolverhampton, in the county of Stafford, out of business, and for eight months and two weeks previously thereto residing in Meredale-street aforesaid, Retailer of Beer, and for ten months previously thereto residing in Mary Ann-street, Wolverhampton aforesaid, Retailer of Beer, and for six months previously thereto residing in Springfields, Wolverhampton aforesaid, out of business, and for six months previously thereto residing in Faulkland-street, Wolverhampton aforesaid, Clerk and Book-keeper, and for six months previously thereto residing in Southampton-street, Wolverhampton aforesaid, Clerk and Book-keeper, and for two years previously thereto residing in Herbert-street, Wolverhampton aforesaid, Clerk and Book-keeper, an insolvent debtor, having been filed in the County Court of Staffordshire, at the Court-house, Queen-street, Wolverhampton, and an interim order for protection from process having been given to the said Benjamin Thomas, under the provisions of the Statutes in that case made and provided, the said Benjamin Thomas is hereby required to appear before Nathaniel Richard Clarke, Esq. Serjeant at Law, Judge of the said Court, on the 25th day of November instant, at twelve o'clock at noon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Benjamin Thomas, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Gallimore Brown, Clerk of the said Court, at his office, in Queen-street, Wolverhampton, the Official Assignee of the estate and effects of the said insolvent.

In the Matter of the Petition of Thomas Dilke, at present and for the last twenty years residing at No. 16, Stokes-croft, in the parish of Saint James, in the city and county of Bristol, carrying on the business of a House Painter, Glazier, and Paper Hanger, and occasionally letting lodgings.

NOTICE is hereby given, that Arthur Palmer, Esq. Judge of the County Court of Gloucestershire, at Bristol, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 10th day of December next, at eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Joseph Randell, at present and for the last nine months residing at No. 17, Dighton-street, in the parish of Saint James, previously thereto and for one fortnight lodging in Wilson-street, previously thereto and for five weeks lodging in Saint James-parade, in the parish aforesaid, Journeyman Painter and Paperhanger, previously thereto and for two years residing at the Crown Tavern, Church-lane, in the parish of Saint Michael, Beer Retailer, and Dealer in Tobacco, and occasionally letting lodgings, previously thereto at No. 3, Old-park, in lodgings, all of which are in the city of Bristol, and at all of the aforementioned places carrying on the business of a Painter and Paper Hanger, and occasionally letting lodgings.

NOTICE is hereby given, that Arthur Palmer, Esq. the Judge of the County Court of Gloucestershire, at Bristol, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 3rd day of December next, at eleven of the clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Oakley Brighton, of High-street, in the parish of Saint Mary Magdalene, in the borough of Launceston, in the county of Cornwall, Inn-keeper and Licensed Victualler.

NOTICE is hereby given, that the County Court of Cornwall, at Launceston, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 10th day of December next, at eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Michael O'Hara Nash, at present and from the 24th day of May last residing at keeping the Lord Nelson Beer-house, Christmas-street, in the parish of Saint John the Baptist, carrying on trade there as a Retailer of Beer and Tobacco, Auctioneer, Appraiser, and House Agent, and for two years and upwards next immediately preceding thereto residing at No. 17, Saint James Church-yard, in the parish of Saint James, carrying on trade there as an Auctioneer, Appraiser, Broker, and House Agent, previously and for two years and upwards residing at the London Porter House, Frogmore-street, in the parish of Saint Augustine, carrying on trade there as a Retailer of Beer and Tobacco, Auctioneer, Appraiser, Broker, and House Agent, all of which said places are in the city and county of Bristol, and during the whole of the above-mentioned periods also occasionally letting lodgings.

NOTICE is hereby given, that Arthur Palmer, Esq. the Judge of the County Court of Gloucestershire, at Bristol, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 3rd day of December next, at eleven of the clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Elizabeth Gray, at present and for three years and upwards last past residing at No. 16, Frogmore-street, in the parish of Saint Augustine the Less, in the city and county of Bristol, carrying on trade there as a Grocer, Tea, Tobacco, and Potato Dealer, General-shop Keeper, and Huckster, and during the said period occasionally letting lodgings and unfurnished apartments, and from the 1st day of March last passing under and trading by the name of Elizabeth Wathen.

NOTICE is hereby given, that Arthur Palmer, Esq. Judge of the County Court of Gloucestershire, at Bristol, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 3rd day of December next, at eleven of the clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Thomas Winkworth, of Wales-street, near Winnall, in the borough of Winchester, in the county of Southampton, Bricklayer, Lime Burner, and Dealer in Gravel.

NOTICE is hereby given, that the County Court of Hampshire, at Winchester, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 26th day of November instant, at ten of the clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Ebenezer Perry, at present and for fifteen months last past residing at No. 7, Welsh-back, in the parish of Saint Nicholas, in the city and county of Bristol, and there carrying on the business of a Beer-shop Keeper, retailing Beer, Ale, Porter, Cider, and Tobacco, and there also carrying on the business of a Lodging and Boarding House Keeper, previously thereto and for thirteen years and nine months residing at Bridge-street, in the parish of Newport, in the county of Pembroke, South Wales, and during a portion of such last-mentioned period being a Master Mariner and Master or Captain and part Owner of the schooner Mary Roberts, of Milford, in the county of Pembroke aforesaid, and during a further portion of such last mentioned and also during a further portion of the first-mentioned period of fifteen months, being a Master Mariner and Master or Captain and part Owner of the schooner Rose, of Milford aforesaid, and from the month of March 1847 to the present time being part Owner of the said schooner Rose of Milford aforesaid, his family having resided at the several places above mentioned.

