



The London Gazette.

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TUESDAY, NOVEMBER 23, 1852.

Buckingham-Palace, November 17, 1852.

THIS day had audience of Her Majesty, the undermentioned General Officers, who have been sent over by their respective Sovereigns to represent their armies at the funeral of the late Field Marshal the Duke of Wellington :

From the King of Hanover :

General Sir Hugh Halkett, C.B. accompanied by Colonel Poten; Lieutenant-Colonel the Baron de Marenholtz; Lieutenant-Colonel West; and Captain Colin Halkett.

They were presented by the Count Kielmansegge, Envoy Extraordinary and Minister Plenipotentiary from the King of Hanover.

From the King of the Netherlands :

Lieutenant-General Baron d'Omphal, Aide-de-Camp of the King; accompanied by Captain Tindal, Chamberlain of the King, and Captain Gevers.

They were presented by the Baron Bentinck, Envoy Extraordinary and Minister Plenipotentiary from the King of the Netherlands.

From the Queen of Portugal and the Algarves :

Marshal the Duke of Terceira, accompanied by Lieutenant-General the Count de Villa Real, and Major Don Manuel de Souza-Coutinho.

They were presented by the Count de Lavradio, Envoy Extraordinary and Minister Plenipotentiary from Her Most Faithful Majesty.

From the King of Prussia :

General the Count de Nostitz, Aide-de-Camp-General of the King, accompanied by General de Scharnhorst; Lieutenant-General de Massow; and Monsieur Nostitz.

From the Emperor of all the Russias :

General the Prince M. Gortchakoff, Aide-de-Camp of the Emperor, accompanied by Major-General the Count de Benkendorff; the Count de Suchtelen; and Lieutenant-Colonel Tchernitzky.

They were presented by the Baron de Brunnow, Envoy Extraordinary and Minister Plenipotentiary from the Emperor of all the Russias.

From the Queen of Spain :

The Duke of Osuna and of Infantado, Duke-Count of Benevente, accompanied by Lieutenant-Colonel de Torres, and Colonel Agustino de Calvet y Lara.

They were presented by Señor de Isturiz, Envoy Extraordinary and Minister Plenipotentiary from Her Catholic Majesty.

And from the Duke of Brunswick :

Major-General de Ehrichsen, accompanied by Colonel Bause, Aide-de-Camp of the Duke.

They were presented by the Count Kielmansegge, Envoy Extraordinary and Minister Plenipotentiary from the King of Hanover.

To these audiences they were respectively introduced by the Earl of Malmesbury, Her Majesty's Principal Secretary of State for Foreign Affairs, and conducted by Major-General the Honourable Sir Edward Cust, K.C.H. Master of the Ceremonies.

Whitehall, November 20, 1852.

The Queen has been pleased to appoint the Right Honourable Sir John Romilly, Knt. Master of the Rolls, the Right Honourable Sir George James Turner, Knt. a Vice-Chancellor, Sir Richard Torin Kindersley, Knt. a Vice-Chancellor, the Right Honourable Sir John Dodson, Knt. Dean of the Arches' Court, the Right Honourable Stephen Lushington, Judge of the High Court of Admiralty, Sir Charles Crompton, Knt. one of the Justices of the Court of Queen's Bench, the Right Honourable Sir James Robert George Graham, Bart. the Right Honourable Joseph Warner Henley, Sir John Dorney Harding, Knt. Advocate-General, Sir William Page Wood, Knt. Richard Bethell, Esq. one of Her Majesty's Counsel, John Rolt, Esq. one of Her Majesty's Counsel, and William Milbourne James, Esq. Barrister at Law, to be Her Majesty's Commissioners for continuing the Chancery Enquiry, and for enquiring into the law and jurisdiction of the Ecclesiastical and other Courts, in relation to matters testamentary.

Whitehall, November 22, 1852.

The Queen has been pleased to direct letters patent to be passed under the Great Seal, granting the dignity of a Baronet of the United Kingdom of Great Britain and Ireland, unto Sir Samuel George Bonham, K.C.B. Governor and Commander-in-Chief in and over the Island of Hong Kong and its dependencies, and Her Majesty's Plenipotentiary and Chief Superintendent of British Trade in China, and to the heirs male of his body lawfully begotten.

Foreign-Office, November 23, 1852.

The Queen has been graciously pleased to appoint the Honourable Richard Bingham, late Secretary to Her Majesty's Legation at Naples, to be Her Majesty's Chargé d'Affaires and Consul-General in the Republic of Venezuela.

The Queen has also been graciously pleased to appoint William R. Holmes, Esq. now British Vice-Consul at Batoom, to be Her Majesty's Consul at Diarbekir.

The Queen has also been graciously pleased to appoint Robert Campbell, Esq. now British Vice-Consul at Venice, to be Her Majesty's Consul at Dunkirk.

The Queen has also been graciously pleased to appoint Daniel Brooke Robertson, Esq. now British Vice-Consul at Shanghai, to be Her Majesty's Consul at Amoy.

The Queen has also been graciously pleased to appoint John George Cope Lewis Newnham, Esq. to be Her Majesty's Consul in the Republic of Liberia.

Westminster, November 17, 1852.

This day, the Lords being met, a message was sent to the Honourable House of Commons by the Gentleman Usher of the Black Rod, acquainting them, that *The Lords, authorized by virtue of a Commission under the Great Seal, signed by Her Majesty, for declaring Her Royal Assent to the an Act agreed upon by both Houses, do desire the immediate attendance of the Honourable House in the House of Peers to hear the Commission read;* and the Commons being come thither, the said Commission, empowering the Lord Archbishop of Canterbury, and several other Lords therein named, to declare and notify the Royal Assent to the said Act, was read accordingly, and the Royal Assent given to

An Act to make provision concerning Bills of Exchange and Promissory Notes payable in the metropolis on the day appointed for the Funeral of Arthur, late Duke of Wellington.

War-Office, 23rd November 1852.

1st Dragoon Guards, Ensign Richard G. Bomford Bolton, from the 48th Foot, to be Cornet, by purchase. Dated 23rd November 1852.

7th Dragoon Guards, Archibald Cleveland, Gent. to be Cornet, by purchase, vice Maclean, appointed to the 13th Light Dragoons. Dated 23rd November 1852.

10th Light Dragoons, James Alston Clark, Gent. to be Cornet, by purchase, vice Cass, promoted. Dated 23rd November 1852.

16th Light Dragoons, Honourable Hugh Rowley to be Cornet, by purchase, vice Leader, promoted. Dated 23rd November 1852.

1st Regiment of Foot, George Roe Fenwick, Gent. to be Ensign, without purchase, vice Scroope, promoted. Dated 23rd November 1852.

3rd Foot, Lieutenant Richard George Amherst Luard to be Captain, by purchase, vice Blair, who retires. Dated 23rd November 1852.

Ensign Leonard Sidebottom to be Lieutenant, by purchase, vice Luard. Dated 23rd November 1852.

William Ross Turner, Gent. to be Ensign, by purchase, vice Neville, appointed to the 86th Foot. Dated 23rd November 1852.

8th Foot, William Cole Hamilton, Gent. to be Ensign, by purchase, vice Grierson, promoted. Dated 23rd November 1852.

13th Foot, John Angerstein Rowley, Gent. to be Ensign, by purchase, vice Montgomery, promoted. Dated 23rd November 1852.

14th Foot, Thomas Prittie Cosby, Gent. to be Ensign, by purchase, vice Helyar, promoted. Dated 23rd November 1852.

Walter Frederick Blunt, Gent. to be Ensign, by purchase, vice Coote, promoted. Dated 24th November 1852.

16th Foot, William Henry Rainsford, Gent. to be Ensign, without purchase, vice Quin, promoted in the 73rd Foot. Dated 23rd November 1852.

18th Foot, Robert Hoey-Jex Blake, Gent. to be Ensign, without purchase, vice Gibbons, promoted. Dated 23rd November 1852.

21st Foot, Lieutenant John Watson to be Captain, without purchase, vice Albouy, deceased. Dated 6th November 1852.

Second Lieutenant Crofton Peddie to be First Lieutenant, without purchase, vice Watson. Dated 23rd November 1852.

Gentleman Cadet John George Image, from the Royal Military College, to be Ensign, without purchase, vice Peddie. Dated 23rd November 1852.

Assistant Staff Surgeon Arthur Jackson Greer to be Assistant-Surgeon, vice Edge, who resigns. Dated 23rd November 1852.

22nd Foot, Lawrence Nicholas Dyre Hammond, Gent. to be Ensign, without purchase, vice Cairncross, promoted. Dated 23rd November 1852.

23rd Foot, Joseph Henry Butler, Gent. to be Second Lieutenant, by purchase, vice John, promoted. Dated 23rd November 1852.

25th Foot, James Moorhead, Gent. to be Ensign, without purchase, vice Harvey, promoted. Dated 23rd November 1852.

27th Foot, William Stackhouse Church Pinwill, Gent. to be Ensign, by purchase. Dated 23rd November 1852.

30th Foot, Gentleman Cadet James Cavendish Hobbs, from the Royal Military College, to be Ensign, without purchase, vice La Touche, deceased. Dated 23rd November 1852.

35th Foot, Edward Tedlie, Gent. to be Ensign, by purchase, vice Hardinge, who retires. Dated 23rd November 1852.

37th Foot, Frederick John Nash Ind, Gent. to be Ensign, by purchase, vice Baker, promoted. Dated 23rd November 1852.

39th Foot, Lieutenant Charles Thomas Hamilton to be Captain, without purchase, vice Brevet Major Stokes, who retires upon full-pay. Dated 23rd November 1852.

Ensign Thomas Carpendale Baird to be Lieutenant, without purchase, vice Hamilton. Dated 23rd November 1852.

Gentleman Cadet Arthur James Phillips Wadman, from the Royal Military College, to be Ensign, without purchase, vice Baird. Dated 23rd November 1852.

Gentleman Cadet Charles Burch Phillipps, from the Royal Military College, to be Ensign, without purchase, vice De Carteret, deceased. Dated 23rd November 1852.

40th Foot, Robert Richardson Ellis, Gent. to be Ensign, by purchase, vice Messenger, promoted. Dated 23rd November 1852.

42nd Foot, William George Everard Webber, Gent. to be Ensign, by purchase, vice Robertson, promoted. Dated 23rd November 1852.

Francis Cunningham Scott, Gent. to be Ensign, by purchase, vice Montgomery, promoted. Dated 24th November 1852.

43rd Foot, Captain Peregrine Charles Baillie Hamilton, from half-pay Rifle Brigade, to be Captain, vice Dick, who exchanges. Dated 23rd November 1852.

Lieutenant Charles Carew de Morel to be Captain, by purchase, vice Hamilton, who retires. Dated 23rd November 1852.

Ensign Fiennes Middleton Colville to be Lieutenant, by purchase, vice De Morel. Dated 23rd November 1852.

Lord Richard Howe Browne to be Ensign, by purchase, vice Colville. Dated 23rd November 1852.

44th Foot, William Stewart Richardson, Gent. to be Ensign, without purchase, vice Gregory, appointed Adjutant. Dated 23rd November 1852.

45th Foot, Edward Gambier Eliot Atherley, Gent. to be Ensign, by purchase, vice Rowland, promoted. Dated 23rd November 1852.

46th Foot, Nicholas Dunscombe, Gent. to be Ensign, by purchase, vice Greer, promoted. Dated 23rd November 1852.

47th Foot, Grainville Waddilove, Gent. to be Ensign, by purchase, vice Maxwell, promoted. Dated 23rd November 1852.

51st Foot, Gentleman Cadet Charles Goddard, from the Royal Military College, to be Ensign, without purchase, vice Sargent, promoted. Dated 23rd November 1852.

52nd Foot, Lord Walter Charles Montagu Douglas Scott to be Ensign, by purchase, vice Crosse, promoted. Dated 23rd November 1852.

57th Foot, Joshua Cunliffe Ingham, Gent. to be Ensign, by purchase, vice Copland, promoted. Dated 23rd November 1852.

62nd Foot, Lieutenant John O'Callaghan to be Captain, by purchase, vice Stanley, who retires. Dated 23rd November 1852.

Ensign Henry John Adeane to be Lieutenant, by purchase, vice O'Callaghan. Dated 23rd November 1852.

63rd Foot, John Charles Hay, Gent. to be Ensign, by purchase, vice Mackesy, promoted. Dated 23rd November 1852.

65th Foot, Ernest Christian Wilford, Gent. to be Ensign, by purchase, vice Still, promoted. Dated 23rd November 1852.

68th Foot, Ensign Harry Edmond Smyth, from the 84th Foot, to be Ensign, vice Nicol, promoted. Dated 23rd November 1852.

74th Foot, Norman Scalpa M'Crummen, Gent. to be Ensign, without purchase, vice Lawson, promoted. Dated 23rd November 1852.

79th Foot, George Alexander Harrisson, Gent. to be Ensign, by purchase, vice Boothby, who retires. Dated 23rd November 1852.

80th Foot, Ensign William Whitehead to be Lieutenant, without purchase, vice Hunt, deceased. Dated 17th August 1852.

Gentleman Cadet Horatio Pettus Batcheler, from the Royal Military College, to be Ensign, without purchase, vice Whitehead. Dated 23rd November 1852.

William Picton Mortimer, Gent. to be Ensign, without purchase, vice Wilkinson, promoted. Dated 24th November 1852.

81st Foot, Thomas Pattison Wood, Gent. to be Ensign, by purchase, vice Ferreday, who retires. Dated 23rd November 1852.

84th Foot, Edward Crawford Antrobus, Gent. to be Ensign, by purchase, vice Smyth, appointed to the 68th Foot. Dated 23rd November 1852.

Harry Edmond Smyth, Gent. to be Ensign, without purchase, vice Browne, promoted. Dated 23rd November 1852.

90th Foot, Alfred Goodlad Daubeny, Gent. to be Ensign, by purchase, vice Butler, promoted. Dated 23rd November 1852.

91st Foot, Lionel Smith Warren, Gent. to be Ensign, by purchase, vice Olivey, promoted. Dated 23rd November 1852.

Lieutenant William Barron Stanton to be Captain, by purchase, vice Lloyd, who retires. Dated 23rd November 1852.

Ensign Francis Gordon Hibbert to be Lieutenant, by purchase, vice Stanton. Dated 23rd November 1852.

93rd Foot, James Menzies Clayhills, Gent. to be Ensign, by purchase, vice Sprot, promoted. Dated 23rd November 1852.

94th Foot, Arthur Charles Elliot, Gent. to be Ensign, by purchase, vice Sladen, promoted. Dated 23rd November 1852.

Celestine George Durant, Gent. to be Ensign, by purchase, vice Sexton, who retires. Dated 24th November 1852.

95th Foot, Christopher More Molyneux, Gent. to be Ensign, by purchase, vice Smyth, promoted. Dated 23rd November 1852.

99th Foot, Charles Knight Pearson, Gent. to be Ensign, by purchase, vice Nunn, promoted. Dated 23rd November 1852.

Rifle Brigade, William Frederick Thynne, Gent. to be Second Lieutenant, by purchase, vice Buller, promoted. Dated 23rd November 1852.

3rd West India Regiment, Ensign Hafed Lamont to be Lieutenant, by purchase, vice Bacon, who retires. Dated 23rd November 1852.

Thomas John Barlow Connell, Gent. to be Ensign, without purchase, vice De Carteret, promoted. Dated 23rd November 1852.

HOSPITAL STAFF.

Acting Assistant-Surgeon Samuel Gibson, M.B. to be Assistant-Surgeon to the Forces, vice Greer, appointed to the 21st Foot. Dated 23rd November 1852.

MEMORANDUM.

The removal of Ensign Henry John Yonge, from the 74th to the 61st Regiment, has been cancelled.

Admiralty, 13th November 1852.

Corps of Royal Marines.

First Lieutenant Charles Loudon Barnard to be Adjutant of the Artillery Companies, vice Lawrence, promoted.

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

John Williams Martin, Esq. to be Deputy Lieutenant. Dated 26th October 1852.

Slade Baker, Esq. to be Deputy Lieutenant. Dated 26th October 1852.

William Orme Foster, Esq. to be Deputy Lieutenant. Dated 26th October 1852.

Robert Mynors, Esq. to be Deputy Lieutenant. Dated 26th October 1852.

Francis Woodward, Esq. to be Deputy Lieutenant. Dated 13th November 1852.

William Blow Collis, Esq. to be Deputy Lieutenant. Dated 13th November 1852.

Royal Worcestershire Militia.

Henry John Wentworth Hodgetts Foley, Esq. to be Captain. Dated 19th November 1852.

Worcestershire Regiment of Militia.

William Domvile, Esq. to be Captain. Dated 19th November 1852.

Robert Rintoul the younger, Gent. to be Lieutenant. Dated 7th October 1852.

Marcus Brown Westhead, Gent. to be Lieutenant. Dated 7th October 1852.

James Bridge, Gent. to be Lieutenant. Dated 7th October 1852.

Henry George Monro, Gent. to be Ensign, vice Giles, promoted. Dated 7th October 1852.

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

The Honourable Dudley Ryder, commonly called Viscount Sandon, to be Deputy Lieutenant. Dated 16th November 1852.

King's Own Regiment of Staffordshire Militia.

Walton Vernon Herford, Gent. to be Ensign, vice Legge, promoted. Dated 1st November 1852.

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

George Saul, Esq. to be Deputy Lieutenant. Dated 15th November 1852.

Rowland Pennington, Esq. to be Deputy Lieutenant. Dated 15th November 1852.

Sir Henry Ralph Vane, Bart. to be Deputy Lieutenant. Dated 20th November 1852.

Royal Cumberland Regiment of Militia.

John Edward Weston, Esq. to be Lieutenant. Dated 20th October 1852.

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

Oxfordshire Regiment of Militia.

Lieutenant Francis Fortescue Turville to be Captain, vice The Honourable Thomas Edward Stonor, resigned. Dated 19th November 1852.

Commissions signed by the Lord Lieutenant of the County Palatine of Lancaster.

1st Regiment of the Duke of Lancaster's Own Militia.

Robert Whitle, Esq. to be Captain. Dated 19th November 1852.

2nd Regiment.

Timothy Bristow Hughes, Gent. to be Ensign. Dated 19th November 1852.

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

Royal Northumberland Regiment of Militia.

William Aubone Potter, Gent. to be Ensign. Dated 17th November 1852.

Ensign John Jopling Weatherley to be Lieutenant, vice Edward Tyzack, resigned. Dated 19th November 1852.

John David Scott, Gent. to be Ensign. Dated 19th November 1852.

Commissions signed by the Lord Lieutenant of the North Riding of Yorkshire.

North York Regiment of Militia.

Thomas Hill, Gent. to be Lieutenant. Dated 16th November 1852.

John Woodall Woodall, Gent. to be Lieutenant. Dated 20th November 1852.

Frederick Bell, Gent. to be Lieutenant. Dated 20th November 1852.

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

West Suffolk Regiment of Militia.

Hooper John Wilkinson the younger, Esq. to be Captain. Dated 19th November 1852.

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

Second or Eastern Regiment of Norfolk Militia.

Robert Gordon, Esq. late 66th Foot, to be Captain, vice Bacon, deceased. Dated 18th November 1852.

Richard Lee Mayhew, Gent. to be Lieutenant, vice Steele, retired. Dated 18th November 1852.

William Reed, Gent. to be Lieutenant, vice Bertram, retired. Dated 19th November 1852.

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

East Essex Militia.

Edmund Vipan Ind, Esq. (late Lieutenant in the 75th Regiment), to be Captain, vice Stone, retired. Dated 19th November 1852.

