

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-