NOTICE is hereby given, that Arthur Palmer, Esq. Judge of the County Court of Gloucestershire, at Bristol, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 3rd day of December next, at eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

EDWARD HOLROYD, Esq. one of Her Majesty's Commissioners authorized to act under a Petition of Insolvency, bearing date the 8th day of April 1843, pre-

sented by William Payn, of Preston next Faversham, in the county of Kent, Farmer, will sit on the 16th of December next, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, in order to Audit the Accounts of the Assignees of the estate and effects of the said insolvent, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to insolvents.

EDWARD HOLROYD, Esq. one of Her Majesty's Commissioners authorized to act under a Petition of Insolvency, bearing date the 27th day of June 1846, presented by Edward William Tuson, formerly and for the last twelve years residing at No. 10, Russell-place, Fitzroy-square, but now of No. 5, Tonbridge-place, New-road, both in the parish of Saint Pancras, and county of Middlesex, Surgeon, will sit on the 15th of December next, at two in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, to Audit the Accounts of the Assignees of the estate and effects of the said insolvent under the said Petition, pursuant to the Acts of Parliament made and now in force relating to insolvents.

EDWARD HOLROYD, Esq. one of Her Majesty's Commissioners authorized to act under a Petition of Insolvency, bearing date the 8th day of April 1843, presented by William Payn, of Preston next Faversham, in the county of Kent, Farmer, will sit on the 16th day of December next, at eleven in the forenoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said insolvent; when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD HOLROYD, Esq. one of Her Majesty's Commissioners authorized to act under a Petition of Insolvency, bearing date the 27th day of June 1846, presented by Edward William Tuson, formerly and for the last twelve years residing at No. 10, Russell-place, Fitzroy-square, but now of No. 5, Tonbridge-place, New-road, both in the parish of Saint Pancras, and county of Middlesex, Surgeon, will sit on the 15th day of December next, at two of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, to make a Dividend of the estate and effects of the said insolvent; when and where the creditors, whose debts are not inserted in the insolvent's Schedule, and those who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

NOTICE is hereby given, that the Judge of the County Court of Radnorshire, at Presteigne, authorized to act under a Petition of Insolvency, presented by Thomas Roberts, of the town of Presteigne, in the county of Radnor, Chemist and Druggist, and Retailer of British Wines, will sit on the 10th day of December next, at eleven of the clock in the forenoon, at the Shirehall, Presteigne, to Audit the Accounts of the Official Assignee of the estate and effects of the said insolvent under the said Petition, pursuant to the Acts of Parliament made and now in force relating to insolvents; and the said Court will also sit on the same day, at the same hour, and at the same place, in order to make a Dividend of the estate and effects of the said insolvent; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

GEORGE GRANVILLE KEKEWICH, Esq. Judge of the County Court of Cornwall, at Redruth, authorized to act under a Petition of Insolvency, bearing date the 16th day of December 1847, presented by Cecilia Frances Chadwick, of the Fair Meadow, in the parish of Redruth, in the county of Cornwall, Widow, will sit on the 11th of December next, at ten in the forenoon precisely, at the Court House, at Redruth, to Audit the Accounts of the Official Assignee of the estate and effects of the said insolvent under the said Petition, pursuant to the Acts of Parliament made and now in force relating to insolvents; and the said Judge will also sit on the same day, at the same hour, and at the same place, in order to make a Dividend of the estate and effects of the said insolvent; when and where the creditors, whose debts are not inserted in the insolvent's Schedule, and who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

THE estates of George Hoome, Druggist, in Glasgow, were sequestrated on the 17th of November 1851.

The first deliverance is dated the 17th November 1851. The meeting to elect Interim Factor is to be held at two o'clock afternoon, on Thursday the 27th day of November 1851, within the Globe Hotel, George-square, Glasgow; and the meeting to elect the Trustee and Commissioners, is to be held at two o'clock afternoon, on Thursday the 18th day of December 1851, within the same place.

A composition may be offered at this latter meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 17th day of May 1852.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

GIBSON-CRAIG, DALZIEL, and BRODIE, W.S.
5, Thistle-street, Edinburgh, Agents.

THE estates of Gershom Cumming, Engraver, Lithographer, and Printseller, in Dundee, were sequestrated on the 19th day of November 1851.

The first deliverance is dated the 19th day of November 1851.

The meeting to elect Interim Factor is to be held at two o'clock afternoon, on Friday the 28th day of November current, within the Royal Hotel, Dundee; and the meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Friday the 19th day of December next, within the Royal Hotel, Dundee.

A composition may be offered at this latter meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 19th day of May 1852.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

THOM. LEBURN, S.S.C. Agent, 56, George-square, Edinburgh.

THE estates of James Forsythe, Farmer, Cattle Dealer, and Grazier, at Udale, in the county of Cromarty, and Balvad, in the county of Ross, were sequestrated on 17th November 1851.

The first deliverance is dated the 17th November 1851.

The meeting to elect Interim Factor is to be held at twelve o'clock noon, on Wednesday the 26th November 1851, within the Commercial Hotel, Invergordon; and the meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Wednesday the 17th December 1851, within the Commercial Hotel, Invergordon.

A composition may be offered at this latter meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 17th day of May 1852.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JOHN ARCHIBALD CAMPBELL, C.S. Agent,
2, Albyn-place, Edinburgh.

THE estates of Archibald Minto, Surgeon, Druggist, and Apothecary, in Carnoustie, were sequestrated on the 17th day of November 1851.