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

Royal Westminster Regiment of Middlesex Militia.

Ensign Henry Charles Sirr to be Lieutenant.

Ensign Edward Murray to be Lieutenant, vice Cook, promoted.

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

Derbyshire Militia.

Adjutant John Edward Leveson Gower to serve with rank of Captain.

Walter Edmund Carr, Esq. to be Captain.

Charles Thorold, Gent. to be Lieutenant.

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

Hertfordshire Militia.

James John Gape, Gent. to be Ensign. Dated 13th November 1852.

Richard Lane Bayliff, Gent. to be Ensign. Dated 13th November 1852.

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

Leicestershire Militia.

Dottin Maycock, Esq. late of the 16th Lancers, to be Captain. Dated 10th November 1852.

NOTICE is hereby given, that a separate building, named the Baptist Chapel, situated at Little London, in the township of Willenhall, and county of Stafford, in the district of Wolverhampton, being a building certified according to law as a place of religious worship, was,

on the 13th day of November 1852, duly substituted and registered for solemnizing marriages therein, instead of the Baptist Chapel situated at Little London aforesaid, recently pulled down.

Witness my hand this 17th day of November 1852.

Isaac Fellows, Superintendent Registrar.

NOTICE is hereby given, in terms of the Act 7 Wm. IV. and 1 Vict. cap. 73, sec. 32, that an application has been made to Her Majesty to grant a charter of incorporation for incorporating a company, to be called "The Farmer's Flax Company," for the purpose of purchasing native flax from the farmer, and re-selling it in a prepared state, according to the quantities which trade may require, and that the said application has been referred by Her Majesty to the Committee of Privy Council for Trade and Plantations.

In the Matter of certain Letters Patent granted to John George Bodmer, of Manchester, Engineer, bearing date and sealed at Westminster, the twentieth day of May, in the second year of the reign of Her present Majesty, for "Certain improvements in machinery, tools, or apparatus for cutting, planing, turning, drilling, and rolling metals and other substances;" and of certain other Letters Patent granted to the said John George Bodmer, bearing date the sixteenth day of October, in the 3rd year of the reign of Her said Majesty, and sealed at Edinburgh, the eighth day of November, in the year of our Lord 1839, for "Certain improvements in machinery or apparatus for cutting, planeing, turning, drilling, and rolling metals, and other substances."

NOTICE is hereby given, that, under and by virtue and in pursuance of an Act, made and passed in the 5th and 6th years of the reign of His late Majesty King William the Fourth, intituled "An Act to amend the law touching letters patent for inventions;" and also of an Act, made and passed in the 2nd and 3rd years of the reign of Her present Majesty, intituled "An Act to amend an Act of the 5th and 6th years of the reign of King William the Fourth, intituled "An Act to amend the law touching letters patent for inventions;" and also of another Act, made and passed in the 7th and 8th years of the reign of Her said Majesty, 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;" Thomas Hornby Birley, executor under the will of Hugh Hornby Birley, assignee of the said several letters patent, intends to petition Her Majesty in Council for a prolongation of the term of the said several letters patent, respectively.

And notice is hereby further given, that application will be made to the Judicial Committee of Her Majesty's Privy Council, on the 31st day of December next, or if the said Judicial Committee shall not sit on that day, at the then next sitting of the said Judicial Committee, for a time to be fixed for hearing the matter of such petition, and any person intending to oppose the said application, must lodge a caveat to that effect at the Council Office on or before the said 31st day of December next.

Dated this 20th day of November in the year of our Lord 1852.

Stephen Heelis, Solicitor and Agent for the said Petitioner.

Albert Park.

Saint Mary, Islington, and Hornsey, in the county of Middlesex.

NOTICE is hereby given, that application is intended to be made to Parliament in this present session, for an Act to empower the Commissioners of Her Majesty's works and public buildings, to form and make a public park, to be called Albert Park, in the parish of Saint Mary, Islington, and in the parish of Hornsey, in the county of Middlesex, and for the purposes aforesaid to empower the said Commissioners to purchase, take, and use all those several pieces or parcels of land, situate in the said parishes of Saint Mary, Islington, and Hornsey, and containing in the whole one hundred and sixty-five acres or thereabouts, together with the houses, buildings, and other erections thereon, bounded on the north by the Seven Sisters-road, on the west by Blackstock-lane and Highbury-vale, on the south by property belonging or reputed to belong to the devisees or executors of the late Richard Percival, and by Newington-lane or footway, and on the east by the Green Lanes-road.

Also to empower the said Commissioners to alter the levels of any existing streets, roads, bridges, ways, paths, or passages, and to cross, divert, widen, alter, or stop up, either temporarily or permanently, all streets, roads, bridges, ways, paths, passages, sewers, drains, streams, or pipes, which now lead or run into, upon, through, across, or over any part or parts of the before-mentioned lands and hereditaments intended to be acquired by the said Commissioners under the authority of the said intended Act; and to set out and make other streets, roads, bridges, ways, paths, passages, sewers, drains, streams, or pipes, in, upon, or over the said lands and hereditaments; and to empower the said Commissioners to take and hold, sell, exchange, and let any lands, tenements, or hereditaments to be acquired by them under the authority of or for the purposes of the said intended Act, and to inclose, plant, drain, and lay out the said park.

And notice is hereby further given, that duplicate plans, describing the situation of the said intended park, with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses which will be required to be taken for the purposes of the said park; and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell, in the said county of Middlesex; and that on or before the said 30th day of November instant, copies of the said plan and book of reference, and also a copy of this notice, as published in the London Gazette, will be deposited with the parish clerks of the said parishes of St. Mary, Islington, and Hornsey, respectively, at their respective places of abode.

And notice is hereby further given, that it is intended to apply for powers in the said Act, for the compulsory purchase of lands, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any manner connected therewith, and to confer, vary, or extinguish other rights and privileges.

Dated this 19th day of November 1852.

By order of the Commissioners of Her Majesty's Works and Public Buildings,
John Gardiner, Solicitor, Board of Works, &c.
1, Whitehall-place, Westminster.

Sunderland Gas.

(Increase of Capital, Power to take a Transfer of the Sunderland Subscription Gas Light Company, Amalgamation of Companies, and Amendment of 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, and enlarge the powers and provisions of "The Sunderland Gas Act, 1846," or to repeal the said Act and grant more effectual powers instead thereof; and to consolidate the provisions of such Act, and the intended Bill into one Act; and to incorporate in such Bill the provisions of the Gas Works Clauses Act, 1847, or some of them.

And provision is intended to be made in such Bill to enable the Sunderland Corporation Gas Company to increase their Capital, and to raise a further sum of money by issuing new shares, and on mortgage or bond; and to attach, if they think fit, to any shares so issued, a preference or priority in payment of dividend over the ordinary shares of the Company.

And it is intended to authorize such Company to carry into effect any agreements or arrangements with the Sunderland Subscription Gas Light Company, and, if so agreed or arranged between such Companies, it is intended by such Bill to amalgamate such two Companies into one Company, for the purpose of supplying with gas the inhabitants within the limits prescribed by the said Act, and hereinafter mentioned; and for the purpose of such amalgamation to dissolve the said Companies, both or either of them, and to authorise the transfer of the works, pipes, lands, tenements, and hereditaments of such respective Companies to such intended amalgamated Company.

And it is intended to authorise the Sunderland Corporation Gas Company to hold additional lands, and to extend the limits of the said Act, and to light and supply with gas the inhabitants of the parish of Sunderland-near-the-Sea, the townships of Bishopwearmouth, Bishopwearmouth Panns, Monkwearmouth, Monkwearmouth Shore, Southwick, and Fulwell, all in the county of Durham, and to levy rates and rents for such supply of gas.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December next.

Dated this 11th day of November 1852.

A. J. and Wm. Moore.
John Kidson.

Leominster Markets and Fairs.

(Incorporation of Company—Purchase of Tolls—Removal of Existing Markets, and Establishment of New Markets.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for the establishment of a New Market or Markets for the sale of horses, cattle, pigs, sheep, butchers' meat, poultry, fish, fruit, butter, cheese, vegetables, corn, hay, hops, wool, and other provisions, goods, wares, merchandize, and marketable commodities, in the borough of Leominster, in the county of Hereford, or the suburbs thereof.

And it is intended to apply for the following powers and provisions in the said Bill:—

To incorporate a Company, and to authorise such Company to carry the powers and provisions of the Bill into effect, and to raise the requisite capital by shares and mortgage.

To erect and maintain a Market-house or

Market-houses, with all suitable buildings, shops, sheds, market-places, slaughter-houses, courts, passages, weighing-machines, and other conveniences connected therewith; and for such purpose to purchase and take by agreement or compulsion lands, houses, tenements, and hereditaments, in the said borough of Leominster, or the suburbs thereof.

To stop up all streets, passages, and courts in the intended site of the said Market-house, and to stop up, alter, or divert, or construct, either temporarily or permanently, any other streets, ways, passages, sewers, drains, or pipes which it may be necessary to stop up, alter, or divert, or construct, by reason of the construction of the said intended works, or any of them.

To confer upon the Company the powers usually granted for the compulsory purchase of the lands, houses, and property required for the said Market-house, slaughter-houses, passages, alterations of streets, and other intended works and buildings.

To remove the existing markets and fairs now held in the said borough, and to vary or extinguish any existing rights and privileges of the mayor, aldermen, and burgesses of the borough of Leominster, and of all other corporations and persons with reference to the holding of markets and fairs in the said borough, whether under Act of Parliament, Charter, prescription, or otherwise.

To authorise the purchase by agreement or compulsion of the tolls, stallages, or rents now payable, to the said mayor, aldermen and burgesses, or any other corporation or person in respect of horses, cattle, pigs, sheep, meat, corn, vegetables, hay, hops, wool, or any other articles sold, or delivered on sale, in the said borough, and to enable the said mayor, aldermen, and burgesses to sell the same tolls, and either to vest such tolls in the Company, or to alter, abolish, or extinguish the same.

To authorise the Company so to be incorporated to levy tolls, stallages, and rents for the use of the intended market, market-houses, or places, and for standing or stallage therein, and for the use of the weighing machines and other conveniences—to confer exemptions from payment of tolls, stallages, and rents, and to alter or extinguish any existing exemptions from payment of tolls, and to confer, vary, or extinguish other rights and privileges.

To prevent the hawking or vending of horses, cattle, sheep, butchers' meat, poultry, fish, butter, cheese, vegetables, fruit, hay, hops, wool, and other provisions, matters, and things in the streets, public passages, or roads within the said borough, or the suburbs thereof.

To incorporate "the Markets and Fairs Clauses Act, 1847," and "the Lands Clauses Consolidation Act, 1845," and "the Companies Clauses Consolidation Act, 1845," and to insert therein all such other powers as may be deemed necessary for fully carrying into effect the several purposes mentioned in this notice, and also if necessary to amend, alter, or repeal all or some of the provisions of an Act passed in the first year of the reign of Her present Majesty Queen Victoria, intituled "An Act to amend an Act of the forty-eighth year of the reign of His Majesty King George the Third, relating to the Improvement of the Town of Leominster, in the county of Hereford."

To authorise the Company to establish, erect, maintain, and regulate public slaughter-houses, in connection with, or apart from, the said market-house, and to prevent the slaughtering of cattle, sheep, or animals within the borough or suburbs, except in such slaughter-houses, or in any existing slaughter-houses, or under certain regulations and restrictions, and to authorise the collection of rates,

tolls, and rents for the use of such intended slaughter-houses.

And notice is hereby also given, that copies of the Bill relating to the objects aforesaid, will be deposited on or before the thirty-first day of December 1852, in the Private Bill Office of the House of Commons.

Dated this 11th day of November 1852.

The West London Waterworks Company.

(For the Supply of Water to the Western Districts of the Metropolis, in the County of Middlesex.

NOTICE is hereby given, that application is intended to be made to Parliament in the present session, for an Act to incorporate a Company for supplying with water the inhabitants of, and premises within, the district parishes and places following, or of or within some of them, or some parts of them (that is to say) : Kensington ; Saint Mary Abbott's, Kensington ; Notting Hill ; Saint Mary, Paddington ; Paddington ; Saint Marylebone ; Saint Luke, Chelsea ; Willesden ; and Hampstead, all in the county of Middlesex ; and to confer on such Company such powers, authorities, rights, and privileges as may be necessary for the purposes aforesaid :

And it is also proposed by the said Act to authorize the Company thereby to be incorporated to raise the capital required for the purposes of such Company, and also to borrow certain sums of money, in manner to be provided by the said Act, and for the purposes of such supply, to enlarge, construct, and maintain, or do the works, matters, and things following, or some of them (that is to say) : to enlarge and extend the waterworks known as "The Westbourne Waterworks," situate on the south side of and adjoining the Talbot Road, and adjoining on the east side thereof a street or road called Sutherland Place, and on the west side thereof, adjoining a street or road called Westmoreland Place, all in the parish of Paddington ; and to lay down, construct, and maintain a main pipe or aqueduct, commencing in the said Westbourne Waterworks, and terminating in a meadow or grass-land belonging to Henry Perry Cotton, Esq. situate on the north side of Shoot-up-Hill Lane, and three hundred and fifty yards or thereabouts to the east of the point where the said lane diverges from the Edgware Road, in the parish of Hampstead ; and also to lay down, construct, and maintain another main pipe or aqueduct diverging from and out of the main pipe or aqueduct last before described at a point in the Edgware Road near the Stanmore brewery, in the parish of Willesden, and terminating in a meadow or grass-land belonging to the Ecclesiastical Commissioners for England, and Lady Elizabeth Salusbury, widow, or one of them, and now or late in the occupation of the said Lady Elizabeth Salusbury, situate on the west side of Willesden Lane, and within, near, or adjoining to a park or grounds called Bransbury Park, in the said parish of Willesden, and upon or within the said fields in the said parishes of Hampstead and Willesden respectively, to construct and maintain a reservoir or reservoirs, with all proper engines, buildings, filtering, and other works and conveniences connected therewith, and which main pipes or aqueducts, and reservoirs, buildings, and other works, will pass from, through, or into, or be situate within the parishes and extra-parochial places following, or some of them, all in the county of Middlesex (that is to say) : Kensington ; Saint Mary Abbott's, Kensington ; Paddington ; Saint Mary, Paddington ; Saint Marylebone ; Hampstead ; and Willesden :

And it is further intended by the said Act to

authorize such Company, for the purposes aforesaid, 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, alter, break, and open up, and again to restore all turnpike and other roads, railways, lands, tramways, bridges, streams, drains, pipes, mains, aqueducts, canals, waters, watercourses, sewers, streets, highways, lanes, courts, ways, and passages, and other places within the several parishes and extra-parochial and other places and boroughs aforesaid, to be supplied with water as before mentioned, or such of them as may be necessary for the purpose of distributing such supply, or otherwise for the execution of all or any of the said works, and for the purposes of the said intended Act.

And it is also proposed by the said intended Act to authorize the Company to be thereby incorporated to contract and agree with any other water company, for the purchase of water in bulk, and also to contract and agree with any other water company, or any body of commissioners, or other public body, company, or persons, requiring large quantities of water for the supply of such companies, commissioners, bodies, or persons, with water in bulk for domestic use, manufacturing, sanitary, or other purposes, and to levy and recover rents, rates, or duties for and in respect of water supplied by the said intended Company, to confer exemptions from the payment of rents, rates, or duties, and such other rights and privileges as may be found expedient.

And it is also intended by the said Act to authorize the said Company to purchase and take, by compulsion or agreement, lands, houses, waters, and other property, rights, easements, and hereditaments for the purposes aforesaid, and to vary or extinguish all existing rights, or rights reserved, and privileges connected therewith, and which might in any manner or way interfere with or impede the execution of the proposed works, or the objects and purposes of the said intended Act.

And notice is hereby further given, that duplicate plans and sections, describing the lines, situations, and levels of the said intended works, and the lands, houses, waters, and other property required for the purposes thereof, with books 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 for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House on Clerkenwell Green, in the said county ; and that, on or before the same 30th day of November instant, copies of so much of the said plans, sections, and books of reference as relate to each parish or extra-parochial place, in or through which the said intended works are proposed to be made and maintained, 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 residence ; and as regards any such extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his place of residence.

And notice is also hereby further given, that on or before the thirty-first day of December next, printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this tenth day of November 1852.

Cameron and Martin, 10, Palace Yard.

Bolton Borough Improvement Act Amendment.

Extension of Waterworks ; Altering and Amending the Powers of Laying, Levying and Collecting Rates.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, and enlarge some of the powers and provisions of an Act, passed in the 6th and 7th years of the reign of Her Majesty Queen Victoria, intituled "An Act, for more effectually supplying with water the town of Bolton and several townships adjacent thereto, in the county of Lancaster," of an Act passed in the 9th year of the reign of Her said Majesty, intituled "An Act for more effectually supplying water to the inhabitants of the town of Bolton and several townships and places adjoining thereto, in the county of Lancaster," of "The Bolton Improvement Act, 1847," and of "The Borough of Bolton Act, 1850," or to repeal the said Acts, and to grant further and more effectual powers instead thereof.

And notice is hereby also given, that it is intended, with the view of affording, in connection with the existing waterworks of the borough of Bolton, a more effectual supply of water within the limits of The Borough of Bolton Act, 1850, to confer upon the mayor, aldermen, and burgesses of the borough of Bolton the following powers :—

1. To make and maintain three reservoirs, with all necessary works and conveniences connected therewith, one whereof will be situate in or near a certain close of land in the township of Sharples, in the parish of Bolton, in the county palatine of Lancaster, called "The Folds Pasture," belonging to and in the occupation of the Reverend Charles Wright, and lying on the westerly side of the Sharples and Houghton turnpike road ; another upon land also situate in Sharples aforesaid, belonging to and in the occupation of the said Charles Wright, at or upon a certain brook called "The Grange," and at or near a place there known by the name of "The Grange Fish-pond ;" and another upon land, also situate in Sharples aforesaid, belonging to and in the occupation of the said Charles Wright, at or upon a certain brook called "The Hordern Brook," and at or near a place there called "The Wards Reservoir."
2. To lay down, construct and maintain in the said township of Sharples, an aqueduct, conduit, pipe-track, drain, tunnel, and other works, in, through or under lands of the said Charles Wright, in Sharples aforesaid, commencing at the Spring Water Reservoirs, near Belmont, in Sharples aforesaid, belonging to the corporation of Bolton, and terminating at the first-mentioned intended reservoir ; another aqueduct, conduit, pipe-track, drain, tunnel, and other works, in, through or under lands of the said Charles Wright, in Sharples aforesaid, commencing at the last-mentioned intended reservoir, and terminating at the said intended reservoir on the Grange Brook ; another aqueduct, conduit, pipe-track, tunnel, drain, and other works, in, through, or under lands of the said Charles Wright, in Sharples aforesaid, commencing at the last-mentioned intended reservoir, and terminating at the said intended reservoir on the Hordern Brook ; and another aqueduct, conduit, pipe-track, drain, tunnel, and other works, in, through or under lands of the said Charles Wright, in Sharples aforesaid, commencing at the Hordern Brook aforesaid, at or near a place there, called the Hordern Butts, and terminating at a reservoir at Belmont, in Sharples aforesaid, called the Millowners' Compensation Reservoir ; and another aqueduct, conduit, pipe-track, drain, tunnel, and

other works, in, through or under lands of William Hulton, Esq. in the township of Longworth, in the said parish of Bolton, commencing at or near the south east corner of the said Millowners' Compensation Reservoir, passing through lands in the several occupations of Andrew Duxbury, William Kay, and Ralph Howarth, and terminating in a certain close or field, called the Potatoe Field, in the occupation of the said Ralph Howarth.

3. To take, divert, impound, collect, store and use the waters of the said brooks, called the Grange Brook and the Hordern Brook, and divers other waters arising from and flowing in, into, or through divers lands, springs, brooks and streams, situate within the several townships of Sharples and Longworth aforesaid, or one of them, which said reservoirs, aqueducts, and other works to be effected by the said Act, are situated in the several townships of Sharples and Longworth, in the parish of Bolton, in the county of Lancaster.
4. To purchase, compulsorily or otherwise, or to take on lease, houses, lands, springs, brooks and streams, for the purposes of the above works ; and to alter, vary, or extinguish all or any rights or privileges in any manner connected with or incidental to any such houses, lands, springs, brooks and streams, which might in any manner impede or interfere with the construction and maintenance of the above works.
5. To lay the aqueducts, conduits, pipes and other works, in, through, across and under streets, lanes, roads, bridges, viaducts, and other public passages and places.
6. To levy rates or rents in respect of the supply of water, and to confer, vary, and extinguish exemptions from the payment of such rates or rents.

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, showing the levels of the proposed 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, on or before the 30th day of this instant November, be deposited for public inspection at the office of the Clerk of the Peace for the county of Lancaster, at Preston, and that, on or before the said 30th day of November, a copy of the said plans, sections, and books of reference, with a copy of the Gazette notice, will be deposited with the parish clerk of the parish of Bolton, at his residence.

And notice is hereby further given, it is also intended by such Act to obtain power for the compulsory purchase of additional property for the completion of the market and the approaches thereto, by The Borough of Bolton Act, 1850, authorized to be formed.

And notice is hereby further given, that it is intended by such Act to empower the mayor, aldermen and burgesses to pay all expenses to be incurred by them under any of the provisions of such Act out of the Borough Fund property or stock of such borough, or any money to be borrowed on the credit of such Borough Fund property or stock, and to carry any money to be received under the provisions of such Act to the credit of such Borough Fund property or stock, and from time to time to borrow or raise any money that may be required for any of the above-mentioned purposes on the credit of such Borough Fund property or stock.

And notice is hereby further given, that it is intended by the said Act to alter and amend the powers of laying, levying, and collecting rates

within the said borough, and of borrowing money upon the security of such rates.

And notice is hereby also given, that on or before the 31st day of December next, printed copies of the Bill, as proposed to be introduced into the House of Commons, will be deposited in the Private Bill Office of that House.

Dated this 12th day of November 1852.

J. Knowles, Solicitor for the Bill.

Swansea Valley Railway.

(Extension of Time for Purchase of Lands and Completion of Works; Reduction of Capital; Further Powers to South Wales Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the present session, for an Act to extend the time or to revive the powers granted for the purchase by compulsion of the lands and houses, or some part thereof, required for the purposes of the railway and branch railways authorized to be constructed by "The Swansea Valley Railway Act, 1847;" and also to extend the time granted for the completion of the said railway and branch railways, or some of them, or some part or parts thereof respectively; and also to explain and amend the powers and provisions of "The Swansea Valley Railway Act, 1847," with reference to the leasing or sale of the undertaking of the Swansea Valley Railway Company to the South Wales Railway Company and the Great Western Railway Company, or either of them; and to reduce the capital of the Swansea Valley Railway Company, and to enable the South Wales Railway Company to hold shares in the capital of the Swansea Valley Railway Company, and either to raise a further sum of money, or to apply their corporate funds for such purpose, and to guarantee the payment of a fixed or other dividend in respect of shares to be created and issued by the Swansea Valley Railway Company.

And it is intended by such Act to alter, amend,

enlarge, and in part repeal the Swansea Valley Railway Act, 1847, 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 South Wales Railway Act, 1852, the Vale of Neath Railway Act, 1846, the Vale of Neath Railway (Amendment) Act, 1847, the Vale of Neath Railway (Amendment) Act, 1848, the Vale of Neath Railway Act, 1852, the Waterford, Wexford, Wicklow, and Dublin Railway (Amendment) Act, 1848, the Great Western Railway Act, 1851, the Briton Ferry Dock and Railway Act, 1851; also the Acts directly or indirectly affecting the Great Western Railway Company (Local and Personal) 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, session 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 242; 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, and 110; 14 and 15 Victoria, caps. 48 and 81; and 15 and 16 Victoria, caps. 125, 133, 140, 145, 147, and 168.

And notice is hereby also given, that copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December next.

Dated the 10th day of November 1852.

THE ROYAL BRITISH BANK.

Monthly Statement of the

| <i>Liabilities</i> | | | <i>and</i> | | | <i>Assets.</i> | | |
|--|--------|-----------------|------------|-----------|--|----------------|-----------------|-------------|
| <i>Dr.</i> | | £ | <i>s.</i> | <i>d.</i> | <i>Cr.</i> | £ | <i>s.</i> | <i>d.</i> |
| To Capital Stock | | 100,000 | 0 | 0 | By Securities for Loans:— | | | |
| Deposits and other Liabilities, including Promissory Notes or Bills, made, issued, and in circulation, by virtue of the Bank's Charter; and including also receipts on account of new shares; and Balance carried to Profit and Loss Account | | 687,736 | 14 | 8 | Advances on Cash Credit Accounts, &c.:—Bills of Exchange:—Balances due by other Banks, &c.:—Preliminary Expenses, and Property of the Bank in Buildings and Furniture at Head Office and three Branches, &c.:—Uncalled-for Stock:—and Cash in the Bank, and in the Bank of England | | 787,736 | 14 8 |
| | | <u>£787,736</u> | <u>14</u> | <u>8</u> | | | <u>£787,736</u> | <u>14 8</u> |

Made out and published for the period ended 30th October 1852, pursuant to the statute 7th and 8th Vict. c. 113.

N.B. A more detailed statement of the above and of the amount and nature of the capital and property of the Bank, of their present estimated value,—and of the amount of the Bank's negotiable obligations in circulation,—may be seen at the Bank any day between 10 A.M. and 4 P.M. for one week from the 25th instant, on personal application by any shareholder.

Hugh Innes Cameron, General Manager.

Royal British Bank, 16, Tokenhouse-yard,
November 22, 1852.

No 21383.

B

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 13th day of November 1852.

PRIVATE BANKS.

| Name, Title, and Principal Place of Issue. | | | Average Amount. |
|--|---------------------------|----------------------------------|-----------------|
| | | | £. |
| Andover Bank | Andover | Heath and Co. | 13691 |
| Ashford Bank | Ashford | Jemmett, Pomfret, and Co. | 11394 |
| Aylsham Bank | Aylsham | G. and T. Copeman | 4261 |
| Aylesbury Old Bank | Aylesbury | Z. D. Hunt | 25506 |
| Baldock Bank and Baldock and Biggleswade Bank | Baldock | Wells, Hogge, and Co. | 24866 |
| Barnstaple Bank | Barnstaple | Marshall and Co. | 10556 |
| Basingstoke and Odiham Bank | Basingstoke | Seymour, Lamb, and Co. | 15859 |
| Bedford Bank | Bedford | T. Barnard and Sons | 32863 |
| Bewdley Bank | Bewdley | Nichols, Baker, and Co. | 10621 |
| Bicester and Oxfordshire Bank and Oxford Bank | Bicester | H. M. and G. Tubb | 14056 |
| Birmingham Bank | Birmingham | Attwoods, Spooner, and Co. | 22018 |
| Birmingham and Warwickshire Bank | Birmingham | J. L. Moilliet and Sons | 10440 |
| Blandford Bank | Blandford | Oak and Co. | 7304 |
| Boston Bank | Boston | Garfit and Co. | 70978 |
| Boston Bank | Boston | H. and T. Gee and Co. | 13730 |
| Bridgwater Bank | Bridgwater | J. and J. L. Sealey | 5474 |
| Bristol Bank | Bristol | Miles, Miles, and Co. | 34781 |
| Broseley and Bridgnorth and Bridgnorth and Broseley Bank | Broseley | Pritchards, Boycott, and Co. ... | 19742 |
| Buckingham Bank | Buckingham | Bartlett, Parrott, and Co. | 23453 |
| Bury and Suffolk Bank, Sudbury Bank, and Stowmarket Bank | Bury St. Edmunds | Oakes, Bevan, and Co. | 69940 |
| Banbury Bank | Banbury | Gillett, Tawney, and Co. ... | 35841 |
| Banbury Old Bank | Banbury | Cobb and Son | 26632 |
| Bath City Bank | Bath | G. Moger and Son | 3209 |
| Bedfordshire Leighton Buzzard Bank | Leighton Buzzard | Bassett, Grant, and Co. | 34967 |
| Birmingham Bank | Birmingham | Taylor and Lloyds | 31147 |
| Bradford Old Bank | Bradford, Yorkshire | H. A. & W. M. Harris & Co. | 12612 |
| Brecon Old Bank | Brecon | Wilkins and Co. | 67599 |
| Brighton Union Bank | Brighton | Hall, West, and Borrer | 22392 |
| Burlington and Driffield Bank | Burlington | Harding, Smith, and Co. | 11886 |
| Bury Saint Edmunds Bank | Bury St. Edmunds | J. Worlledge | 2811 |
| Cambridge Bank | Cambridge | Mortlock and Co. | 15593 |
| Cambridge and Cambridgeshire Bank | Cambridge | Messrs. Fosters | 43035 |
| Canterbury Bank | Canterbury | Hammond and Co. | 31359 |
| Carmarthen Bank | Carmarthen | David Morris and Sons | 23110 |
| Chertsey Bank | Chertsey | La Coste and Son | 3467 |
| Colchester Bank | Colchester | Round and Green | 16248 |
| Colchester and Essex Bank, and Witham and Essex Bank, and Hadleigh, Suffolk, Bank | Colchester | Mills, Bawtree, and Co. | 30094 |
| Cornish Bank, Truro | Truro | Tweedy and Co. | 46174 |
| Coventry Bank | Coventry | Little and Woodcock | 7100 |
| City Bank, Exeter | Exeter | Milford and Co. | 20199 |
| Craven Bank | Settle | Alcocks, Birkbecks, & Co. | 75556 |
| Cardiff Bank | Cardiff | Towgood and Co. | 6228 |
| Chepstow Old Bank, Chepstow Bank, Monmouth Old Bank, Monmouth Bank, Brecon Bank, and Ross and Herefordshire Bank | Chepstow | Bromage, Snead, and Co. | 9457 |
| Derby Bank | Derby | W. and S. Evans and Co. | 10393 |
| Derby Bank | Derby | Samuel Smith and Co. | 39714 |
| Derby Old Bank and Scarsdale and High Peak Bank | Derby | Crompton, Newton and Co. | 25881 |

| Name, Title, and Principal Place of Issue. | | | Average Amount. |
|---|-------------------|---------------------------------|-----------------|
| | | | £ |
| Devizes and Wiltshire Bank..... | Devizes | Locke and Co. | 8883 |
| Diss Bank | Diss | Oakes, Fincham, and Co. | 10442 |
| Doncaster Bank and Retford Bank.. | Doncaster..... | Cooke and Co. | Not received. |
| Darlington Bank, Durham Bank, } and Stockton-on-Tees Bank..... } | Darlington | Backhouse and Co. | 85371 |
| Devonport Bank..... | Devonport | Hodge and Co. | 9962 |
| Dorchester Old Bank and Dorset- } shire Bank | Dorchester | R. and H. Williams | 45312 |
| East Cornwall Bank..... | Liskeard | Robins, Foster, and Co. | 105809 |
| East Riding Bank..... | Beverley | Bower and Co. | 55226 |
| Essex Bank and Bishop's Stortford } Bank | Chelmsford | Sparrow, Round, and Co..... | 40457 |
| Exeter Bank | Exeter | Sanders and Co. | 29104 |
| Fakenham Bank | Fakenham | Gurneys, Birkbeck, & Co. | 19613 |
| Farringdon Bank and Bank of Wantage | Farringdon | Barnes, Medley, and Co. | 5731 |
| Farnham Bank | Farnham | John and Jas. Knight | 13265 |
| Faversham Bank..... | Faversham | Hilton and Co. | 5929 |
| Godalming Bank..... | Godalming | Mellersh and Keen | 4300 |
| Guildford Bank | Guildford..... | Messrs. Haydon..... | 6350 |
| Grantham Bank | Grantham | Hardy and Co. | 29365 |
| Hastings Old Bank..... | Hastings | Smith, Hilder, and Co..... | 34099 |
| Hereford City and County Bank..... | Hereford | Matthews and Co..... | Not received. |
| Hertford and Ware Bank | Hertford | S. Adams and Co..... | 19375 |
| Hull Bank and Kingston-upon-Hull } Bank | Hull | Smith, Brothers, and Co. | 19205 |
| Huntingdon Town and County Bank | Huntingdon..... | Rust and Veaseys | 43458 |
| Harwich Bank | Harwich | Cox, Cobbold, and Co..... | 5663 |
| Hemel Hempstead Bank..... | Hemel Hempstead | Smith and Whittingstall | 21089 |
| Hertfordshire, Hitchin Bank..... | Hitchin | Sharples and Co. | 32357 |
| Hereford, Ross and Archenfield } Bank, and Ross and Archenfield } Bank | Hereford | Morgan and Co. | 19425 |
| Ipswich Bank | Ipswich | Bacon and Co. | 19805 |
| Ipswich and Needham Market Bank, } Suffolk, Hadleigh Bank, Man- } ningtree and Mistley Bank, and } Woodbridge Bank | Ipswich | Alexanders and Co..... | 57821 |
| Kentish Bank | Maidstone | Mercer, Randall, and Co. | 20349 |
| Kington and Radnorshire Bank..... | Kington | Davies and Co. | 26099 |
| Knighton Bank | Knighton | Davies and Co. | 9167 |
| Knaresborough Old Bank and Ripon } Old Bank..... | Knaresborough .. | Terry and Co. | 19172 |
| Kendal Bank | Kendal..... | Wakefield, Crewdson, and Co.... | 45473 |
| Kettering Bank | Kettering..... | J. C. Gotch and Sons | 8298 |
| Lane End Staffordshire Bank | Lane End..... | C. Harvey and Son | 5223 |
| Leeds Bank..... | Leeds | Beckett and Co. | 53305 |
| Leeds Union Bank | Leeds | W. Williams, Brown and Co. ... | 37689 |
| Leicester Bank | Leicester | Pagets and Kirby | 27892 |
| Lewes Old Bank..... | Lewes | Molineux and Co. | 36262 |
| Lichfield Bank..... | Lichfield | Palmer and Greene | 14485 |
| Lincoln Bank | Lincoln | Smith, Ellison, and Co..... | 94840 |
| Llandoverly Bank, Lampeter Bank, } and Llandilo Bank | Llandoverly | D. Jones and Co. | 26078 |
| Loughborough Bank | Loughborough..... | Middleton and Cradock | 7098 |
| Lymington Bank..... | Lymington | St. Barbe and Co. | 3679 |
| Lynn Regis and Lincolnshire Bank .. | Lynn Regis | Gurneys and Co. | 35461 |
| Lynn Regis and Norfolk Bank | Lynn Regis | Jarvis and Co. | 12349 |
| Macclesfield Bank | Macclesfield..... | Brocklehurst and Co. | 15901 |
| Manningtree Bank | Manningtree | Nunn and Co. | 2490 |
| Marlborough Bank, Marlborough } and Wilts Old Bank, Marlborough } Old Bank, Marlborough Old Bank } and Hungerford Bank, and Hun- } gerford Bank | Marlborough | Tanner and Co..... | 1744 |

| Name, Title, and Principal Place of Issue. | | | Average Amount. |
|---|---------------------|--|-----------------|
| | | | £. |
| Merionethshire Bank | Dolgelly | Williams and Son | 8722 |
| Miners' Bank | Truro | Willyams and Co. | 15069 |
| Monmouthshire Agricultural and Commercial Bank .. | Abergavenny | Bailey and Co. | 29774 |
| Monmouth Old Bank, Monmouth Bank, Brecon Bank, Chepstow Bank, Chepstow Old Bank, and Ross and Herefordshire Bank..... | Monmouth | Bromage, Snead, and Co..... | 15081 |
| Newark Bank | Newark | Godfrey and Riddell.. .. | 27118 |
| Newark and Sleaford Bank, and Sleaford and Newark Bank | Sleaford | Handley, Peacock, and Co. | 48411 |
| Newbury Bank | Newbury | Bunny and Slocock | 22051 |
| Newmarket Bank | Newmarket | Eaton, Hammond, and Co. | 20496 |
| Norwich Crown Bank and Norfolk and Suffolk Bank | Norwich | Harveys and Hudsons | 48296 |
| Norwich and Norfolk Bank | Norwich | Gurneys and Birkbeck | 63069 |
| Nottingham and Nottinghamshire Bank | Nottingham | Hart, Fellows, and Co..... | 10343 |
| Nuneaton Bank | Nuneaton | Craddock and Co..... | 3320 |
| Naval Bank, Plymouth .. | Plymouth..... | Harris and Co. | 25173 |
| New Sarum Bank | Sarum | Everett and Co..... | 11409 |
| Nottingham Bank | Nottingham | Samuel Smith and Co..... | 27537 |
| Oswestry Bank and Oswestry Old Bank | Oswestry | Croxon and Co..... | 11250 |
| Oxford Old Bank | Oxford | Robinson, Parsons, & Co. Not received. | |
| Old Bank, Tonbridge, Tonbridge and Tonbridge Wells Old Bank, Tonbridge and Tonbridge Wells and Sevenoaks Bank..... | Tonbridge | T. H. and S. Beeching..... | 10205 |
| Oxfordshire Witney Bank | Witney | J. W. Clinch and Co. | 8290 |
| Pease's Old Bank, Hull, the Hull Old Bank and Beverley Bank..... | Hull..... | Pease and Co. | 40387 |
| Penzance Bank | Penzance | Batten and Co. | 11067 |
| Peterborough Bank and Oundle Bank | Peterborough | D. Yorke and Co..... | 8677 |
| Pembrokeshire Bank | Haverfordwest..... | J. and W. Walters | 11801 |
| Reading Bank .. | Reading | Simonds and Co. | 27240 |
| Reading Bank | Reading | Stephens, Blandy, and Co. | 29650 |
| Richmond Bank | Richmond | Roper and Co. | 6445 |
| Rochdale Bank | Rochdale | Clement, Royds, and Co. | 4536 |
| Rochester, Chatham, and Strood Bank | Rochester..... | Day and Nicholson | Not received. |
| Royston Bank | Royston | Fordham and Sons | 10170 |
| Rugby Bank | Rugby | A. Butlin and Son..... | 9790 |
| Rye Bank..... | Rye | R. C. Pomfret and Co..... | 18156 |
| Ross Old Bank, Herefordshire | Ross | Prichards and Allaway..... | 4369 |
| Saffron Walden and North Essex Bank | Saffron Walden .. | Gibsons and Co. | 26511 |
| Salop Bank | Shrewsbury | Burton, Lloyd, and Co. | 14109 |
| Scarborough Old Bank | Scarborough | Woodall and Co. | 23991 |
| Shrewsbury Old Bank and Shrewsbury and Ludlow Bank .. | Shrewsbury..... | Rocke, Eytons, and Co. | 33420 |
| Sittingbourne and Milton Bank..... | Sittingbourne | Vallance and Co. | 2653 |
| Southampton Town and County Bank | Southampton .. | Maddison and Pearce | 12552 |
| Southwell Bank | Southwell..... | Wylde and Co. | 14581 |
| Southampton and Hampshire Bank .. | Southampton | Atherley, Fall, and Co..... | 3673 |
| Stone Bank | Stone | W. Moore | 405 |
| Stafford Old Bank | Stafford | Stevenson and Co. | 11010 |