The first deliverance is dated the 17th day of November 1851.

The meeting to elect Interim Factor is to be held at one o'clock afternoon, on Thursday the 27th day of November 1851, within the Royal Hotel, Dundee; and the meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Saturday the 27th day of December 1851, within the same place.

A composition may be offered at this latter meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 17th day of May 1852.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JOHN ROGERS, S.S.C. Agent,
16, Deau-terrace, Edinburgh.

THE estates of George Mitchell, Painter and Glazier in Aberdeen, were sequestrated on the 18th day of November 1851.

The first deliverance is dated the 18th day of November 1851.

The meeting to elect Interim Factor is to be held at two o'clock afternoon, on Saturday the 29th day of November current, within the Lemon Tree Tavern, in Aberdeen; and the meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Saturday the 20th day of December 1851, within the same place.

A composition may be offered at this latter meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 19th day of May 1852.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

STEIN and CAMPBELL, W.S. Agents, 31, Saint Andrew-square, Edinburgh.

No. 21265.

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THE estates of R. Gray and Sons, Manufacturers of Agricultural Implements and Machines, Uddingston, near Glasgow, as a Company; and Robert Gray and John Gray, Implement and Machine Makers there, the Individual Partners of said Company, as such, and as Individuals, were sequestrated on 17th November 1851.

The first deliverance is dated the 17th November 1851.

The meeting to elect Interim Factor or Interim Factors is to be held at twelve o'clock noon, on Wednesday the 26th of November 1851, within the Crow Hotel (Dickson's) George-square, Glasgow; and the meeting to elect Trustee or Trustees and Commissioners is to be held on Wednesday the 17th day of December 1851, at twelve o'clock noon, within the same place.

A composition may be offered at this latter meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 17th day of May 1852.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

GORDON, STUART, and CHEYNE, W.S.
5, Royal-terrace, Edinburgh, Agents.

THE estates of David M'Kenzie, Ironmonger, in Glasgow, were sequestrated on the 18th day of November 1851.

The first deliverance is dated the 18th day of November 1851.

The meeting to elect Interim Factor is to be held at one o'clock afternoon, on Wednesday the 26th day of November 1851, within the Globe Hotel, George-square, Glasgow; and the meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Wednesday the 17th day of December 1851, within the said Globe Hotel, George-square, Glasgow.

A composition may be offered at this latter meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 18th day of May 1852.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

C. and C. FISHER, S.S.C. No. 23, Thistle-street, Edinburgh, Agent.

THE estates of J. and W. Atkinson and Company, Merchants and Manufacturers, in Glasgow, as a Company, and of John Atkinson, Merchant and Manufacturer, in Glasgow, an Individual Partner of that Company, and as an Individual, were sequestrated on the 18th day of November 1851.

The first deliverance is dated 11th November 1851.

The meeting to elect Interim Factor is to be held at twelve o'clock noon, on Wednesday the 26th day of November 1851, within the Waverly Tavern, 25, George-square, in Glasgow; and the meeting to elect the Trustee and Commissioners is to be held, at twelve o'clock noon, on Wednesday the 17th day of December 1851, within the Waverly Tavern, 25, George-square, in Glasgow.

A composition may be offered at this latter meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 18th of May 1852.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

MURRAY and BEITH, Agents,
4, Wemyss-place, Edinburgh.

COURT FOR RELIEF OF INSOLVENT DEBTORS.

See Notice at the end.

The following PERSONS, who, on their several Petitions filed in the Court, have obtained Interim Orders for protection from process, are required to appear in Court as hereinafter mentioned, at the Court-House, in Portugal-street, Lincoln's-lun, as follows, to be examined and dealt with according to the Statute:

On Friday the 5th December 1851, at Eleven o'clock precisely, before the Chief Commissioner.

John Stenson Major, of No. 34, Grenville-square, Pentonville, in the county of Middlesex, and late of No. 3, Lloyd-square, Pentonville, and of No. 14, Soley-terrace, Pentonville, in the same county, Professor of Music and Teacher of the Pianoforte and Singing.

Thomas Burn, formerly of No. 9, Levenia-terrace, Starch Green-lane, Hammersmith, Middlesex, at the same time

carrying on business at Starch Green-lane aforesaid, Brick Maker, and late of No. 9, Levinia-terrace aforesaid, out of business.

George Fox, of No. 5, Portland-place, Saint Mark's-road, Camberwell New-road, previously of No. 3, Ashmore-cottages, Church-street, Kennington, previously of No. 11, Normandy-place, Brixton-road, and formerly of No. 1, Garden-grove, Holland-road, Loughborough-road, Brixton, all in the parish of Saint Mary, Lambeth, in the county of Surrey, Bricklayer, Plasterer, and Builder.

George Herbert Bonaparte Rodwell, formerly of Thurlow-place, Brompton, then of Sidney-street, Fulham-road, afterwards of Oakley-street, Chelsea, and late and now of Upper Ebury-street, Pimlico, all in Middlesex, Author and Composer.

Mary Armistead, formerly of No. 46, Milton-street, Dorset-square, then of No. 48, Milton-street aforesaid, then of No. 13, Southampton-row, New-road, all in the county of Middlesex, and during part of the time having a Stall in the gallery of the Pantheon Bazaar, Oxford-street, in the county of Middlesex, carrying on the business of a Maker and Seller of Baby Linen and Millinery, and then and now of No. 1, Albert-terrace, Notting-hill, in the county aforesaid, Lodging-house Keeper.