| Name, Title, and Principal Place of Issue. | | | Average Amount. |
|--|--------------------|---------------------------------|-----------------|
| | | | £. |
| Stamford and Rutland Bank | Stamford | Eaton, Cayley, and Co..... | 30652 |
| Shrewsbury and Welsh Pool Bank..... | Shrewsbury | Beck, Downward, and Co. | 24085 |
| Taunton Bank..... | Taunton | H. and R. Badcock | 26347 |
| Tavistock Bank | Tavistock..... | Gill and Rundle | 13101 |
| Thornbury Bank..... | Thornbury | Rolph and Co. ... | Not received. |
| Tiverton and Devonshire Bank | Tiverton | Dunsford and Co. | 9598 |
| Thrapston and Kettering Bank, } Northamptonshire | Thrapston | Yorke and Eland | 11270 |
| Tring Bank and Chesham Bank | Tring | Butcher and Son | 12558 |
| Towcester Old Bank | Towcester | Percival and Co. ... | 9287 |
| Town and County of Poole Bank and } Ringwood and Poole Bank | Poole | G. W. Ledgard and Sons..... | 9800 |
| Union Bank, Cornwall | Helston | Vivian and Co. | 10785 |
| Uxbridge Old Bank | Uxbridge..... | Hull, Smith, and Co. | 14620 |
| Wallingford Bank | Wallingford..... | Hedges, Wells, and Co..... | 7172 |
| Warwick and Warwickshire Bank..... | Warwick | K. Greenway and Co. | 24123 |
| Wellington Somerset Bank..... | Wellington | Fox, Brothers, and Co. | 6101 |
| West Riding Bank, Wakefield, and } Pontefract Bank | Wakefield | Leatham, Tew, and Co. | 45154 |
| Whitby Old Bank | Whitby | Simpson, Chapman, and Co..... | 13711 |
| Winchester, Alresford, and Alton Bank | Winchester | Bulpett and Co. | 20250 |
| Winchester and Hampshire Bank | Winchester | Wickham and Co. | 6840 |
| Weymouth Old Bank and Dorchester } Bank | Weymouth | Eliot and Pearce | 15150 |
| Wirksworth and Ashbourne Derby- } shire Bank | Wirksworth..... | Arkwright and Co. | 36070 |
| Wisbech and Lincolnshire Bank | Wisbech | Gurneys and Co. | 41592 |
| Wiveliscombe Bank | Wiveliscombe | P. and W. Hancock | 7268 |
| Wolverhampton Bank | Wolverhampton .. | Goodricke and Holyoake | 10535 |
| Worcester Bank | Worcester | Farley, Lavender, and Co. ... | 8160 |
| Worcester Old Bank and Tewkes- } bury Old Bank | Worcester | Berwick, Lechmere, and Co. ... | 73442 |
| Worcestershire Bank | Kidderminster..... | Farley, Turner, and Co. | 9201 |
| Walsall Old Bank | Walsall | Charles Forster and Sons..... | 580 |
| Wolverhampton Bank | Wolverhampton .. | R. and W. F. Fryer | 11445 |
| Yarmouth and Suffolk Bank, and } Halesworth and Suffolk Bank... } | Yarmouth | Gurneys, Birkbeck, and Co..... | 37031 |
| Yarmouth, Norfolk and Suffolk Bank | Great Yarmouth... | Sir E. H. K. Lacon, Bart. & Co. | 11533 |
| York Bank | York | Swann, Clough, and Co. | 44448 |

JOINT STOCK BANKS.

| Name, Title, and Principal Place of Issue. | | | Average Amount. |
|---|------------------------|--|-----------------|
| | | | £. |
| Bank of Westmorland | Kendal..... | | 10860 |
| Barnsley Banking Company | Barnsley | | 9383 |
| Bradford Banking Company..... | Bradford | | 46851 |
| Bilston District Banking Company | Wolverhampton | | 9306 |
| Bank of Whitehaven..... | Whitehaven..... | | 30483 |
| Bradford Commercial Banking Company | Bradford | | 20010 |
| Burton, Uttoxeter, and Staffordshire Union Banking } Company | Burton-upon-Trent..... | | 52647 |
| Chesterfield and North Derbyshire Banking Company..... | Chesterfield..... | | 8953 |
| Cumberland Union Banking Company | Workington | | 38939 |
| Cheltenham and Gloucestershire Banking Company..... | Cheltenham | | 9702 |
| Coventry and Warwickshire Banking Company | Coventry | | 26765 |

| Name, Title, and Principal Place of Issue. | | Average Amount. |
|--|--|-----------------|
| | | £. |
| Coventry Union Banking Company | Coventry | 13131 |
| County of Gloucester Banking Company | Cheltenham | 100555 |
| Carlisle and Cumberland Banking Company | Carlisle..... | 25260 |
| Carlisle City and District Bank | Carlisle | 21215 |
| Dudley and West Bromwich Banking Company | Dudley | 35715 |
| Derby and Derbyshire Banking Company | Derby | 18396 |
| Darlington District Joint Stock Banking Company | Darlington | 21829 |
| East of England Bank..... | Norwich | 24440 |
| Gloucestershire Banking Company | Gloucester | 148089 |
| Halifax Joint Stock Bank | Halifax | 18648 |
| Huddersfield Banking Company | Huddersfield | 36298 |
| Hull Banking Company | Hull | 27589 |
| Halifax Commercial Banking Company | Halifax | 13504 |
| Halifax and Huddersfield Union Banking Company | Halifax | 43850 |
| Helston Banking Company | Helston | 1552 |
| Herefordshire Banking Company | Hereford | 22331 |
| Knarborough and Claro Banking Company..... | Knarborough | 27824 |
| Kingsbridge Joint Stock Bank | Kingsbridge | 3032 |
| Lancaster Banking Company... .. | Lancaster | 58796 |
| Leeds Banking Company..... | Leeds | 23934 |
| Leicestershire Banking Company .. | Leicester | 70398 |
| Lincoln and Lindsey Banking Company..... | Lincoln | 49637 |
| Leamington Priors and Warwickshire Banking Company..... | Leamington Priors | 9080 |
| Ludlow and Tenbury Bank | Ludlow | 10018 |
| Moore and Robinson's Nottinghamshire Banking Company ... | Nottingham | 34977 |
| Nottingham and Nottinghamshire Banking Company | Nottingham..... | 26251 |
| Newcastle, Shields and Sunderland Union Joint Stock Banking Company | Newcastle-upon-Tyne..... | 1235 |
| National Provincial Bank of England..... | Birmingham..... | 372560 |
| North Wilts Banking Company | Hd. Office, 112, Bishopsgate-st., London | |
| Northamptonshire Union Bank | Melksham | 45568 |
| Northamptonshire Banking Company..... | Northampton | 68141 |
| North and South Wales Bank..... | Northampton | 23846 |
| | Liverpool | 36584 |
| Pares's Leicestershire Banking Company | Leicester | 45495 |
| Saddleworth Banking Company | Saddleworth | 1987 |
| Sheffield Banking Company..... | Sheffield | 36525 |
| Stamford, Spalding and Boston Banking Company | Stamford | 52835 |
| Stuckey's Banking Company, Bristol Somersetshire Bank, and Somersetshire Bank | Langport | 345873 |
| Shropshire Banking Company..... | Shifnal | 49326 |
| Stourbridge and Kidderminster Banking Company | Stourbridge..... | 56666 |
| Sheffield and Hallamshire Banking Company..... | Sheffield | 23401 |
| Sheffield and Rotherham Joint Stock Banking Company..... | Sheffield | 52607 |
| Swaledale and Wensleydale Banking Company | Richmond | 52568 |
| Storey and Thomas' Banking Company | Shaftesbury | 9362 |
| Wolverhampton and Staffordshire Banking Company | Wolverhampton | 34855 |
| Wakefield and Barnsley Union Bank | Wakefield | 13244 |
| Whitehaven Joint Stock Banking Company | Whitehaven | 29611 |
| Warwick and Leamington Banking Company..... | Warwick | 30382 |
| West of England and South Wales District Bank..... | Bristol | 76840 |
| Wilts and Dorset Banking Company | Salisbury..... | 69610 |
| West Riding Union Banking Company | Huddersfield | 32605 |
| Whitchurch and Ellesmere Banking Company | Whitchurch..... | 2410 |
| Worcester City and County Banking Company..... | Worcester | 5246 |
| York Union Banking Company | York | 70638 |
| York City and County Banking Company..... | York | 91710 |
| Yorkshire Banking Company | Leeds | 124713 |

MONTHLY RETURN.

AN ACCOUNT, shewing the Quantities of CORN, GRAIN, MEAL, and FLOUR, imported into the UNITED KINGDOM in the Month ended 5th November 1852, the Quantities upon which Duties have been paid for Home Consumption during the same Month, and the Quantities remaining in Warehouse at the Close thereof.

| SPECIES OF CORN, GRAIN, MEAL, AND FLOUR. | Quantities Imported into the United Kingdom, in the Month ended 5th November 1852. | | | | | | Quantities charged with Duty for Home Consumption, in the United Kingdom, in the Month ended 5th November 1852. | | | | | | Quantities remaining in Warehouse, in the United Kingdom, on the 5th November 1852. | | | | | | | |
|---|---|-------------|--|------------|---------------|-------------|--|-------------|--|------------|---------------|-------------|--|-------------|--|-------------|-------------|-------------|------|-------|
| | Imported from Foreign Countries. | | Imported from British Possessions out of Europe. | | TOTAL. | | Imported from Foreign Countries. | | Imported from British Possessions out of Europe. | | TOTAL. | | Imported from Foreign Countries. | | Imported from British Possessions out of Europe. | | TOTAL. | | | |
| | Qrs. | Bush. | Qrs. | Bush. | Qrs. | Bush. | Qrs. | Bush. | Qrs. | Bush. | Qrs. | Bush. | Qrs. | Bush. | Qrs. | Bush. | Qrs. | Bush. | Qrs. | Bush. |
| Wheat | 414325 | 0 | 5889 | 5 | 420214 | 5 | 414325 | 0 | 5889 | 5 | 420214 | 5 | 2458 | 3 | 1 | 2 | 2459 | 5 | | |
| Barley | 50389 | 2 | 90 | 0 | 50479 | 2 | 50389 | 2 | 90 | 0 | 50479 | 2 | 15 | 5 | — | — | 15 | 5 | | |
| Oats | 61452 | 3 | 8 | 6 | 61461 | 1 | 61452 | 3 | 8 | 6 | 61461 | 1 | 24 | 0 | — | — | 24 | 0 | | |
| Rye | 888 | 2 | — | — | 888 | 2 | 888 | 2 | — | — | 888 | 2 | — | — | — | — | — | — | | |
| Pease | 19967 | 5 | 2 | 4 | 19970 | 1 | 19967 | 5 | 2 | 4 | 19970 | 1 | — | — | — | — | — | — | | |
| Beans | 33565 | 6 | 0 | 2 | 33566 | 0 | 33565 | 6 | 0 | 2 | 33566 | 0 | 447 | 4 | — | — | 447 | 4 | | |
| Maize or Indian Corn | 175843 | 3 | — | — | 175843 | 3 | 175843 | 3 | — | — | 175843 | 3 | — | — | — | — | — | — | | |
| Buck Wheat | 18 | 0 | — | — | 18 | 0 | 18 | 0 | — | — | 18 | 0 | — | — | — | — | — | — | | |
| Malt | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Beer or Bigg | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Total of Corn and Grain..... | 756449 | 5 | 5991 | 1 | 762440 | 6 | 756449 | 5 | 5991 | 1 | 762440 | 6 | 2945 | 4 | 1 | 2 | 2946 | 6 | | |
| Wheat Meal or Flour | 260795 | 3 16 | 24246 | 3 1 | 285042 | 2 17 | 260795 | 3 16 | 24246 | 3 1 | 285042 | 2 17 | 7 | 2 26 | 6 | 3 18 | 14 | 2 16 | | |
| Barley Meal | 17 | 1 0 | — | — | 17 | 1 0 | 17 | 1 0 | — | — | 17 | 1 0 | — | — | — | — | — | — | | |
| Oat Meal | 1 | 0 0 | 8 | 0 0 | 9 | 0 0 | 1 | 0 0 | 8 | 0 0 | 9 | 0 0 | — | — | — | — | — | — | | |
| Rye Meal | 2 | 2 23 | — | — | 2 | 2 23 | 2 | 2 23 | — | — | 2 | 2 23 | — | — | — | — | — | — | | |
| Indian Meal | 3 | 0 12 | — | — | 3 | 0 12 | 3 | 0 12 | — | — | 3 | 0 12 | 49 | 3 1 | — | — | 49 | 3 1 | | |
| Pea Meal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Buck Wheat Meal..... | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Total of Meal and Flour..... | 260819 | 3 23 | 24254 | 3 1 | 285074 | 2 24 | 260819 | 3 23 | 24254 | 3 1 | 285074 | 2 24 | 57 | 1 27 | 6 | 3 18 | 64 | 1 17 | | |

The (fixed) rates of Duty under Act 9 and 10 Vic. cap. 22 are—

On Corn and Grain of all sorts, 1s. per quarter.

On Meal and Flour of all sorts, 4½d. per cwt.

Custom-House, London, November 20, 1852.

W. MACLEAN, Secretary.

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Malton and Driffield Junction Railway.

IN pursuance of the provisions contained in "The Malton and Driffield Junction Railway Act, 1852," the Malton and Driffield Junction Railway Company do hereby give notice, that in case the arrears of calls and interest due on the several shares enumerated in the schedule thereof hereunder written, and which said shares have been declared forfeited, and the declaration of forfeiture thereof confirmed in the manner prescribed by "The Companies Clauses Consolidation Act, 1845," shall not be paid within the space of one calendar month from the publication of this notice in the London Gazette and in the Eastern Counties Herald (being a newspaper circulating in the East Riding of the county of York), respectively each and every such share in respect of which such arrears of calls and interest shall remain unpaid after the time aforesaid will thereupon become merged in the capital of the said Malton and Driffield Junction Railway Company as provided by the 6th section of the said Malton and Driffield Junction Railway Act, 1852."

The schedule above referred to.

| Numbers of Shares. | | Numbers of Shares. | |
|--------------------|-------|--------------------|-------|
| 3011 to | 3025 | 10746 to | 10755 |
| 76 | 100 | 5912 | 5931 |
| 3081 | 3100 | 7112 | 7121 |
| 6312 | 6331 | 1627 | 1641 |
| 3781 | 3785 | 5837 | 5841 |
| 8641 | 8665 | 6757 | 6761 |
| 6332 | 6341 | 3701 | 3710 |
| 4992 | 5001 | 11746 | 11755 |
| 9571 | 9575 | 8716 | 8720 |
| 4787 | 4796 | 1304 | 1308 |
| 8191 | 8195 | 11645 | 11649 |
| 10241 | 10255 | 11413 | 11432 |
| 10271 | 10285 | 5112 | 5131 |
| 3196 | 3205 | 8666 | 8675 |
| 11586 | 11605 | 5162 | 5171 |
| 8596 | 8600 | 11910 | 11917 |
| 9731 | 9740 | 819 | 832 |
| 10611 | 10615 | 11036 | 11045 |
| 1657 | 1666 | 11046 | 11050 |
| 6582 | 6711 | 3211 | 3215 |
| 5852 | 5861 | 3216 | 3235 |
| 8541 | 8555 | 10819 | 10838 |
| 6867 | 6891 | 4797 | 4816 |
| 6237 | 6246 | 11232 | |
| 6197 | 6216 | 9525 | |
| 6950 | 6961 | 9531 | 9532 |
| 6052 | 6054 | 9534 | 9550 |
| 11526 | 11530 | 8052 | 8091 |
| 833 | 838 | 8002 | 8021 |
| 6982 | 6991 | 5307 | 5311 |
| 11630 | 11634 | 201 | 215 |
| 5247 | 5256 | 6712 | 6731 |
| 11486 | 11505 | 8676 | 8685 |
| 6055 | 6061 | 11233 | 11237 |
| 3521 | 3530 | 10621 | 10630 |
| 5287 | 5291 | 5892 | 5901 |
| 5227 | 5236 | 11552 | 11566 |
| 1642 | 1651 | 6352 | 6361 |
| 3036 | 3055 | 6142 | 6146 |
| 4917 | 4926 | 10696 | 10700 |
| 11938 | 11947 | 11201 | 11210 |
| 10918 | 10925 | 2493 | 2497 |
| 8201 | 8215 | 2473 | 2482 |
| 7047 | 7048 | 6742 | 6746 |
| 3756 | 3760 | 4777 | 4786 |
| 3156 | 3160 | 6152 | 6156 |
| 4116 | 4120 | 9706 | |
| 9576 | 9595 | 9712 | 9730 |
| 6382 | 6581 | 4771 | |
| 7072 | 7091 | 1354 | 1358 |
| 5217 | 5226 | 11655 | 11663 |
| 7782 | 7786 | 11801 | 11819 |

| Number of Shares. | | Number of Shares. | |
|-------------------|-------|-------------------|----------------|
| 6097 to | 6106 | 11879 to | 11909 |
| 8601 | 8610 | 10631 | 10640 |
| 9431 | 9440 | 10986 | 11035 |
| 689 | 698 | 3161 | 3180 |
| 9856 | 9860 | 5872 | 5881 |
| 3511 | 3520 | 11738 | 11745 |
| 4967 | 4976 | 2133 | 2252 |
| 6737 | 6741 | 2855 | 2874 |
| 2263 | 2272 | 7162 | 7176 |
| 4101 | 4110 | 4036 | 4090 |
| 1334 | 1343 | 9551 | 9560 |
| 3881 | 3885 | 8271 | 8330 |
| 4131 | 4135 | 5207 | 5216 |
| 8531 | 8540 | 3356 | 3365 |
| 1269 | 1288 | 2283 | 2382 |
| 3141 | 3155 | 4761 | 4765 |
| 11471 | 11480 | 4842 | 4871 |
| 6042 | 6051 | 6967 | 6981 |
| 11615 | 11624 | 216 | 220 |
| 7062 | 7066 | 8611 | 8620 |
| 644 | 668 | 6802 | 6811 |
| 10711 | 10720 | 5062 | 5086 |
| 949 | 958 | 3586 | 3590 |
| 6002 | 6041 | 11160 | 11179 |
| 221 | 225 | 11131 | |
| 11756 | 11760 | 11142 | 11150 |
| 6342 | 6351 | 10301 | 10350 |
| 879 | 898 | 10756 | 10780 |
| 4221 | 4230 | 10546 | 10555 |
| 11212 | 11216 | 11996 | 12000 |
| 6247 | 6261 | 1019 | 1038 |
| 10031 | 10035 | 9441 | 9470 |
| 2719 | 2723 | 5142 | 5151 |
| 3206 | 3210 | 9421 | 9430 |
| 7747 | 7761 | 2844 | 2854 |
| 4832 | 4841 | 11669 | 11707 |
| 6962 | 6966 | 3886 | 3935 |
| 11217 | 11220 | 4817 | 4821 |
| 11200 | | 3066 | 3070 |
| 9861 | 9865 | 839 | 843 |
| 11056 | 11060 | 6067 | 6071 |
| 3076 | 3080 | 11781 | 11800 |
| 6087 | 6096 | 9951 | 9955 |
| 3761 | 3780 | 2007 | 2011 |
| 9341 | 9370 | 3386 | 3405 |
| 3651 | 3700 | 1652 | 1656 |
| 3731 | 3750 | 6227 | 6256 |
| 5312 | 5321 | 11761 | 11780 |
| 7042 | 7046 | 11278 | 11371 |
| 257 | 261 | 11372 | 11377 |
| 669 | 678 | 2714 | 2718 |
| 3531 | 3580 | 10701 | 10710 |
| 5002 | 5021 | 1059 | 1268 |
| 1712 | 1741 | 1049 | 1053 |
| 5842 | 5851 | 11433 | 11442 |
| 1687 | 1696 | 3001 | 3010 |
| 6082 | 6086 | 6217 | 6226 |
| 11516 | 11525 | 2273 | 2282 |
| 11664 | 11668 | 4930 | 4939 |
| 714 | 728 | 2253 | 2257 |
| 6107 | 6121 | 8221 | 8270 |
| 3111 | 3130 | 9476 | 9477 |
| 869 | 878 | 9495 | |
| 8696 | 8715 | 9497 | |
| 3071 | 3075 | 9500 | |
| 8586 | 8595 | 9504 | 9505 |
| 11238 | 11247 | 9522 | 9524 |
| 11845 | 11873 | 10291 | 10300 |
| 11635 | 11644 | 11835 | 11844 |
| 4872 | 4901 | 8092 | 8101 |
| 3966 | 3985 | 6992 | 7001 |
| 1742 | 1751 | 5152 | 5161 |
| 10496 | 10510 | | all inclusive. |

Dated this 15th day of November in the year of our Lord 1852.

Benjn. Dunn, Secretary.

Bradford Corporation Water-Works.

(New Works for better supplying the Borough of Bradford, in the County of York, and the neighbourhood thereof, with water, Purchase or Lease of the Bradford Water-Works.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to empower the mayor, aldermen, and burgesses of the borough of Bradford, in the West Riding of the county of York, to supply more effectually with water the said borough of Bradford, and also the townships or places following: (that is to say,)

The townships or places of Wilsden, Heaton, Shipley, Allerton, Thornton, and Clayton, all in the parish of Bradford aforesaid, and the township or place of Idle, in the parish of Calverley, in the said county of York, or some of them.

And for such purposes to construct and maintain the reservoirs and aqueducts hereinafter mentioned, with all necessary roads, weirs, watercourses, guages, tunnels, conduits, pipes, and other proper works and conveniences connected therewith respectively, that is to say—

A reservoir on Dean Beck, at or near Grey Stones in Newsholme Dean; a reservoir at or near the village of Newsholme; and a reservoir on Newsholme Beck, also at or near the village of Newsholme, all in the township of Keighley, in the parish of Keighley, in the West Riding of the county of York.

A reservoir on the river Worth, at or near Ponden, partly in the said township and parish of Keighly, and partly in the hamlet of Stanbury, in the township of Haworth, in the parish of Bradford, in the said county.

A reservoir on Sladen Beck, at or near Bottoms Farm, in the said hamlet of Stanbury, and the hamlet of Haworth, both in the township of Haworth and parish of Bradford aforesaid.

Another reservoir on Sladen Beck, at or near Smithbank Bridge, in the said hamlets of Stanbury and Haworth, both in the township of Haworth and parish of Bradford aforesaid.

A reservoir on Leeshaw water, at or near to Bodkin Bridge, in the hamlet of Near Oxenhope, in the township of Haworth aforesaid, in the said parish of Bradford.

A reservoir on Moorhouse Beck, at or near Fishers lodge mill in the hamlets of Near Oxenhope and Far Oxenhope, in the said township of Haworth and parish of Bradford.

A reservoir at or near Sugden End, in the said hamlet of Haworth, in the said township of Haworth and parish of Bradford, and in the hamlet of Harden, in the township of Bingley, in the parish of Bingley, in the said county.

A reservoir on Sugden Beck, at or near Sugden House, in the said hamlet of Harden in the township and parish of Bingley aforesaid.

A reservoir on Manywells Beck, at or near Cold Spring House, in the said hamlet of Harden in the said township and parish of Bingley, and in the township of Wilsden (upper division) in the said parish of Bradford,

A reservoir at or near the chain bar, Toller Lane, in the township of Manningham, in the parish and borough of Bradford aforesaid.

An aqueduct or conduit commencing at Todley Clough, at a point about 550 yards above Nettle Hole Bridge, in the said township and parish of Keighley, and terminating at the said intended reservoir, at or near Grey Stones in Newsholme Dean, all within the said last-mentioned township and parish of Keighley. An aqueduct or conduit, commencing at the said intended reservoir, at or near Grey Stones in Newsholme Dean, and terminating

at the said intended reservoir, at or near the village of Newsholme, all within the said township and parish of Keighley. An aqueduct or conduit, commencing at Nook Beck, at or near Green Lane Bridge, and terminating at the said intended reservoir, at or near the village of Newsholme, all within the said township and parish of Keighley. An aqueduct or conduit, commencing at the said intended reservoir, at or near the village of Newsholme, all within the said township and parish of Keighley, at or near Ponden, and at or near Bottoms Farm, and terminating at the said intended reservoir, at or near Sugden End, and which aqueduct or conduit will pass from, in, through, or into the said hamlets of Stanbury and Haworth, the said townships of Keighley and Haworth, and the said parishes of Keighley and Bradford. An aqueduct or line of pipes from the said last-mentioned aqueduct, at or near Oakworth Farm, in the township of Keighley aforesaid, to the said intended reservoir, at or near Sugden End aforesaid, and which aqueduct or line of pipes will pass from, in, through, or into the said hamlet of Haworth, the said townships of Keighley and Haworth, and the said parishes of Keighley and Bradford. An aqueduct or conduit from Ponden Clough, at or near Clogger Wood, to the said intended reservoir, at or near Ponden, which aqueduct or conduit will be wholly within the said hamlet of Stanbury, in the said township of Haworth and parish of Bradford. An aqueduct or conduit, commencing at or near the said intended reservoir near Bodkin Bridge, and terminating at the said intended reservoir, at or near Sugden End aforesaid, and which aqueduct or conduit will pass from, in, through, or into the said hamlets of Near Oxenhope, Far Oxenhope, and Haworth, and the said township of Haworth and parish of Bradford. An aqueduct or conduit, commencing at Lees Moor Beck, on Lees Moor, and terminating at the said intended reservoir, at or near Sugden End aforesaid, all within the said hamlet of Harden, in the said township and parish of Bingley. An aqueduct or conduit, commencing at a small stream flowing by or near Cullingworth Fields, and terminating at the said intended reservoir, at or near Sugden House, all within the said hamlet of Harden, in the said township and parish of Bingley. An aqueduct or conduit, commencing at the said intended reservoir, at or near Sugden End aforesaid, passing by the said intended reservoir on Many Wells Beck, and terminating at the said intended reservoir at or near the Chain Bar, Toller Lane, in the said borough of Bradford, with one or more branches to the existing aqueducts, conduits and other works of the Bradford Water-Works Company, one of such branches commencing at or near Park House on Heaton Moor, and terminating at the Lower Chellow Deau reservoir of the said company, and which intended aqueduct or conduit and branches will pass from, in, through, or into the said hamlet of Harden, in the said township and parish of Bingley, the manor of Cottingley or hamlet of Bingley in the said township and parish of Bingley, the township of Wilsden (upper and lower divisions), and the townships of Allerton, Shipley, and Heaton, in the said parish of Bradford and the said township of Manningham in the said parish and borough of Bradford, all in the said county.

And it is proposed by the said intended Act, to take power to obtain water for the purposes of such supply from certain lands, springs, brooks, and streams, in the several townships, parishes, and places aforesaid, or some of them, which water now flows or proceeds directly or derivatively into the river Aire, and thence into the Leeds and Liverpool Canal and the Aire and Calder navigation, or one of them.

And also to make, lay down, complete, and main-

tain from, in, through, or into private lands, and from, in, through, or into the streets, roads, lanes, bridges, and public places within the said borough and the several parishes, townships, hamlets, or other places hereinbefore mentioned, or some of them, all necessary mains, pipes, and other works connected therewith.

And it is also proposed by the said intended Act, to take power to stop up, alter, and divert, whether temporarily or permanently, within the several parishes, townships, or other places aforesaid, all such turnpike and other roads, streets, highways, canals, streams, sewers, pipes, aqueducts, or railways, as may be necessary to stop, alter, or divert for the purpose of constructing, maintaining, and using the said intended works.

And it is proposed by the said intended Act, to empower the said mayor, aldermen, and burgesses to purchase by compulsion or agreement, such lands, houses, streams, springs of water, and other property as may be requisite for the purposes aforesaid; and also to vary and extinguish all rights and privileges connected with such lands, houses, springs, streams of water, and property, 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 major, aldermen, and burgesses to levy, demand, and receive rates or rents in respect of the supply of water to be afforded under the authority of the said Act, and for defraying the expenses of applying for and passing the said intended Act, and carrying the same into execution, and to grant exemptions from the payment of such rates or rents. And it is also proposed by the said intended Act, to enable the said major, aldermen, and burgesses to raise money for the several purposes hereinbefore and hereinafter mentioned, upon the credit of the borough fund and borough rate of the said borough, upon the credit of the rates authorized to be made, levied, and received by virtue of the Bradford Improvement Act, 1850, and the enactments therewith incorporated, and upon the credit of the rates or rents which they are or may be authorized to demand, levy, and receive by virtue of the said intended Act, or by such other means as to Parliament shall seem meet, and as may be provided by the said intended Act.

And it is further proposed by the said intended Act, to enable the said mayor, aldermen, and burgesses to purchase by compulsion or otherwise, or taken on lease of and from the company of proprietors of the Bradford Water-Works, the works, buildings, property, estate, and effects connected therewith, and to compel or enable the said company of proprietors of the said Bradford Water-Works Company to sell, convey, assign, and transfer to the said major, aldermen, and burgesses, all the existing reservoirs, aqueducts, mains, pipes, apparatus, property, and effects now belonging to the said company of proprietors, and also any reservoirs, aqueducts, mains, pipes, apparatus, property, and effects, which by any Act to be passed in the ensuing session of Parliament, they may be authorized to construct, or which may be vested in them under and by virtue of any Act of Parliament or otherwise, and all the powers, rights, privileges, and authorities which now are or at any time hereafter may be vested in, exercised, used, or enjoyed by the said company of proprietors by virtue of any existing or future Act of Parliament or otherwise, and to authorize the said major, aldermen, and burgesses to exercise, use, and enjoy the same both with reference to the construction and maintenance of the said works or any of them, and also with reference to the levying and recovering of rents, rates, and duties, in respect of such last-mentioned works, and to alter any existing rents, rates, or duties,

and to confer, vary, and extinguish exemptions from payment of such rents, rates, or duties, and for that purpose it is intended to alter, amend, and enlarge or repeal the Acts (local and personal) relating to the said Bradford Water-Works Company, namely, the Act passed in the fifth year of the reign of her present Majesty, session 2, intituled "An Act for better supplying with Water the Town and Neighbourhood of Bradford, in the West Riding of the County of York," and the Act passed in the 12th year of the reign of her said present Majesty, intituled "An Act for authorizing the Bradford Water-Works Company to raise a further sum of money."

And it is proposed by the said intended Act (if need be), to dissolve the said Company of Proprietors of the Bradford Water Works Company.

And it is proposed by the said intended Act, to alter, amend, vary, or repeal all or any of the provisions of the Bradford Improvement Act, 1850.

And it is proposed by the said intended Act, to incorporate therewith all or some of the provisions of "The Lands Clauses Consolidation Act, 1845," and "The Water-Works Clauses Act, 1847."

And notice is hereby also given, that on or before the thirtieth day of November instant, duplicate plans describing the line or course and situation of the aforesaid intended aqueducts, conduits, reservoirs, and works, and the lands proposed to be taken for the purposes thereof, together with sections of the said aqueducts, conduits, and reservoirs, and books 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 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 at Wakefield, in the said riding, and that on or before the said thirtieth day of November, a copy of so much of the said plans, sections, and books of reference, as relates to each of the several parishes within which the intended aqueducts, conduits, reservoirs, and works, or any of them, are proposed to be made, will be deposited, with a copy of the said notice, at the residence of the parish clerks of such parishes respectively, and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

And notice is hereby further given, that on or before the thirty-first day of December next, copies of the said proposed Bill will be deposited in the Private Bill Office of the House of Commons.

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

W. H. Hudson, Town Clerk, Bradford.

The Montgomeryshire Railway.

(To incorporate a Company for making a Railway from the Town of Oswestry, in the County of Salop, to the Town of Newtown, in the County of Montgomery; and to authorize Working Arrangements with other Companies.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next 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 Crickheath or Oswestry Branch of the Shrewsbury and Chester Railway, at or near the present terminus of the said branch, at or near the town of Oswestry, in the parish of Oswestry, in the county of Salop, and terminating in a certain field situate at the back or on the south side of and adjoining to a certain dwelling-house and warehouse the property and in the occupation of George Green, in the parish of Newtown, in the county of Montgomery, and which said railway

will pass from, in, through, or into the several parishes, townships, and extra-parochial, and other places following, or some of them, that is to say: the township of Oswestry, the town of Oswestry, the liberties of Oswestry, Weston Cotton, Weston, Sweeney, Maesbury, Morton, Crickheath, Llyncllys, Llanymynech, Treprenal, Llwyntidman, all in the county of Salop; Llandisilio, Rhandregynwen, Rhysnant, Domgay, Llandrinio, Parthryn Vechan, Penthrryn Vawr, Trederwen-fibion-Gwnwas, Guilsfield, Burgedin, Tyrymynech, Rhyteskin, Gungrog-fechan, Gungrog-fawr, Welsh-town, Buttington, Trewern, Leighton, Hope, Cletterwood, Welshpool, Trallwmgollen, Tyddyn-prydd, Dysserth, Stredalfedan, Castlecaerinion, Trehelig, Berriew, Brithdir, Lower-Allt, Upper-Allt, Vaynor-Issa, Garthmill, Trwstewelyn. Forden, Thornebury, Kilkewydd, Munlyn, Bettws, Dolforwyn, Llandyssel, Bryntalch, Bryonywood, Llanmerewic, Llanllwchaearn, Gwestydd, and Newtown, all in the county of Montgomery:

And it is also proposed by such intended Act to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes of the said intended railway and works so intended to be authorized as aforesaid; and to vary, repeal, or extinguish all existing right 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 railway 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, townships, and extra-parochial or other places, or any of them, with which it may be necessary to interfere in the construction of the said intended railway and works; and also to lay down the mixed gauge upon the said railway, and to levy tolls, rates, and charges, for and in respect of the use of the said intended railway and works; and to grant exemptions from such tolls, rates, and charges:

And notice is hereby given, that duplicate plans and sections of the said intended railway and works, together with books of reference thereto, 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 on or before the 30th day of November instant, with the clerk of the peace for the county of Salop, at his office at Shrewsbury; in the said county, and with the clerk of the peace for the county of Montgomery, at his office at Welshpool, in the said county; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway 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, in the present year, with the parish clerk of each such parish, at his residence:

And it is also proposed by such intended Act to enable the Shrewsbury and Chester Railway Company, the Shrewsbury and Birmingham Railway Company, and the Great Western Railway Company, or any or either of them, to run over and use with their own engines, carriages, and waggons, or with engines, carriages, and waggons, coming to or from the lines of railway belonging to the said three last-mentioned Companies respectively, the said proposed line of railway, and stations, sidings, watering-places, and other works connected therewith, and to alter and limit the tolls, rates, and duties leviable upon the said proposed line of railway, so far as the same would be leviable in respect of such last-mentioned engines, carriages, and

waggons; and it is also proposed by such intended Act to enable the Company to be thereby incorporated, and the said Shrewsbury and Chester Railway Company, the Shrewsbury and Birmingham Railway Company, and the Great Western Railway Company, or any or either of them, to enter into such arrangements and agreements with respect to the working and use by the three last-mentioned Companies, or any or either of them, of the said intended railway and the works connected therewith, or any part thereof, and the regulation and management by such Companies, or any or either of them, of the traffic upon or over the said intended Railway, and upon such payments, terms, and conditions, as may be mutually agreed on between the parties to any such arrangement or agreement:

And it is proposed, so far as it may be necessary, to alter, amend, extend, and enlarge some of the powers and provisions of the several Acts following relating to the Shrewsbury and Chester Railway Company, that is to say:—Local and Personal Acts, 7 and 8 Vic. cap. 99; 8 and 9 Vic. caps. 42 and 115; 9 and 10 Vic. caps. 250, 251, 274, and 275; 10 and 11 Vic. cap. 144; 12 and 13 Vic. cap. 55; 14 and 15 Vic. cap. 131; and 15 and 16 Vic. cap. 146:

And also of the several Acts following relating to the Shrewsbury and Birmingham Railway Company, that is to say:—Local and Personal Acts, 9 and 10 Vic. caps. 307 and 308; 10 and 11 Vic. cap. 80; 12 and 13 Vic. cap. 85; and 15 and 16 Vic. cap. 165:

And also of the several Acts following relating directly or indirectly to the Great Western Railway Company, that is to say:—Local and Personal Acts, 5 and 6 Will. 4, cap. 107; 6 Will. 4, caps. 36, 38, 77, and 79; 1 Vic. caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic. cap. 27; 3 Vic. cap. 47; 3 and 4 Vic. cap. 105; 4 and 5 Vic. cap. 41; 5 Vic. sess. 2, cap. 28; 6 Vic. cap. 10; 7 Vic. cap. 3; 7 and 8 Vic. cap. 68; 8 and 9 Vic. caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Vic. cap. 14; 9 and 10 Vic. caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vic. caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Vic. caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Vic. caps. 6 and 7; 13 and 14 Vic. caps. 44, 98, and 110; 14 and 15 Vic. caps. 48 and 81; and 15 and 16 Vic. caps. 125, 133, 140, 145, 147, 168:

And notice is hereby also given, that on or before the 31st day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 2nd day of November, 1852.

Cameron and Martin,

Parliamentary Agents,

10, New Palace Yard, Westminster.

Shrewsbury, Ironbridge, and Bridgnorth
Railway.

(To incorporate a Company for making Railways from the Shiffal and Madeley Branch of the Shrewsbury and Birmingham Railway, to the Towns of Ironbridge and Bridgnorth, and to Lightmoor; and to authorize working arrangements with other Companies.)

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 the following railways, or some of them, with all proper works, approaches, stations, and conveniences connected therewith respectively; viz. :—

First, a railway commencing by a junction with the railway or branch railway from Shiffal to Madeley, authorized to be made by the Shrews-

bury 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 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, or some of them (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.

Second, a railway commencing by a junction with the said proposed railway above described at a field near to the Cookoo Oak Public House, belonging to the trustees of Charles James Fereday, Esquire, and now or late in the occupation of Thomas Bullock, at Madeley, in the parish of Madeley, and terminating at or near a certain timber-yard at Ironbridge, in the said parish of Madeley, in the occupation of Messrs. Nevett and Co., and passing through or into the several parishes and townships following (that is to say): Madeley, Madeley Court, Madeley Wood, Coalport, Ironbridge, St. Luke's Ironbridge, all in the county of Salop.