On Friday the 5th December 1851, at Ten o'Clock precisely, before Mr. Commissioner Law.

Edward Davies, formerly of No. 147, Brick-lane, Bethnal-green, Middlesex, Cheesemonger, late of No. 147, Brick-lane aforesaid, and No. 138, Brick-lane aforesaid, Cheesemonger, and now of No. 147, Brick-lane aforesaid, Cheesemonger.

James Job Bye, formerly of No. 3, Pond-place, Fulham-road, Chelsea, Grocer and Cheesemonger, then of No. 1, Pond-place aforesaid, Grocer and Cheesemonger, and of No. 1, Robert-terrace, Chelsea, all in Middlesex, out of business, and during the whole of the time a Letter Carrier in the employ of the Postmaster-General.

John Herden the elder, of Colledge-house, Maryland-point, Straiford, Essex, Schoolmaster.

Richard Cooper, formerly of Victoria-road, Liverpool-road, Islington, then of Copenhagen-street, Caledonian-road, Islington, Builder, then and now of No. 14, York-place, Barnsbury-park, Islington, all in Middlesex, Builder and Beer-shop Keeper.

Thomas Whitley Dawson, for the last six years and upwards residing at No. 19, Great Dover-road, Southwark, in the county of Surrey, Carman and Corn Dealer.

On Saturday the 6th December 1851, at Eleven o'Clock precisely, before Mr. Commissioner Phillips.

James Brown, of No. 117, Jermyn-street, Saint James, in the parish of Saint James, Westminster, in the county of Middlesex, Lodging-house Keeper, and carrying on the business of a Cab Proprietor, at Bond-street, Waterloo-bridge, in the parish of Lambeth, in the county of Surrey, and previously of No. 53, Basing-place, Waterloo-road, in the parish aforesaid, and in the county aforesaid, Lodging-house Keeper and Cab Proprietor, at Bond-street aforesaid.

James Daw, formerly of No. 85, Bartholomew-close, West Smithfield, then of No. 17, Albion-buildings, Bartholomew-close, having a Meat Stall, at No. 20, Newgate-market, Butcher, and now of No. 17, Newgate-market, Newgate-street, all in the city of London, Meat Salesman and Butcher.

Rees Griffiths the younger, of No. 120, Long-lane, Bermondsey, Surrey, Butcher.

John Charles Jones, formerly of No. 5, Upton-place, West Ham, Essex, then and now of Fairmead Lodge, High Beech, Waltham, Essex, Professor of Music and Dancing, and Organist at Mary's Church, Plaistow, Essex.

On Monday the 8th December 1851, at Ten o'Clock precisely, before Mr. Commissioner Law.

James Whitbread, now and for three years last past residing at No. 9, Mortimer-place, Mortimer-road, in the parish of Saint John at Hackney, in the county of Middlesex, Tailor.

On Monday the 8th December 1851, at Eleven o'Clock precisely, before Mr. Commissioner Phillips.

Hugh Boyd, now residing at No. 9, Red Lion-court, Fleet-street, in the parish of St. Dunstan's in the West, late of No. 135, London Wall, in the parish of St. Alphage, both in the city of London, previously of No. 30, Goswell-street, in the parish of St. Luke's, in the county of Middle-

sex, Engraver, formerly of No. 6, Union-street, Manchester, in the county of Lancaster, Butcher, Engraver and Printer, and lately carrying on business at No. 135, London Wall, and now at No. 2, Red Lion-court, Fleet-street aforesaid, in copartnership with Frederick Cannavan, under the style or firm of Boyd and Cannavan, as Engravers, Lithographers, and Printers.

Frederick Cannavan, now residing at No. 42, Milton-street, Fore-street, in the parish of St. Giles Without, and late of No. 135, London Wall, in the parish of St. Alphage, and now of No. 2, Red Lion-court, Fleet-street, in the parish of Saint Dunstan's in the West, all in the city of London, Engraver, in copartnership with Hugh Boyd, under the firm or style of Boyd and Cannavan, and lately carrying on business at No. 135, London Wall aforesaid, and now at No. 2, Red Lion-court aforesaid, as Engravers, Lithographers, and Printers.

George Hinde, of No. 5, Harrison-street, Gray's Inn-road, in the county of Middlesex, lately having a place of business at No. 18, Little Ormond-yard, Great Ormond-street, Lamb's Conduit-street, also in the said county of Middlesex, and also at No. 10, Upper South-place, Gray's Inn-lane, also in the said county of Middlesex, Coach Painter.

William Francis Wilkinson, carrying on business as W. F. Wilkinson, formerly of No. 17, Bath-street, City-road, afterwards of No. 89, Bunhill-row, Old-street, St. Luke's, then of Spitalfields-market, all in Middlesex, residing while at Spitalfields, Middlesex, afterwards of No. 88, Saint George's-street, in the parish of Saint George's in the East, Middlesex, Cheesemonger, and now of No. 5, New Gloucester-street, Hoxton, Middlesex, out of business.

N.B.—1. Any creditor may attend and give evidence and produce witnesses. Opposition can only be made by the Creditor in person, or by Counsel appearing for him.

2. The petition and schedule, and all books, papers, and writings filed, will be produced by the proper Officer for inspection and examination until two clear days before the hearing.

3. Creditors' assignee may be chosen according to the Statute.

4. Persons indebted to the said Insolvent Debtors respectively, or having any of their effects, are to pay and deliver the same to the Official Assignee, being the Provisional Assignee of the Court, at the said Court, and to no other person.

COURT FOR RELIEF OF INSOLVENT DEBTORS.