Third, a railway also commencing by a junction with the said branch railway from Shiffnal to Madeley, authorized as aforesaid, at or near to the said field in the parish of Madeley, marked No. 4 on the plans of the said Madeley Branch, and terminating at near to Lightmoor Brickworks, belonging to the Coalbrookdale Company, in the parish of Dawley, in the said county of Salop, and passing through or into the several parishes or townships following, or some of them (that is to say): Madeley, Madeley Court, Madeley Wood, Dawley, Dawley Magna otherwise Great Dawley, Dawley Parva otherwise Little Dawley, Malinslee, Lightmoor, Coalbrookdale, and Coalbrook, 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 railways and works, or any of them.

And it is also intended by such Act to obtain powers for laying down the mixed gauge upon the said intended railways, and for levying tolls, rates, and duties upon and in respect of the same, 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 railways 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 railways 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 reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, and a published

map, showing the general direction of the said intended railways, 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 railways 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, as the respective residence of each such parish clerk; and that printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 31st day of December next.

And it is also proposed by such intended Act to enable the Shrewsbury and Chester Railway Company, the Shrewsbury and Birmingham Railway Company, and the Great Western Railway Company, or any or either of them, to run over and use with their own engines, carriages, and waggons, or with engines, carriages, and waggons coming to or from the lines of railway belonging to the said three last-mentioned Companies respectively, the said proposed lines of railway, and stations, sidings, watering-places, and other works connected therewith, and to alter and limit the tolls, rates, and duties leviable upon the said proposed lines of railway, so far as the same would be leviable in respect of such last-mentioned engines, carriages, and waggons.

And it is also proposed by such intended Act to enable the Company to be thereby incorporated, and the Shrewsbury and Birmingham Railway Company, the Shrewsbury and Chester Railway Company, and Great Western Railway Company, or one or other or all of them, to enter into such arrangements and agreements with respect to the working and use by the three last-mentioned Companies, or any or all of them, of the said intended railways and the works connected therewith, or any part thereof, and the regulation and management by such Companies, or any or all of them, of the traffic upon or over the said intended railways, and upon such payments, terms, and conditions as may be mutually agreed on between the parties to any such arrangement or agreement.

And it is proposed, so far as may be necessary for such last-mentioned purpose, to alter, amend, extend, and enlarge some of the powers and provisions of the several Acts following relating to the Shrewsbury and Birmingham Railway Company; (that is to say), Local and Personal Acts, 9 & 10 Vict. caps. 307 and 308; 10 & 11 Vict. cap. 80; 11 & 12 Vict. cap. 133; 12 & 13 Vict. cap. 85, and 15 & 16 Vict. cap. 165; also the Acts relating to the Shrewsbury and Chester Railway Company; (that is to say), Local and Personal Acts, 7 & 8 Vict. cap. 99; and 8 & 9 Vict. caps. 42 and 115; 9 & 10 Vict. caps. 250, 251, 274, and 275; 10 & 11 Vict. cap. 144; 12 & 13 Vict. cap. 55; 14 & 15 Vict. cap. 131; and 15 & 16 Vict. cap. 146: also 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 & 6 Will. IV. cap. 107; 6 Will. IV. caps. 36, 38, 77, and 79; 1 Vict. caps. 91 & 92 (1837), and 24 and 26 (1838); 2 Vict. cap. 97; 3 Vict. cap. 47; 3 & 4 Vict. cap. 105; 4 & 5 Vict. cap. 41; 5 Vict. Session 2, cap. 28; 6 Vict. cap. 10; 7 Vict. cap. 3; 7 & 8 Vict. cap. 68; 8 & 9 Vict. caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Vict. cap. 14; 9 & 10 Vict. caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 & 11 Vict. caps. 60, 72, 76, 91, 101, 109, 149, 154, 226,

and 242; 11 & 12 Vict. caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Vict. caps. 6 and 7; 13 & 14 Vict. caps. 44, 98, and 110; 14 & 15 Vict. caps. 48 and 81; and 15 & 16 Vict. caps. 125, 133, 140, 145, 147, and 168.

Dated this 3rd day of November, 1852.

Cameron and Martin,

10, New Palace Yard, Westminster.

Shrewsbury and Chester Railway.

(Consolidation and Amendment or Repeal of Acts; Adjustment of Share Capital, Borrowing Powers, and Mortgage Debt of the Company; Conversion of Share Capital into Stock; Scale of Voting, Creation of New Shares for payment of Debt; Powers to Run over the Warrington and Altrincham Junction and Chester and Holyhead Railways.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session thereof, for an Act to alter, amend, extend and enlarge, or to repeal in whole or in part, and to consolidate and re-enact, with such amendments as may be necessary, the Acts hereinafter specified, relating to 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; 14 and 15 Victoria, chapter 131; and 15 and 16 Victoria, chapter 146; by which Act it is intended to dissolve the Shrewsbury and Chester Railway Company, and in their stead to incorporate into a new Company the present holders of shares in the Shrewsbury and Chester Railway Company, and to transfer to and vest in such new Company the whole railways, stations, shares of joint stations, piers, wharfs, jetties, landing places, works, lands, property, capital, stock, shares, estate, and effects, of or belonging to the said Shrewsbury and Chester Railway Company, and all the rights, powers, privileges, and authorities, vested in and exercised or enjoyed by the said Shrewsbury and Chester Railway Company; and to enable such new Company to levy tolls, rates, and duties, for or in respect of the railways, wharfs, piers, landing places, and works, vested in or belonging to the said Shrewsbury and Chester Railway Company; and, if need be, to alter, vary, or increase the tolls, rates, and duties payable and authorized to be taken for or in respect of the said railways, wharfs, piers, landing places, and works, and to enable such new Company to levy other and additional tolls, rates, and duties, and to confer, vary, or extinguish, exemptions from the payment of any such tolls, rates, and duties, and also other rights and privileges:

And it is also proposed by the said intended Act to confer on the said new Company further and more efficient powers than those at present possessed by the said Shrewsbury and Chester Railway Company, in reference to the construction, maintenance, regulation, and management of the several undertakings of the said Shrewsbury and Chester Railway Company, and also to fix, regulate, ascertain, and determine, the share-capital, and borrowing powers of the said new Company; and to regulate, confirm, and determine, the rights of the different classes of shareholders, and the payment of interest and dividends in respect of shares or stock in the Company; and to authorize the conversion and consolidation of all or any part of the shares of the capital of the Company into a general capital stock, and to fix and regulate the scale of voting in respect of such shares or stock, and also to authorize the closing of the register of transfers of shares at and for such period prior to any special or extraordinary meeting of the Com-

pany, as the Company or the Directors thereof shall think fit, or as may be provided in and by the said intended Act.

And it is also intended by the said Act to enable the said Shrewsbury and Chester Railway Company, or the said new Company, to be incorporated in their stead as aforesaid, to borrow money, and to convert the money borrowed, or which may be borrowed by them, into capital by the creation and issue of shares or stock bearing a guaranteed or preferable dividend of such amount, not exceeding three-and-a-half per centum per annum, and with such special privileges as shall be fixed by the said Bill.

And it is also proposed by the said intended Act to enable the said Shrewsbury and Chester Railway Company, or the Company to be incorporated in their stead as aforesaid, to run over and use with their own engines, carriages, and waggons, or with engines, carriages, and waggons, coming to or from the Shrewsbury and Chester Railway, or any of their branches or stations, the several lines of railway following: (that is to say) the Warrington and Altrincham Junction Railway, and the Chester and Holyhead Railway, from its point of junction with the Shrewsbury and Chester Railway at or near Saltney, in the parish of Saint Mary-on-the-Hill, in the county of the City of Chester, to the terminus of the said Chester and Holyhead Railway at Holyhead; and also the whole stations, sidings, watering places, wharfs, landing stages, and other works belonging to or connected with the said Warrington and Altrincham Junction Railway, and Chester and Holyhead Railway respectively; and to alter and limit the tolls, rates, and duties, authorized to be levied under the Acts relating to the said Warrington and Altrincham Junction Railway Company, and Chester and Holyhead Railway Company respectively, so far as the same would be leviable in respect of such engines, carriages, and waggons, passing on and along the said Warrington and Altrincham Junction and Chester and Holyhead Railways respectively; And it is also proposed by the said intended Act to enable and require the Shrewsbury and Chester Railway Company, or the Company to be incorporated in their stead as aforesaid, and the said Warrington and Altrincham Junction Railway Company, and the said Chester and Holyhead Railway Company, to book through all passengers and other traffic passing to, from, or beyond the Shrewsbury and Chester Railway, from, to, or beyond any point or place on the said Warrington and Altrincham Junction Railway, or the said Chester and Holyhead Railway, 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 to vary or extinguish all rights or 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 authorize the Shrewsbury and Chester Railway Company, or the new Company to be incorporated in their stead as aforesaid, and the Warrington and Altrincham Junction Railway Company, to make, and enter into, and carry into effect such contracts and arrangements as may be, or may have been mutually agreed upon by or on behalf of the said Companies, with reference to the conduct, management, and direction of the traffic 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 the said two Companies; and to enable the said two Companies to appoint Committees or a joint Com-

mittee for carrying into effect any such contracts or arrangements, and to exercise, by means of such Committees or 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 two 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 also proposed by the said intended Act to enable the Shrewsbury and Chester Railway Company, or the said new Company and the Shrewsbury and Birmingham Railway Company mutually to communicate the powers possessed by them respectively of running over and using the lines of railway belonging to other Companies.

And notice is hereby further given, that for carrying into effect the above objects, or some of them, it is intended by the Act 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 above mentioned, or some of them, relating to, or affecting the said Shrewsbury and Chester Railway; also, of the Warrington and Altrincham Junction Railway Act, 1851; also, of the Acts relating to the Chester and Holyhead Railway (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; also, of the Birkenhead, Lancashire, and Cheshire Junction Railway Act, 1852; and of the Acts relating to the Shrewsbury and Birmingham Railway: (that is to say) Local and Personal, 9 and 10 Victoria, caps. 307 and 308; 10 and 11 Victoria, cap. 80; 12 and 13 Victoria, cap. 85; and 15 and 16 Victoria, cap. 165.

And notice is also hereby further given, that on or before the 31st day of December next, printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 1st day of November, 1852.

H. Kelsall, Solicitor, Chester.

Severn Valley Railway.

(Incorporation of Company for making a Railway from the Oxford, Worcester, and Wolverhampton Railway, near Hartlebury, to join the Shrewsbury and Chester Railway at Shrewsbury, with Branches to the Horsehay Iron-works and Madeley: Powers to use the Shrewsbury and Chester Railway, the Chester and Holyhead Railway, the Birkenhead, Lancashire, and Cheshire Junction Railway, the London and North-Western Railway, the Shropshire Union Railways and Canal, the Shrewsbury and Birmingham Railway, and the Shrewsbury and Hereford Railway; Limitation of Tolls; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to authorize the making and maintaining of a railway, with all proper works and conveniences connected therewith, and approaches thereto, commencing by a junction with the main line of the Oxford, Worcester, and Wolverhampton Railway, in the parish of Hartlebury, in the county of Worcester, at or near a point five and a-half furlongs, or thereabouts, southwards of the Hartlebury station on that main line, and terminating by a junction with the main line of the Shrewsbury and Chester Railway, in the parish of St. Mary, within the borough of Shrewsbury, in the county of Salop, at or near a point on that main line, one mile and one furlong, or thereabouts, northwards of the passenger station at Shrewsbury of the Shrewsbury and Chester Railway, which said intended railway and works will be made and main-

tained from, in, through, or into, the several parishes, townships, extra-parochial or other places following, or some of them (that is to say)—Hartlebury, Elmley Lovett, Charlton, Mitton, Upper Mitton, Lower Mitton, Stourport, Oldington, Sutton, Burlish, Lickhill, Kidderminster, the parish of Kidderminster, the borough of Kidderminster, the foreign of Kidderminster, Areley Kings otherwise Lower Areley Kings otherwise Arley otherwise Lower Arley, Sandbourne, Netherton, Hoarstone, Blackstone, Wribbenhall, Bewdley, borough of Bewdley, Ribbisford otherwise Ribbesford, Northwood, Trimpley, Eyemore otherwise Eyemore Wood, and Rock, all in the county of Worcester; Eymore otherwise Eymore Wood, Upper or Over Arley otherwise Upper or Over Arley otherwise Arley, in the county of Stafford; Dowles, Kinlet, Billingsley, Deuxhill, Glazeley, Stottesden otherwise Stottesdon otherwise Stotherton, Bardsley, Netherton, Stanley, Dudlück, Harcourt, Hinton, Ingwardine, Kingswood, Lowe, Newton, Northwood, Oreton, Overton, Pickthorn, Prescott, Walton, Wrickton, Earnwood, Highley otherwise Higley, Allam's Ford, Alveley, Chelmarsh, Chelmarsh, New House, Hampton otherwise Hampton's Load, Sutton, Quatt, Quatt Jervis, Quatt Malvern, Dudmaston, Worfield, Mose, Romsley, Quatford, Darnford, Yerton otherwise Eardington, Eardington Forge, Oldbury, Oldbury, Saint Leonard's Bridgnorth, Saint Mary Magdalene Bridgnorth, the borough of Bridgnorth, Pendlestone Mill otherwise Town's Mills, Hoard's Park, Bridgnorth, Tasley, Morville, Aston Eyres, Nordley, Astley, Astley Abbots, Coalmoor Green, Coalmoor otherwise Coalmore, Stanley, Severn Hall, Little Severn Hall, Linley, The Forge, Barrow, Wren's Nest, Caughley, Little Caughley, Broseley, Swinney, Rowton, Werps, Burton, Marsh, The Tuckies, Salthouse, Jackfield, Calcotts, Barnett's Leasow, Lady Wood, Madeley, Madeley Wood, Coalport, Saint Luke Iron Bridge, Iron Bridge, Coalbrook, Coalbrookdale, Benthall, Benthall Edge, Buildwas, Buildwas Abbey and Lands, Buildwas Park, Burnt Houses, Little Wenlock, Much Wenlock, the borough of Wenlock, Much Wenlock, Shineton, Leighton, Garmston, Belwardine, Harley, Cressage, the chapelry of Cressage, Cound, Upper Cound, Lower Cound, Harnage, Golding, Eaton Constantine, Wroxeter, Eyton and Dryton, Wroxeter, Norton, Rushton, Donnington, Dorrington, Berrington, Brompton, Eaton Mascott, Cantlop, Pitchford, Condover, Cross Houses, Betton, Great Betton, Abbots Betton, Betton Abbots, Saint Chad, Little Betton, Betton Strange, Betton and Alkmere, Atcham, Attingham, Emstree otherwise Emstrey, Chilton, Cronk Hill, Berwick Mavison, Uckington, Sutton, Longner, Sutton Mill, Frankwell, Meole Brace otherwise Brace Meole, Newton and Edgbold, Nobold, Pulley, Abbey Foregate Shrewsbury, the Abbey Parish Shrewsbury, Holy Cross and Saint Giles Shrewsbury, Saint Julian Shrewsbury, Saint Mary Shrewsbury, Saint Alkmund Shrewsbury, Saint Alkmund Shrewsbury, the liberties of Shrewsbury, the borough of Shrewsbury, Shrewsbury, Coleham, Trinity Coleham, Castle Foregate, Shrewsbury, Saint Michael Shrewsbury, Dithcrington, Green Fields, Upper Green Fields, Coton, Coton Hill, Hencott, Hancot, the Stone Ward Without, the Stone Ward Within, the Castle Ward Without, and the Castle Ward Within, all in the county of Salop.

And also to authorize the making and maintaining of a branch railway or tramway from and out of such first-mentioned intended railway, with all proper works and conveniences connected therewith, and approaches thereto, commencing by a junction with the said first-mentioned intended railway, at or near certain lime-kilns or lime-works, situate at or near Benthall Edge, in the parish of Benthall, in the said county of Salop,

in the occupation of John Patten, and terminating in or near certain garden allotments situate in the township of Dawley Parva, in the parish of Dawley otherwise Dawley Magna, in the said county of Salop, belonging to the Right Honourable the Earl of Craven, and which garden allotments adjoin a road situate on the south side of the Horsehay iron works, which said branch railway or tramway and works will be made and maintained from, in, through, or into, the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Benthall, Benthall Edge, Madeley, Madeley Wood, Ironbridge, Saint Luke Ironbridge, Burton, Marsh, Jackfield, Coalbrook, Coalbrookdale, Coalport, Dawley Parva, Dawley otherwise Dawley Magna, Little Wenlock, Stinchley, Malins Lee, Lightmoor, Frame Lane, Holloway, Holloway Lane otherwise Holy Well, Holywell Lane, Horsehay, and Deseley, all in the county of Salop, with a branch railway or tramway diverging out of such last-mentioned branch railway or tramway, in a field in the parish of Madeley, in the said county of Salop, belonging to and occupied by Francis Yates and John Yates, or one of them, and which field is situate near the Lightmoor Furnaces, and terminating in a field in the said parish of Madeley, adjoining to and on the north side of the turnpike road leading from Madeley to the Cuckoo Oak, and on the west side of and adjoining to the Shropshire Canal, and which field is in the occupation of John Holland Wase, which diverging branch railway or tramway will be situate and maintained wholly in the said parish of Madeley.

And it is proposed by such Act or Acts to apply for powers to enable the said Company to be thereby incorporated to construct the said railway and branch railways or tramways, or some part or parts thereof, on such gauge or gauges as they may think proper; and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such roads, highways, streets, bridges, works, rivers, streams, sewers, drains, aqueducts, canals, navigations, railways, and tramroads, within the 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, and branch railways, tramways, and works.

And it is also proposed by such Act or Acts to apply for powers to incorporate a Company for the purpose of constructing, maintaining, and working the proposed railway, branch railways, tramways, and works, or some part or parts thereof, and to apply for powers for the compulsory purchase of lands and houses, and to vary and extinguish rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid, and other rights and privileges, and also to levy tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges.

And it is also intended by the said Act or Acts to apply for powers to authorise the Company to be thereby incorporated, to run, pass over, and use the several railways and stations, or some of them, now or hereafter belonging jointly or severally to or under the joint or several management or regulation of the Shrewsbury and Chester Railway Company, the Chester and Holyhead Railway Company, the Birkenhead, Lancashire, and Cheshire Junction Railway Company, the London and North Western Railway Company, the Shropshire Union Railways and Canal Company, the Shrewsbury and Birmingham Railway Company, and the Shrewsbury and Hereford Railway Company, or any or either of them, 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 or using such several railways and stations or any or either of them, or any part or parts thereof; 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, branch railways, and tramways, and to enter into contracts with the said several Railway Companies, and with the Oxford, Worcester, and Wolverhampton Railway Company, or any or either 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 the tolls and charges on, the said several railways, and the intended railway, branch railways, and tramways, or any or either 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 intended by the said Act or Acts to apply for powers to authorise the intended Company to use the stations, works, and conveniences, or some of them, now or hereafter belonging jointly or severally to or under the management and regulation of the Shrewsbury and Chester Railway Company, the Chester and Holyhead Railway Company, the Birkenhead, Lancashire, and Cheshire Junction Railway Company, the London and North Western Railway Company, the Shropshire Union Railways and Canal Company, the Shrewsbury and Birmingham Railway Company, and the Shrewsbury and Hereford Railway Company, upon such payments as shall be agreed upon, or, as in case of difference, shall be settled by arbitration.