See Notice at the end.

The following PRISONERS, whose Estates and Effects have been vested in the Provisional Assignee by Order of the Court, having filed their Schedules, are ordered to be brought up before the Court, as hereinafter mentioned, at the Court-House, in Portugal-Street, Lincoln's-Inn, as follows, to be dealt with according to the Statute :

On Friday the 5th December 1851, at Ten o'Clock precisely, before Mr. Commissioner Law.

John Garrett, formerly of the Saint Pancras Saw Mills, Cambridge-street, Old Saint Pancras-road, Saw Mill Proprietor, at the same time residing at Canal-terrace, Islington, both in Middlesex, having made bills of exchange payable at No. 2, Liverpool-street, London, and late of No. 7, Chenies-place, Old Saint Pancras-road, Middlesex, Journeyman Mill Sawyer, now a prisoner for debt in the Debtors' Prison for London and Middlesex.

James Lawrie, sued as James Lawrie, late of No. 11, Gracechurch-street, in the parish of Saint Peter, Cornhill, in the city of London, Brass Finisher, Gas Fitter, and Manufacturer of Camphine Lamps, having a residence for two years at Chaldon, in the county of Surrey.

On Saturday the 6th December 1851, at Eleven o'Clock precisely, before Mr. Commissioner Phillips.

John Hulbert, late of No. 8, Brook-street, West-square, Lambeth, in the county of Surrey, of no business or occupation, previously of Tyers-gateway, Bermondsey-street, Bermondsey, in the said county of Surrey, Clerk and Book-keeper to a Tanner and Leather Merchant, and also Dealing in Leather, and formerly of No. 122, Dover-road, in the said county of Surrey, Clerk and Book-keeper to a Tanner and Leather Merchant, and also Dealing in Leather.

Henry Brooks, late of No. 113, Wardour-street, Oxford-street, in the county of Middlesex, Picture Dealer, Cleaner, Liner, and Restorer, Carver, Gilder, Picture Frame and Looking Glass Manufacturer, Commission Agent, and General Dealer, for a short time lodging at No. 37, Charles-street, Hatton-garden, Middlesex.

On Monday the 8th December 1851, at Ten o'Clock precisely, before Mr. Commissioner Law.

John William Monk, formerly of No. 5, Great Vine-street, Regent-street, Middlesex, House Agent and Lodging-house Keeper, afterwards of No. 29, Marylebone-street, Golden-square, then of Sneed's-gardens, Brick-street, Piccadilly, and late of No. 2, Brick-street, Piccadilly, all in Middlesex, House Agent.

Thomas Keeley, formerly of the Noah's Ark Public-house, Evelyn-street, Deptford, in the county of Kent, Licensed Victualler, then and late of No. 6, Onslow-terrace, Lorimer-road, Walworth, in the county of Surrey, not following any business or occupation.

Walter Elliot (sued and committed as Walter Elliot), late of No. 13, Bedfordbury, Saint Martin's-lane, in the county of Middlesex, Leather Seller, Grinder, and Shoe Maker.

On Monday the 8th December 1851, at Eleven o'Clock precisely, before Mr. Commissioner Phillips.

Adjourned Hearing.

George Bristow, formerly of No. 19, Clare-street, Clare-market, Baker, at the same time of No. 29, Compton-street, Brunswick-square, both in Middlesex, Beer-shop Keeper, then of No. 26, Rotherhithe-wall, Rotherhithe, and also of No. 135, New Cut, Lambeth, both in the county of Surrey, Oil and Colour Man, then of No. 11, Clifton-terrace, Brompton, Baker, then of No. 26, Rawstone-street, Goswell-street, Beer-shop Keeper, then of No. 4, James-street, Oxford-street, and at the same time of No. 5, Little Chappel-street, Westminster, all in Middlesex, Corn Chandier, Green Grocer, Potatoe Salesman, and Dealer in Coals, and also of No. 110, Lambeth-walk, Lambeth, same business, then of No. 25, Charlotte-street, New Cut, Lambeth, Baker, at the same time of No. 7, Old Gravel-lane, Southwark, same business, all in the county of Surrey, and late of No. 19, Clare-street, Clare-market, Middlesex, Baker.

TAKE NOTICE.

1. If any Creditor intends to oppose a Prisoner's discharge, notice of such intention must be given, by entry thereof in the proper page and columns of the book kept for that purpose at the Office of the Court, between the hours of Ten in the Forenoon and Four in the Afternoon, two clear days before the day of hearing above mentioned, exclusive of Sunday, and exclusive both of the day of entering such notice and of the said day of hearing; but in the case of a Prisoner, for the removal of whom for hearing in the country an order has been obtained, but not carried into effect by the Creditors, notice of opposition will be sufficient if given one clear day before the day of hearing.

N. B. Entrance to the Office in Portugal-street.

2. The petition and schedule, and all books, papers, and writings filed therewith, will be produced by the proper Officer for inspection and examination until the last day for entering opposition inclusive; and copies of the petition and schedule, or such part thereof as shall

be required, will be provided by the proper Officer, according to the Act 1 and 2 Vict. c. 110, sec. 105.

3. Notice to produce at the hearing any books or papers filed with the schedule must be given to the Officer having the custody thereof, within the hours above mentioned, on any day previous to the day of hearing.

4. Opposition at the hearing can only be made by the Creditor in person, or by Counsel appearing for him.

Pursuant to the Acts for the Relief of Insolvent Debtors in England.

See Notice at the End.

The following PRISONERS, whose Estates and Effects have been vested in the Provisional Assignee by Order of the Court for Relief of Insolvent Debtors, and whose Petitions and Schedules, duly filed, have been severally referred and transmitted to the County Courts hereinafter mentioned, pursuant to the Statute in that behalf, are ordered to be brought up before the Judges of the said Courts respectively, as herein set forth, to be dealt with according to Law :

Before the Judge of the County Court of Lancashire, holden at Lancaster, on Friday the 5th day of December 1851, at Eleven o'Clock in the Forenoon precisely.

Samuel Clarke, formerly of No. 15, Fairfield-street, Manchester, in the county of Lancaster, Grocer and Tea Dealer, and late of No. 67, Fairfield-street, Manchester aforesaid, Grocer and Tea Dealer, (carrying on business under the style or firm of Samuel Clarke and Company).
Alice Winter, formerly of the Golden Eagle Inn, Hardman-street, Licensed Victualler, then of Dale-street, and late a lodger at No. 3, Field-place, Bridge-street, Chorlton-upon-Medlock, all in Manchester, Lancashire, out of business.

Robert Jones, late of No. 25, Smithy-door, Manchester, Lancashire, Tailor.

James Morris Mully, formerly of Winchester-street, and occupying a shed in Boston-street, Radnor-street, Hulme, Manchester, Lancashire, in copartnership with John Hetherington, as Joiners and Builders, under the firm of Hetherington and Mully, then of Derby-street, Hulme aforesaid, and occupying the said shed in Boston-street, afterwards of Boston-street aforesaid, Joiner and Builder, and late of Thornhill-street, Hulme aforesaid, out of business, (sued as James Morris Mully).

Robert Wood, formerly a lodger at Dearnley Mill, Wuerdale, and Wardle, near Rochdale, Lancashire, Fulling Miller, afterwards a lodger at Featherstall, and late a lodger at Stubble, near Rochdale aforesaid, part of the time out of employment, and lastly Book-keeper.

Henry Crockwell, formerly of Cheetham-hill-road, then of Greenheys, then of Cheetwood, then of Greenheys aforesaid, afterwards of Stretford New-road, all near Manchester, Lancashire, Salesman in the Warehouse of Fielding, Brothers, Cotton Manufacturers and Merchants, and late of Regent-road, Salford, Lancashire, part of the time Salesman as aforesaid, and afterwards carrying on business, in partnership with Thomas Dewhurst, in Mosley-street, Manchester aforesaid, as Commission Agents, under the firm of Dewhurst, Crockwell, and Company.

John Watson, formerly a lodger in Thomas-street, Ardwick, Manchester, Lancashire, Clerk to a Stock and Share Broker, then a lodger in Upper Brook street, Stockport, Cheshire, Clerk to the Overseers of Highways, afterwards Relieving Officer of the Stockport Union, then of the Union Tavern, Union-road, Stockport aforesaid, Licensed Victualler, and late a lodger in Wellington-road, Heaton Norris, near Manchester aforesaid, out of business or employment.

John Butcher, late of No. 119, Butler-street, Oldham-road, Manchester, Lancashire, Pork Butcher and Provision Dealer.

Thomas Gardner, formerly of No. 103, Higher Chatham-street, Chorlton-upon-Medlock, Manchester, Lancashire, Beer and Provision Dealer and Book-keeper, and late a lodger at No. 21, Crown-street, Hulme, Manchester aforesaid, out of business.

Ewan Eyre, formerly of Park-street, afterwards of Hyde-street, both in Hulme, then of Sidney-street, Chorlton-upon-Medlock, then of Warwick-street, Green Heys, afterwards of Brook-street, and late of No. 107, York-street, both in Chorlton-upon-Medlock aforesaid, all in Manchester, Lancashire, Merchant's Clerk.

Thomas Brown, formerly of the Beaver Inn, Manchester-street, Oldham, Lancashire, Licensed Victualler, and late a lodger in York-street, Oldham aforesaid, out of business.

Peter Mc Cabe, formerly of No. 56, Greenland-street, Lodging-house Keeper, and Merchants Ship's Steward, and late of No. 12, Jordan-street, both in Liverpool, in the county of Lancaster, Lodging-house Keeper.

James Crossdale, formerly residing and carrying on business in Cheetham-street, afterwards in Drake-street, at the same time occupying Stalls in the Market, all in Rochdale, in the county of Lancaster, Linen and Woollen Draper, and Cloth Cap-Maker, and late of Norris-street, Rochdale aforesaid, out of business.

John Threlfall, formerly of Oldfield, Carr Farm, Hardhorn, near Poulton-le-Fylde, afterwards of Warton Brows, near Lytham, and late of the Pointer House, Little Singleton, near Poulton-le-Fylde aforesaid, all in the county of Lancaster, Farmer, whilst at the latter place a part of the time out of business.

William Bates, formerly of Spinner Bottom, near Stockport, in the county of Chester, Farmer and Block Cutter, then of Thornset, near Stockport aforesaid, Stone Dealer, Grocer and Block Cutter, then of Ollersset, near Stockport aforesaid, Block Cutter, Stone Dealer, and Beer-seller, and late of Birch-street, Ardwick, Manchester, in the county of Lancaster, Block Cutter (in lodgings).

William Duncan Lindsay, formerly residing in Egerton-street, and carrying on business at No. 108, Stanhope-street, both in Liverpool, Lancashire, in copartnership with Robert Headland, as Block, Mast, and Pump Makers, under the firm of Headland and Lindsay, and late residing in Egerton-street aforesaid, out of business. (sued with the said Robert Headland by the name of William Lindsay).