And notice is hereby further given, that maps, plans, and sections, describing the direction, lines, and levels of the said intended railway, branch railways, or tramways, 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, on or before the 30th day of November, 1852, for public inspection, with the clerk of the peace of the county of Worcester, at his office in the city of Worcester; with the clerk of the peace of the county of Stafford, at his office in Stafford; and with the clerk of the peace of the county of Salop, at his office in Shrewsbury; and that copies of so much of the said plans, sections, and books of reference as relate to the several parishes and extra-parochial places in or through which the intended railway, branch railways, and tramways and works are intended to be made and maintained, together with a copy of this notice, as published in the London Gazette, will be deposited, on or before the same 30th day of November, as follows (that is to say)—in the cases of parishes, with the parish clerks of such parishes respectively, at their respective residences; and in the case of any extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence.

And notice is hereby further given, that for carrying into effect all or any of the above objects, it is intended to alter, amend, extend, vary, and enlarge, or repeal the powers and provisions, or some of the powers and provisions, of the several Acts following, or some of them: that is to say—local and personal Acts 7 and 8 Vic., cap. 99; 8 and 9 Vic., caps. 42 and 115; 9 and 10 Vic., caps. 250, 251, 274, and 275; 10 and 11 Vic., cap. 144; 12 and 13 Vic., cap. 55; 14 and 15 Vic., cap. 131; and 15 and 16 Vic., cap. 146, relating to the Shrewsbury and Chester Railway Company; also the local and personal Acts 7 and 8 Vic., cap. 65; 8 and 9 Vic., cap. 33; 10 and 11

Vic., caps. 147, 162, and 238; 11 and 12 Vic., cap. 60; 12 and 13 Vic., cap. 41; 13 and 14 Vic., cap. 111; 14 Vic., cap. 21; and 14 and 15 Vic., caps. 21 and 131, relating to the Chester and Holyhead Railway Company; and also the Act relating to the Mold Railway—that is to say, local and personal Act 10 and 11 Vic., cap. 162; also, the local and personal Acts 1 Vic., cap. 107; 3 Vic., cap. 2; 8 and 9 Vic., cap. 99; 9 and 10 Vic., cap. 91; 10 and 11 Vic., caps. 222 and 223; and 15 and 16 Vic., cap. 167, relating to the Birkenhead, Lancashire, and Cheshire Junction Railway Company; also the local and personal Acts 8 and 9 Vic., cap. 156; 9 and 10 Vic., 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 Vic., caps. 73, 107, 114, 118, 121, 132, 139, 159, 178, 188, 228, 236, 270, 271, 278, and 294; 11 and 12 Vic., caps. 60 and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 and 15 Vic., caps. 28 and 94; and 15 and 16 Vic., caps. 98 and 105, relating to the London and North Western Railway Company; also the local and personal Acts 9 and 10 Vic., caps. 322, 323, and 324; and 10 and 11 Vic., cap. 121, relating to the Shropshire Union Railways and Canal Company; also the local and personal Acts 9 and 10 Vic., caps. 307 and 308; 10 and 11 Vic., cap. 80; 12 and 13 Vic., cap. 85; and 15 and 16 Vic., cap. 165, relating to the Shrewsbury and Birmingham Railway Company; also the local and personal Acts, 9 and 10 Vic., cap. 325; 13 and 14 Vic., cap. 26 and 15 and 16 Vic., cap. 168; relating to the Shrewsbury and Hereford Railway Company.

And notice is hereby also given that copies of the Bill relating to the objects aforesaid will be deposited, on or before the 31st day of December, 1852, in the Private Bill Office of the House of Commons.

Dated the 2nd day of November, 1852.

H. and W. Toogood,
22, Parliament-street, Westminster,
Solicitors for the Bill.

Caledonian, and Edinburgh and Glasgow Railway Companies.

(Working and Management of Undertakings and Traffic by a Joint Committee:—Apportionment of Revenues:—and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in next session, for leave to bring in a Bill, to empower the Caledonian Railway Company and the Edinburgh and Glasgow Railway Company, or the Directors of the said Companies respectively, from time to time to appoint a joint Committee of such Directors, for the better and more economical working and management of the undertakings of the said Companies, or such portions of the said undertakings as shall be specified in the said Bill, and of the traffic thereon: And it is intended by the said Bill to confer upon the said joint Committee powers to direct, superintend, and control, or to undertake and carry through the repair, maintenance, and use of the several lines of railway and canal held in property or in lease by the said Companies respectively, and the completion, construction, repair, maintenance, and use of such lines of railway as the said Companies, or either of them, are or may be authorized to execute, or so much of the said lines already constructed, or which may be constructed, as shall be specified in the said Bill, and of the stations and other works connected therewith,—the repair, renewal, increase, and use of the plant requisite for working the traffic thereon,—the management and working of such traffic,—the fixing and levying of the tolls,

rates, and charges payable in respect thereof,—and all other usual and necessary powers: And it is further intended by the said Bill to make provision for defraying the expense to be incurred in relation to the several matters aforesaid, and for apportioning between the said Companies the revenues of the said undertakings (so far as placed under the control of the said joint Committee as aforesaid), in such modes and proportions, and for such periods, temporary and permanent, as shall be specified in the said Bill: And it is further intended by the said Bill to make provision for vesting in the said joint Committee, at a time to be therein specified, the whole engines, carriages, waggons, and other plant belonging to the said Companies respectively, and in use upon their respective undertakings, so far as under the management of the said joint Committee as aforesaid; and for the settlement, by arbitration or otherwise, of any differences that may arise in carrying the powers and provisions aforesaid into effect: And it is further intended by the said Bill to empower the said Companies, from time to time, to enter into agreements with each other in relation to the several matters before mentioned, or any of them; and to sanction and confirm any such agreements which may have been entered into prior to the passing of the said Bill: And it is further intended by the said Bill to vary or extinguish all existing rights and privileges which may interfere with the objects aforesaid, or any of them, and to confer all rights and privileges which may be necessary or expedient for effecting the said objects: And for these and other purposes, it is intended by the said Bill to amend, and, so far as necessary, to repeal the powers and provisions of the Acts aforementioned, or some of them; that is to say, “The Caledonian Railway Act, 1845,” and the following Acts relating to the undertaking of the Caledonian Railway Company, viz., (local and personal) 7 George IV., chapter 103; 7 and 8 George IV., chapter 88; 10 George IV., chapter 107; 11 George IV., chapters 62 and 125; 1 and 2 William IV., chapter 58; 4 William IV., chapter 41; 1 Victoria, chapters 100, 116, and 118; 1 and 2 Victoria, chapter 60; 2 and 3 Victoria, chapter 58; 3 and 4 Victoria, chapters 107 and 123; 4 Victoria, chapters 5 and 11; 6 and 7 Victoria, chapter 49; 7 and 8 Victoria, chapters 87 and 98; 8 and 9 Victoria, chapters 31, 160, and 192; 9 and 10 Victoria, chapters 142, 143, 188, 201, 206, 229, 249, 314, 329, 334, 379, and 395; 10 Victoria, chapters 22, 23, and 24; 10 and 11 Victoria, chapters 82, 90, 95, 168, 169, 172, and 237; 11 and 12 Victoria, chapters 73, 78, 121, and 148; 12 and 13 Victoria, chapters 67 and 90; and 14 and 15 Victoria, chapters 99 and 134; and also, “The Edinburgh and Glasgow Railway Consolidation Act 1852,” and the following Acts relating to the undertaking of the Edinburgh and Glasgow Railway Company, viz., (local and personal), 57 George III., chapter 56; 59 George III., chapter 29; 1 and 2 George IV., chapter 122; 4 George IV., chapter 18; 7 George IV., chapter 45; 4 and 5 Victoria, chapter 59; 6 and 7 Victoria, chapter 55; 8 and 9 Victoria, chapter 148; 9 and 10 Victoria, chapters 202 and 332; 10 and 11 Victoria, chapter 246; 11 and 12 Victoria, chapters 116, 127, and 160; and 12 and 13 Victoria, chapters 39 and 86.

And notice is further given, that copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons, on or before the thirty-first day of December next.

Hope, Oliphant, and Mackay, Edinburgh.

Bannatynes and Kirkwood, Glasgow.

Grahame, Weems, and Grahame, Westminster.

1st November 1852.

Lewes, Uckfield, and Tunbridge Wells
Railway.

(Incorporation of Company, and power to construct
Railway from Lewes to Uckfield and Tunbridge
Wells.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next ensuing session, for an Act to authorize the construction and maintenance of a railway, with all proper works and conveniences connected therewith, commencing on the present site of a dwelling house and premises, situate in the parish of All Saints, in Lewes, in the county of Sussex, and belonging to George Molineux the younger, and in the occupation of Thomas Hopley, and marked No. 1 in the said parish, on the plans of the said railway, to be deposited as hereinafter mentioned; and terminating in a field, in the parish of Frant, in the county of Sussex, marked No. 100 in the same parish, on the said plans to be deposited as hereinafter mentioned; which said railway, works, and conveniences will pass from, through, or into, or be situate within the several parishes, townships, and extra parochial or other places following, or some of them, (that is to say): All Saints Lewes, Saint John under the Castle of Lewes, Saint Thomas à Becket in the Cliffe, South Malling, Hamsey, Ringmer, Barcombe, Isfield, Horsted, Parva otherwise Little Horsted, Uckfield, Framfield, Fletching, Maresfield, Buxted, Rotherfield, and Frant, all in the county of Sussex; and Speldhurst and Tonbridge, otherwise Tunbridge, both in the county of Kent. And also a loop, or branch line of railway, with all proper works and conveniences connected therewith, commencing by a junction with the proposed main line, as already described or referred to, in a field in the said parish of Hamsey, in the said county of Sussex, numbered 10 in the same parish, on the plans to be deposited as hereinafter mentioned, and terminating by a junction with the line of railway known as the Keymer Branch of the London, Brighton, and South Coast Railway, in the said parish of Saint John under the Castle of Lewes, at a point 550 yards or thereabouts, north of the northern extremity of the tunnel of the said last mentioned railway, which said loop or branch line of railway works and conveniences, will pass from, through, or into, or be situate within the several parishes, townships, and extra parochial or other places following, or some of them, (that is to say): Saint John under the Castle of Lewes, South Malling, and Hamsey, all in the county of Sussex. Also another loop or branch line of railway, with all proper works and conveniences connected therewith, commencing by a junction with the main line of the said proposed Lewes, Uckfield, and Tunbridge Wells Railway, in a field situate in the parish of Frant, in the said county of Sussex, numbered 90 in the same parish, on the plan to be deposited, as hereinafter referred to, and terminating by a junction with the line of railway known as the Hastings Branch of the South Eastern Railway, in the said parish of Tunbridge, in the said county of Kent, at a point 20 yards or thereabouts, south of the southern extremity of the tunnel of the said last mentioned railway, which said loop or branch railway, works and conveniences, now under description, will pass from, through, or into, or be situate within the several parishes, townships, and extra parochial places following, or one of them, (that is to say): Frant, in the said county of Sussex; and Tonbridge, otherwise Tunbridge, in the said county of Kent. And it is intended by the said Act, to incorporate a Company for carrying the said undertaking into effect, and to give to the said Company all necessary powers for the purchase of lands and houses, by compulsion or agreement, and for the diversion

No. 21383.

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of roads, streams, and other works, for the purpose of the said railway; and also power 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, in certain cases; and to vary, or extinguish, all rights and privileges which would, or might, in any manner interfere with the construction, maintenance, or use of the said intended railway.

And notice is hereby further given, that duplicate plans of the said intended railway, showing the line or situation thereof, and the lands in or through which the same is proposed to be made, together with a book of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands, and a published map with the line of the said intended railway delineated thereon, and duplicate sections, showing the intended levels of the said proposed railway, 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 said county of Sussex, at his office at Lewes, in the said county, and with the Clerk of the Peace for the said county of Kent, at his office in Maidstone, in the said county; 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, as relates to each of the parishes and extra parochial places, in or through which the said railway is proposed to be made, and a copy of the said Gazette notice, will be lodged with the parish clerk of each such parish; or in the case of any extra parochial place, with the clerk of some parish immediately adjoining thereto; and that copies of the Bill proposed to be introduced for the said Act, will be deposited at the Private Bill Office, on or before the 31st day of December 1852.

Dated the 3rd day of November 1852.

Tyrrell, Paine, and Layton,
Guildhall Yard, London, and 26, Great
George Street, Westminster.

J. and E. Blaker, Lewes.

Vale of Clwyd Railway.

(Construction of Railway from Mold to Ruthin
and Denbigh.—Incorporation of Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next ensuing session for an Act to authorize the construction and maintenance of a railway, with all proper works and conveniences connected therewith, to commence by a junction with the Mold branch of the Chester and Holyhead Railway, at a point distant twenty yards or thereabouts from the station thereof at Mold aforesaid, in the township and parish of Mold, in the county of Flint, and to terminate in the township of Trestreet, in the parish of Llanfwrog, in the county of Denbigh, in a field belonging to, and in the occupation of Sir Watkin Williams Wynn, Bart. and called or known by the name of "Sir Watkins' Park," and situate near the national school on the west side of the town of Ruthin in the county of Denbigh; which said railway, works, and conveniences will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Mold, Gwysaney, Gwernafield, Cilcen, Dolfechlas, Northop, Caerfallweh, Halkyn, Hendrefigillt, Lyganyllan, Cefan; Llysdianhunedd, Trellinian, Llysycoed, Trellan, Trefechan, Ysceflog, Garneddwen, Battingan, Trellan-issa, Coedymynydd, Trefraith, Caerwys, Gwerninger, and Trellan, all in the county of Flint; Nannerch, Bodfarry, and Aberwheeler, partly in the county

of Flint, and partly in the county of Denbigh; and Penbedw, Henllan, Tre-lleweny, Bannister-ucha, Bannister-isa, Denbigh, Llanrhadr, Treclicegid, Trellwyn, Trellan, Trellech, Llanynys, Trebychmydd, Maesman-cymro, Trefechan, Rhydnonen, Ruthin, Llanfwrog, and Tre-street, all in the county of Denbigh. Also a branch railway from and out of the said intended line of railway, to commence by a double junction therewith; one of such junctions to be situate in a field in the said parish and township of Denbigh, belonging to Frederick Richard West, Esq., and in the occupation of John Jones and known as Caemain; and the other of such junctions to be situate in a field in the same parish belonging to Hugh Robert Hughes, Esq., and in the occupation of Joseph Lloyd, and known as the Long Walk, and to terminate in a field in the said parish and township of Denbigh, belonging to the said Frederick Richard West, and in the occupation of John Hughes, and known as "Cae Captain Briggs," which said branch railway will be situate wholly in the said parish and township of Denbigh. And it is intended by the said Act to obtain all necessary powers for the purchase of lands and houses by compulsion or agreement, and also powers to stop up, alter, or divert, all turnpike and other roads and highways, tramways, aqueducts, canals, reservoirs, rivers, streams, brooks, waters, watercourses, and other works within the said several parishes or places, or any of them, which it may be necessary to stop up, alter, or divert for the purposes of the said railway; and also all necessary powers for the purpose of levying tolls, rates, and duties, and to grant exemption from such tolls, rates, and duties in certain cases, 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 further proposed by the said Act to incorporate a company for carrying the purposes aforesaid into effect. And notice is hereby lastly given, that duplicate plans of the said intended railway and branch railway, showing the line or situation thereof, and the lands in or through which the same are respectively proposed to be made; together with the book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, and a published map with the line of the said intended railway delineated thereon, and duplicate sections describing the intended levels of the said proposed railway and branch railway, and together also with a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November, 1852, with the Clerk of the Peace for the county of Flint, at his office, at Mold, in the said county and with the Clerk of the Peace for the said county of Denbigh, at his office, at Ruthin, in the same county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and extra-parochial places in or through which the said railway, and branch railway respectively are proposed to be made, and a copy of the said Gazette notice will be lodged with the parish clerk of each such parish, or, in case of any extra-parochial place, with the clerk of some parish immediately adjoining thereto: and that printed copies of the Bill to be introduced for the said proposed Act, will be deposited at the Private Bill Office, on or before the 31st day of December, 1852. Dated this 2nd day of November, 1852.

Tyrrrell, Paine, and Layton,

Guildhall Yard, London, and

26, Great George Street, Westminster.

A. T. Roberts,

Mold.

Swansea Vale Railway and Branches.

(Incorporation of Swansea Vale Railway Company, and Construction of a Railway from Abercrave Farm, in Ystradgunlais, in the county of Brecon, to Swansea, in the county of Glamorgan, with branches to the Ystalyfera Iron-Works, and to the Ynisedwyn Iron-Works; with powers to alter the Swansea Vale Railway, and to sell the underfaking).

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

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

Also another branch railway, diverging from the line of the first-mentioned intended railway, at or near to Ynisyci House, in the said parish of Killybebill, in the said county of Glamorgan, and terminating at or near to the Ynisedwyn Iron-Works, in the said parish of Ystradgunlais, in the said county of Brecon.

And it is proposed by the said intended Act, for the purposes of constructing the hereinbefore-mentioned intended railway and branch railways, to take powers to divert, widen, and improve, and also to alter the levels of the line of the railway, known as the Swansea Vale Railway, and to appropriate the same, or any part or parts thereof, to the purposes of the said intended railway and branch railways, and which said intended railway and branch railways, including also the said Swansea Vale Railway, and other works connected therewith, will pass from, in, through, or into, or be made, or be situate within the several parishes, townships, extra-parochial and other places following, or some of them; (that is to say) Ystradgunlais, Ystradgunlais Higher, Ystradgunlais Lower, Gurnos, Palleg, Penrhos, Garth, and Cribath, in the county of Brecon; and Killybebill Higher, Killybebill Lower, Cadoxton juxta Neath, Ynisymond, Lansamlet, Lansamlet Higher, Lansamlet Lower, Swansea, Saint Thomas in Swansea, Llangwicke, Alltygreek, Blaenegal, Caegurwen, and Mawr, in the county of Glamorgan.

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

any of them, as it may be necessary to interfere with in the construction of the said intended railway, branch railways, alterations, and works.

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

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

And it is further intended by such Act to empower the Company of Proprietors of the said Swansea Vale Railway, when so incorporated as aforesaid, to sell, let, or transfer to any other railway Company, as may be deemed expedient, the said intended railway, branch railways, and works, as also the said railway known as the Swansea Vale Railway, and all and every the works, property, rights, powers, interests, and privileges of such first-mentioned Company in connection therewith.

And notice is hereby further given, that duplicate plans, and sections, describing the direction, line, and levels, of the said Swansea Vale Railway and of the said intended railway, branch railways, and works hereinbefore referred to, together with books of reference to such plans, and a published map with the intended railway and branch railways, delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November, 1852, with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; and with the Clerk of the Peace for the county of Brecon, at his office in Brecon; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said Swansea Vale Railway, intended railway, branch railways, and works are proposed to be made, and also a copy of this said Gazette notice, will be deposited, on or before the said 30th day of November, 1852, with the Parish Clerk of each such parish, at his residence.

And notice is hereby also given, that copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 31st day of December next.

Attwood & Brown, Swansea, } Solicitors.
Coke & Jones, Neath,

11th November, 1852.

Wildmore Fen and East and West Fens.
(Amendment of Inclosure Acts and Townships Formation Act, and Provision for Maintenance of Highways in the Fens, and sale of Lands allotted for repairs thereof.)