William Hobson, formerly of Style-street, Angel Meadow, Manchester, in the county of Lancaster, Slipper Maker and News Vendor, afterwards of New Hall-street, Liverpool, in the said county, Boarding-house Keeper, then of No. 27, Wood-street, Hulme, Manchester aforesaid, Slipper Maker, and late of No. 47, Great Jackson-street, Hulme aforesaid, Slipper Maker, Keeper of a Circulating Library, Bookseller, and Stationer.

Thomas Travis, formerly of Hollingwood, near Oldham, Grocer and Provision Dealer, also Manager in a Cotton Mill, afterwards of Newcastle-street, Hulme, Manager in a Cotton Mill only, then of Hollingwood aforesaid, Grocer and Provision Dealer, then of Grosvenor-street, and late of Saint Mary's-street, both in Oldham aforesaid, all in Lancashire, Manager in a Cotton Mill.

Robert Churchman Hulley, formerly of No. 25, Saint John-street, and late of No. 49, Great Jackson-street, Hulme, both in Manchester, Lancaster, Doctor of Medicine.

Benjamin Crompton, formerly of No. 33, Oldham-road, afterwards of No. 34, Thomas-street, Shude Hill, both in Manchester, Lancashire, Chemist and Druggist, and late a lodger in Reather-street, Oldham-road, Manchester aforesaid, out of business.

Margaret Cochrane, formerly of Netherfield-road, North Everton, Liverpool, in the county of Lancaster, Hosier and Smallware Dealer, and Dealer in Ready Made Linen, and late in lodgings in New-road, Kirkdale, near Liverpool aforesaid, out of business.

William Farrar, formerly of Greek-street, Liverpool, in the county of Lancaster, afterwards of Chapel-place, Erskine-street, Liverpool aforesaid, and late of Moss-street, Liverpool aforesaid, Ship Broker (sued with Artemus Cambridge and Richard Carrington).

John Crampton, formerly residing in Horton-lane, Bradford, in the county of York, at the same time occupying a shop in the Old Market, Bradford aforesaid, Butcher and Farmer, afterwards in the Manchester-road, Bradford aforesaid, and occupying the said shop in the Old Market aforesaid, Butcher, and Ale and Porter Dealer, and late in Gravel-lane, Salford, in the county of Lancaster, Butcher.

James Eaton, formerly residing in Gay-street, Liverpool, in the county of Lancaster, and carrying on business in copartnership with Alexander Kelly, at Nova Scotia, in Liverpool aforesaid, as Commission Agents and General Dealers, afterwards carrying on business on his separate account as Commission Agent and General Dealer, then carrying on business in copartnership with John V. Jones as Commission Agents and General Dealers, afterwards with James Milligan, in Slater's-court, Castle-street, Liverpool aforesaid, as Commission Agents and General

Dealers, then with the said John V. Jones, in Atherton-street, Liverpool aforesaid, as Commission Agents and General Dealers, and late carrying on business as Commission Agent and General Dealer on his separate account.

William Holland, formerly residing in New Bridge-lane, and carrying on business at No. 4, Churchgate, afterwards of No. 7, Lower Millgate, all in Stockport, Cheshire, Grocer and Tea Dealer, and late a lodger in the Old-road, Heaton, Norris, Lancashire, out of business.

Before the Judge of the County Court of Durham, holden at the Court-House, in Durham, on Friday the 5th day of December 1851.

Thomas Pattison, late of Hendon-road, Bishop Wearmouth, in the county of Durham, Common Gardener, Nursery, and Seedsman, Fruiterer, Retailer of Confectionery, and Dealer in Potatoes, and Proprietor of the Marquee, erected in September 1848 on the Sunderland Cricket Ground, Hendon-road aforesaid, for the show of Fruits, Flowers, and Vegetables, the garden occupied by him being situate at Holly-field, Hylton-road, Bishop Wearmouth aforesaid, and previously of Houghton-le-Spring, in the said county, Resident Gardener to the Reverend John Young, Doctor in Divinity, Head Master of the Grammar School, at Houghton-le-Spring aforesaid.

John Brown, late of No. 5, Keppel-street, South Shields, in the county of Durham, Journeyman Blacksmith, previously of West Holburn, South Shields aforesaid, Journeyman Blacksmith, and formerly of West Holburn, South Shields aforesaid, carrying on the business of a Blacksmith, at the Mill Dam, South Shields aforesaid, and part owner of the steam-boat called "The Active."

Thomas Thompson, late of Cuthbert-street, South Shields, in the county of Durham, Journeyman Currier and Leather Cutter, previously of No. 5, Thrift-street, South Shields aforesaid, Currier and Leather Cutter, and formerly of No. 11, John-street, South Shields aforesaid, carrying on the business of a Currier and Leather Cutter, in a shop situate in Thrift-street aforesaid.

Thomas Grant, late of Church-street, Sunderland, in the county of Durham, out of business, previously of No. 20, Nile-street, Bishop Wearmouth, in the said county, Publican and Cowkeeper, and during the latter part of his residence at Nice-street, the business of a Publican was carried on by him in the name of John Dickinson, of Porto Bello-lane, Monk Wearmouth, in the county aforesaid, and the said Thomas Grant, being reputed to have been in partnership with Thomas Hall, Tatham-street, Bishop Wearmouth aforesaid, as Hay Dealer, and previously of Union-place, Monk Wearmouth aforesaid, Green Grocer, Carter, Dealer in Poultry, Cheese, Bacon, and Butter, and tenant of the Union Well, Monk Wearmouth aforesaid.

Before the Judge of the County Court of Berkshire, holden at Reading, on Monday the 8th day of December 1851.

Henry Stratton, late of West-street, Newbury, in the county of Berks, in no trade or business, and previously of Bartholomew-street, Newbury aforesaid, Builder.

Before the Judge of the County Court of Cardiganshire, holden at Cardigan, on the 10th day of December 1851, at Ten o'Clock in the Forenoon precisely.

John Scott, late of Dyffryn Castell, in the parish of Llanbadarnfawr, in the county of Cardigan, Coachman, previously of Llanidloer, in the parish of Llanidloes, in the county of Montgomery, Innkeeper, formerly of Aberystwith, in the parish of Llanbadarnfawr, in the county of Cardigan, out of business.

Before the Judge of the County Court of Worcestershire, holden at the Guildhall, Worcester, on Wednesday the 10th day of December 1851.

James Turner, late of Upper Severn-terrace, tything of Whistones, in the parish of Claines, in the city of Worcester, Travelling Tea Dealer, for his brother, George Turner, previously of the same place, Travelling Tea Dealer on his own account, but formerly of Moor-street, tything of Whistones, parish of Claines, city of Worcester aforesaid, Travelling Tea Dealer.

Richard Gibbs, late of South Littleton, in the county of Worcester, out of business, formerly of Bidford, in the county of Warwick, out of business, previously of Bengeworth, Evesham, in the county of Worcester, out of business, but formerly of Bretforton, in the county of Worcester, Farmer.

N. B.—1. If any Creditor intends to oppose a Prisoner's discharge, notice of such intention must

be given to the said Prisoner, in writing, which may be left at the Gaol two clear days before the day of hearing above mentioned, exclusive of Sunday, and exclusive both of the day of giving such notice and of the said day of hearing.

2. The petition and schedule will be produced by the proper Officer for inspection and examination at the Office of the Court in London, between the hours of Ten and Four, on this notice being exhibited; and copies of the petition and schedule, or such part thereof as shall be required, will be provided by the proper Officer, according to the Act of 1st and 2nd Victoria, cap. 110, sec. 105.

N.B. Entrance to the Office in Portugal-street, Lincoln's-inn-fields.

3. The duplicates of the petitions and schedules, and all books, papers, and writings filed therewith, will be produced by the Clerks or Assistant Clerks of the said County Courts, for inspection and examination, at the Offices of the said County Courts respectively, at the Towns aforesaid, and copies of the petition and schedule, or such part thereof as shall be required, will be provided according to sec. 106 of the Act.

INSOLVENT DEBTORS' COURT.

DIVIDENDS.

A Dividend of two shillings and one penny in the pound is now payable to the creditors of Edward Jeffries, late of Upper North-place, Gray's-inn, Middlesex, Superannuated Clerk, Chelsea Hospital, 1440 P.

Of one shilling and four pence to the creditors of James Philpott, late of No. 12, Church-street, Hackney, Middlesex, Cheesemonger, 1477 P.

Of ten pence halfpenny to the creditors of Charles Atkinson, late of Landsdowne-terrace, Lambeth, Surrey, Agent, out of business, 407 P.

Of four shillings and seven pence to the creditors of Andrew Davies, late of No. 38, Star-street, Edgeware-road, Middlesex, Harness Maker, 771 P.

Of two shillings and one penny halfpenny to the creditors of Daniel Jones, late of Pillgwenly, near Newport, Monmouthshire, Haulier, 70,359 C.

Of one shilling and a farthing to the creditors of Henry Widdicomb, late of Great Ormond-street, Queen's-square, Middlesex, Comedian, 1583 P.

A Fourth Dividend of three shillings and ten pence to the creditors of Frederick William Litchfield Stockdale, late of Manor-place, Walworth, Surrey, Author and Pensioner of the East India Company, 48,821 T.

Apply at the Provisional Assignee's Office, No. 5, Portugal-Street, Lincoln's-Inn, London, between the hours of Eleven and Three.

In the Court for the Relief of Insolvent Debtors.

In the Matter of Frederick Teesdale, an Insolvent Debtor

NOTICE is hereby given, pursuant to the Act 1 and 2 Vic. Ch. 110, that a Meeting of the creditors of Frederick Teesdale, formerly of Bourn, in the county of Lincoln, Cattle Dealer and Farmer, and lately a Prisoner in the Debtors' Prison for London and Middlesex, will be held on Saturday the 6th day of December next, at the offices of Messrs. Edmands and Jones, at Eldon-chambers, Devereux-court, Temple, in the county of Middlesex, at twelve o'clock at noon, to consider the manner, time, and place of sale by public auction, of all and singular the interest or interests, if any, which the said Frederick Teesdale had or has or may have in the real estate under or by virtue of the will of his father Frederick Teesdale, formerly of Moulton, in the county of Lincoln, Grazier, deceased, dated the 13th day of April 1820.—Dated this 19th day of November 1851.

All Letters must be Post-paid.

Published by FRANCIS WATTS, Editor, Manager, and Publisher, of No. 1, Warwick Square, Pimlico, in the Parish of St. George, Hanover Square, at No. 45, St. Martin's Lane, in the Parish of St. Martin-in-the-Fields, both in the County of Middlesex.

Printed by THOMAS RICHARD HARRISON, and THOMAS HARRISON, Printers, at their Office, No. 45, St. Martin's Lane, in the Parish and County aforesaid.

Friday, November 21, 1851.

Price Two Shillings and Eight Pence.