NOTICE is hereby given, that application is intended to be made in the ensuing session of Parliament, for leave to bring in a Bill to repeal, alter, amend, and enlarge all or some of the powers and provisions of the several Acts following; that is to say: the 41st Geo. 3rd. chapter 141, intituled "An Act for dividing and allotting a certain fen called Wildmore Fen, in the county of Lincoln;" the 41st Geo. 3rd. chapter 142, in-

tituled "An Act for dividing and allotting certain fens, called the East and West Fens, in the county of Lincoln;" the 42nd Geo. 3rd. chapter 108, intituled "An Act for altering, amending, and rendering more effectual an Act, passed in the last session of Parliament, intituled An Act for dividing and allotting a certain fen, called Wildmore Fen, in the county of Lincoln;" and for dividing, allotting in severalty, and inclosing the parochial or general allotments set out, or to be set out, in pursuance of the said Act, for compensating for the tythes of such allotments, and for declaring and determining to what parish or parishes the several allotments of the said fen shall belong;" the 50th Geo. 3rd. chapter 129, intituled "An Act for amending and rendering more effectual an Act of His present Majesty, for dividing and allotting certain fens, called the East and West Fens, in the county of Lincoln, and for dividing and inclosing the parochial allotments, lands, and grounds belonging to, and in certain parishes having right of common on the said fens, and for declaring to what parishes such allotments shall belong;" and the 52nd Geo. 3rd. chapter 144, intituled, "An Act for forming into townships certain extra-parochial lands in Wildmore Fen, and in the West and East Fens, in the county of Lincoln." And it is intended by the Bill to apply for powers for effecting the following objects or some of them; that is to say:—

To declare which of the roads or highways heretofore part of Wildmore Fen and the East and West Fens respectively, shall be public roads or highways, and to render the parishes, townships, or extra-parochial places of Horncastle, West Ashby, Thimbleby, High Toynton, Low Toynton, Mareham on the Hill, Moorby, Wilksby, Mareham-le-fen, Wood Enderby, Roughton, Haltham-upon-Bain, Coningsby, Dalderby, Kirkstead, Woodhall, Scrivelsby, Tumbly, Bolingbroke, Reevesby, Toynton All Saints, Toynton Saint Peters, Frith Bank, Fishtoft, Hareby, Asgarby, Lusby, Raithby, Hundleby, Mavis Enderby, Spilsby, Halton Holgate, Little Steeping, Thorpe, East Keal, West Keal, Miningsby, East Kirkby, Hagnaby, Stickford, Stickney, Sibsey, Boston East, Skirbeck, Frieston, Butterwick, Benington, Leverton, Leake, Eastville, Midville, Frithville, Carrington, Westville, Thornton-le-fen, and Langrville, or some of them, respectively liable to maintain all those public roads and highways; and to provide for the respective liabilities to such maintenance of those several parishes, townships, or extra-parochial places; and to declare to which of those parishes, townships, and extra-parochial places respectively, those roads and highways, or parts thereof, shall belong. To provide for the absolute sale of certain pieces of lands, formerly parcels of the East and West Fens and Wildmore Fen, allotted for getting materials for the repairs of the roads, and to provide for the disposal of the rents and proceeds thereof, and of the moneys in the hands of the Witham Drainage Commissioners in respect of such rents. To provide that the Act of the 5th and 6th Will. 4, chapter 50, intituled, "An Act to consolidate and amend the laws relating to highways in that part of Great Britain, called England," shall, subject to the provisions of the Bill, be in force throughout the parishes, townships, or extra-parochial places. And powers will be applied for to levy all such tolls, rates, and duties, and to alter all such existing tolls, rates, and duties, and to confer, vary, and extinguish all such exemptions from payment of tolls, rates, or duties, and to confer, vary, and extinguish all such other rights and privileges, as shall

be expedient for the purposes of the Bill.—And notice is also given, that copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December 1852.—Dated this second day of November 1852.

Hollway and Harwood, Solicitors, Boston.

Woodford Railway.

(To Incorporate a Company for making a Railway from the East and West India Docks and Birmingham Junction Railway at Hackney Wick to Woodford.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next ensuing session, for an Act to authorise the construction and maintenance of a railway, with all proper works and conveniences connected therewith, to commence by a double junction with the East and West India Docks and Birmingham Junction Railway, at or near Hackney Wick, in the parish of St. John Hackney, [in the county of Middlesex, one of the points of such junction being at the embankment of the last-mentioned railway, immediately to the north-west of the bridge carrying such railway over Wick-lane at Hackney Wick; and the other of the points of such junction being at the said embankment of the said East and West India Docks and Birmingham Junction Railway, immediately to the east of the bridge carrying the same railway over Homerton-lane, and to terminate at or near Woodford Green, in the county of Essex, in a piece of waste ground at the junction of the old and new roads leading from thence to London, which said railway, works, and conveniences, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following; that is to say: St. John Hackney, in the county of Middlesex, and Layton otherwise Leyton, otherwise Low Layton, Laytonstone, Walthamstow, Snaresbrook, Wanstead, and Woodford, or some or one of them, all in the county of Essex. And it is intended by the said Act to obtain all necessary powers for the purchase of lands and houses by compulsion or agreement; and also powers to stop up, alter, or divert all turnpike and other roads and highways, tramways, aqueducts, canals, reservoirs, rivers, streams, brooks, waters, watercourses, and other works within the said several parishes or places, or any of them, which it may be necessary to stop up, alter, or divert for the purposes of the said railway, and also all necessary powers for the purpose of 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 further proposed by the said Act to incorporate a Company for carrying the purposes aforesaid into effect, and to enable such 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, or in respect of the maintenance and working thereof, or of any part thereof, or in respect of the apportionment of tolls derivable from the traffic passing on the said intended railway, with any other railway company or companies. And notice is hereby lastly given, that duplicate plans of the said intended railway, showing the line or situation thereof, and the lands in or through which the same is proposed to be made, together with the book of reference to such plans, containing the names of the owners or

reputed owners, lessees or reputed lessees, and of the occupiers of such lands; and a published map, with the line of the said intended railway delineated thereon, and duplicate sections describing the intended levels of the said proposed railway, and together also with a copy of this notice (as published in the London Gazette), will be deposited on or before the 30th day of November 1852, with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell-green, and with the Clerk of the Peace for the county of Essex, at his office in Chelmsford; and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes and extra-parochial places in or through which the said railway is proposed to be made, and a copy of the said Gazette notice, will be lodged with the parish clerk of each such parish, or in case of any extra-parochial place, with the clerk of some parish immediately adjoining thereto; and that printed copies of the Bill to be introduced into Parliament for the said proposed Act will be deposited at the Private Bill Office on or before the 31st day of December 1852.—Dated this 1st day of November 1852.

Tyrrell, Paine, and Layton, Guildhall-yard, London, and 26, Great George-street, Westminster.

East and West India Docks and Birmingham Junction Railway.

(Consolidation and Amendment of Acts, Dissolution and Re-incorporation of Company under a New Name.—Power to Construct New Works and raise Additional Capital.—Power to Convert Debentures into a Perpetual Preference Stock.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next ensuing session for an Act to alter, amend, extend, enlarge, or repeal all or some of the various provisions of the "East and West India Docks and Birmingham Junction Railway Act, 1846," and of the "East and West India Docks and Birmingham Junction Railway Branches and Amendment Act, 1850," or either of them respectively, and to consolidate the several provisions relating to the East and West India Docks and Birmingham Junction Railway Company into one Act, and to dissolve the said Company, and to re-incorporate the shareholders thereof into a new company under another name. And also to alter, extend, amend, enlarge, or repeal all or some of the powers and provisions of the several Acts of Parliament, or some of them, relating to the London and North-Western Railway Company, that is to say, an Act passed in the session of Parliament held in the ninth and tenth years of the reign of her present Majesty, intituled "An Act to consolidate the London and Birmingham Grand Junction and Manchester and Birmingham Railways," and the several other Acts distinguished in the Queen's printers' copies of the local and personal Acts as the 8th and 9th Victoria, caps. 36, 37, 43, 105, 112, 123, 156, and 198; 9th and 10th Victoria, caps. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 328, 331, 359, 368, 369, 380, and 396; 10th and 11th Victoria, caps. 73, 107, 114, 118, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 271, 278, and 294; 11th and 12th Victoria, caps. 58, 60, 130; 12th and 13th Victoria, cap. 74; 13th and 14th Victoria, cap. 36; 14th and 15th Victoria, caps. 58 and 94; and 15th and 16th Victoria, caps. 98 and 105; and also of the several Acts relating to the East and West India Dock Company, or some of them, that is to say, an Act passed

in the session of Parliament held in the first and second years of the reign of her present Majesty, intituled "An Act to amend the several Acts relating to the West India Dock Company and the East India Dock Company, and to consolidate the said Companies;" and also the several Acts relating to the said West India Dock Company and East India Dock Company, or some of them, and which are distinguished in the Queen's printers' copies of the local and personal Acts as follows—that is to say, 9th Geo. IV., cap. 95; 2nd William IV., cap. 52; 6th William IV., cap. 44; and 1st and 2nd Victoria, cap. 9. And it is further intended by the said proposed Act to enable the said East and West India Docks and Birmingham Junction Railway Company, or the Company to be incorporated by the said Act in lieu thereof, to construct additional side lines, stations, depôts, and works for the accommodation and convenience of the traffic upon their railway, within the several parishes of All Saints Poplar; Bromley Saint Leonard, otherwise Saint Leonards Bromley; Saint Mary-le-bow, Saint John, Hackney; Saint Mary, Islington; and Saint Pancras, or some or one of them, all in the county of Middlesex. And it is also intended by the said proposed Act to enable the said East and West India Docks and Birmingham Junction Railway Company, or the Company to be incorporated by the said Act, to raise additional capital for the purposes aforesaid, and other purposes of the said Company, and to empower the London and North Western Railway Company and the East and West India Dock Company respectively to contribute out of their corporate funds in certain proportions towards such additional capital. And it is also intended by the said proposed Act to take powers for the purchase of lands by compulsion or agreement, and for levying tolls, rates, and duties in respect of the use of the railway and works of the said East and West India Docks and Birmingham Junction Railway Company, or any of them, and to grant certain exemptions from such tolls, rates, and duties. And it is further intended by such Act to take power to stop, alter, or divert, either temporarily or permanently, all turnpike and other roads and highways, tramways, aqueducts, canals, reservoirs, rivers, streams, brooks, pipes, waters, and watercourses, within the aforesaid parishes, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works or any of them, and to vary or extinguish all existing rights and privileges in any manner connected with the lands proposed to be taken or purchased for the purposes of the said undertaking, or which would in any manner interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges. And it is also intended by the said proposed Act to enable the said East and West India Docks and Birmingham Junction Railway Company, or the Company to be incorporated by the said Act, 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 so to be created, an irredeemable preferential interest or dividend at a rate not exceeding that to be fixed by such Act. And notice is hereby further given, that duplicate plans of the lands proposed to be taken for the purposes of the said works, together with a book of reference to such plans, and duplicate sections shewing the levels of the said intended works, and a copy of this notice, as published in the London Gazette, will be deposited, on or before the 30th day of November, 1852, with the Clerk of the Peace for the County of Middlesex, at his office in Clerkenwell, in the said county; and that copies of so much of the said plans, sections, and books of reference respectively as relate to the several parishes and extra-parochial places in or through

which the said intended works are proposed to be made, together with a copy of this notice, as published in the London Gazette, will on or before the said 30th day of November be deposited with the Parish Clerks of such parishes respectively, at their respective places of abode; and that printed copies of the Bill to be introduced for the said proposed Act will be deposited at the Private Bill Office, on or before the 30th day of December, 1852. Dated this 3rd day of November 1852.

Tyrell, Paine, and Layton,

Guildhall-yard, London, and 26, Great George-street, Westminster.

Bradford, Wakefield, and Great Northern Direct Railway.

(New Railway from the Great Northern Railway at or near Doncaster, *vid* Wakefield, to the Leeds, Bradford, and Halifax Junction Railway at Wortley.—Powers to enter into Working Arrangements with the said Companies.—Powers to Lease or Sell the Line to any Railway Company, and to enable such Company to Purchase or Rent the same.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for an Act to incorporate a Company, and to give to such Company powers to make and maintain a main line of railway, with all necessary and convenient works, stations, and other conveniences connected therewith, to commence from and out of the line of the Great Northern Railway at or near the town and township of Doncaster, in the West Riding of the county of York, and thence to terminate at and by a junction with and into the line of the Leeds, Bradford, and Halifax Junction Railway, at or near to Wortley Lodge, in the township of Wortley, in the parish of Leeds, in the said riding; which said railway is intended to pass from, in, through, or into the several parishes, townships, hamlets, extra-parochial, or other places following, or some of them, that is to say:—Doncaster, Bentley, Langthwaite-with-Tilts, Adwick-le-Street, Hampole, Hamphall Stubbs, Hooton, Pagnall, South Olmsall, North Olmsall, Hemsworth, Ryhill, Nostell, Hintersett, Wragby, Walton, Crofton, Warmfield-cum-Heath, Sandal Magna, Wakefield, Stanley-cum-Wrenthorpe, Lofthouse, Carlton, Rothwell, Middleton, Hunslet, Holbeck, Wortley, and Leeds, all in the West Riding of the county of York. And notice is hereby further given that it is proposed by the said intended Act to take powers for the purchase by compulsion or otherwise, of lands and houses for the purpose of the said intended railway, stations, and other works, and to levy tolls, rates, and duties in respect of the use of the said intended railway and other works, and to alter, vary, or extinguish all existing rights and privileges in any manner connected with or incident to the lands or houses respectively so intended to be purchased or taken, and to confer others.

And also for powers to stop up, divert, alter, or cross all such turnpike roads and other highways, canals, navigations, streams, railways, and tramroads within the said parishes, townships, hamlets, and extra-parochial or other places aforesaid, or some of them, as may be necessary for the purposes of such railway stations or other works. And notice is hereby further given, that it is proposed by the said intended Act to apply for powers to enable any company or companies to raise funds for, and to take shares in, and subscribe for or towards the making, maintaining, working, and using the said intended railway and other works.

And it is further intended to apply for powers by the said Act to enable the Company to be incorporated as aforesaid to let on lease or sell the

said intended railway and other works, or any part or parts thereof, to any other railway company or companies, and to enable such other company or companies to purchase or rent the said intended railway and works, or any part or parts thereof, and to use and work the same, or any part or parts thereof respectively, and to take tolls, rates, and duties upon or in respect thereof, and to purchase and hold lands and houses by compulsion or otherwise, and to exercise all powers and authorities to be conferred by the said intended Act on the said Company thereby intended to be incorporated.

And also to authorise the said company to be incorporated by the said Act, to enter into such mutual arrangements with any other company or companies as may be necessary or expedient for carrying out the purposes and objects of the said intended railway and other works.

And also to carry into effect and confirm any agreements or arrangements made or hereafter to be made, for or in respect of the traffic passing, or which may pass on the line of the said intended railway, and on the line or works of any other company or companies.

And notice is hereby also given that plans and sections showing the line and levels of the said intended railway and lands to be taken for the purposes thereof respectively, 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 of the West Riding of the county of York, at his office in Wakefield aforesaid; and on or before the said thirtieth day of November a copy of so much of the said plans, sections, and book of reference, as relates to the several parishes within which the said intended railway stations and other works will be made, together with a copy of this notice, will be deposited with the parish clerk of such parish, at his place of abode.

And that on or before the thirty-first day of December next, copies of the said intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this tenth day of November, 1852.

Westmorland and Teylor, Wakefield, } Solicitors
Watson Scatcherd, Morley, } for
Terry and Watson, Bradford, } the Bill.

East Lancashire Railway (Bill No. 1).

(Extension Clifton to Salford.—Additional Capital—Agreements with other Railway Companies.—Amendment of Acts.)

THE East Lancashire Railway Company intend to apply to Parliament in the next session, for an Act to confer the following, or some of the following, among other powers:

1. To extend the East Lancashire Railway from Clifton to Salford. The extension will commence by a junction with the main line of the East Lancashire Railway, at or near to a bridge carrying the railway over an occupation road from Crompton Fold to Hogg's Bridge, in the township of Clifton, in the parish of Eccles, and will pass through the parishes, townships or places of Clifton, Eccles, Prestwich, Prestwich-cum-Oldham, Pendlebury, Broughton, Pendleton, Salford, and Manchester, or some of them, and will terminate in the station in the borough of Salford, jointly used by the East Lancashire and Lancashire and Yorkshire Railway Companies, and at or near the hoists or drops in the said station: all the foregoing places are in Lancashire. The Bill will contain powers to construct the necessary approaches, stations, and works connected with the proposed extension, to take lands and houses com-

pulsorily for the purposes thereof, to abolish any rights or privileges which may interfere with the proposed extension and works, and to levy tolls, rates, and duties for the use thereof.

2. To raise further sums of money by the creation of new shares and by mortgage, and to attach to all or some of such shares such preference or priority of dividend, or such other privileges as may be deemed expedient.

3. To convert the mortgage and bond debt of the Company into perpetual or redeemable annuities, or into a debenture stock, irredeemable or otherwise.

4. To enable the East Lancashire Railway Company to enter into contracts, either permanent or temporary, with the Lancashire and Yorkshire, the London and North-Western, and the Midland Railway Companies, the Saint Helen's Canal and Railway Company, the Manchester and Southport Railway Company, and the Liverpool, Crosby, and Southport Railway Company, or any of them, for the use of their respective railways and stations, or any portions thereof, and for the conduct, interchange, and conveyance of traffic passing on the undertakings of the contracting parties; and also for the apportionment of the tolls and other charges payable in respect of such traffic.

5. To alter the tolls, rates, or duties payable for the use of the East Lancashire Railway; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties for the use of the Lancashire and Yorkshire Railway and the Manchester and Southport Railway, or some parts of those railways respectively.

The Bill will also extend and amend, alter or repeal some of the powers and provisions of the following Acts relating to the East Lancashire Railway Company, viz.:—"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:" also of the following Acts relating to the London and North-Western Railway Company, namely, the 8 and 9 Vic. cap. 156; 9 and 10 Vic. 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 Vic. caps. 73, 107, 114, 118, 121, 132, 139, 159, 178, 188, 228, 270, 278, and 294; the 11 and 12 Vic. cap. 130; the 12 and 13 Vic. cap. 74; and the 15 and 16 Vic. cap. 105: also of the following Acts relating to the Midland Railway Company, namely, the 7 and 8 Vic. caps. 18 and 59; 8 and 9 Vic. caps. 38, 49, 56, 90, and 181; 9 and 10 Vic. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic. caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic. caps. 21, 88, and 131; and 14 and 15 Vic. caps. 57, 88, and 113. Also of the following Acts relating to the Lancashire and Yorkshire Railway Company, viz. "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 Lancashire and Yorkshire Railway Act, 1852;" "The York and North Midland and Lancashire and Yorkshire Arrangement Act, 1852;" "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 Railway 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 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;" "The Lancashire and Yorkshire, and London and North Western Railways (Preston and Wyre Railway Harbour and Dock Vesting) Act, 1849." Also of 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 Vic. cap. 21; the 8 and 9 Vic. cap. 117. "The Saint Helen's Canal and Railway Act, 1846," and "The Saint Helen's Canal and Railway Act, 1847," and of "The Manchester and Southport Railway Act, 1847;" "The Liverpool, Crosby, and Southport Railway Act, 1846;" "The Liverpool, Crosby, and Southport Railway (Sale or Lease) Act, 1850;" and "The Liverpool, Crosby, and Southport Railway Amendment Act, 1850."

Plans and sections of the intended railway and works, together with a book of reference to the plans, a map, shewing the general course and direction of the railway, and a copy of this notice, will be deposited on or before the 30th November instant, at the office of the Clerk of the Peace for Lancashire, at 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, on or 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.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons before the 1st day of January 1853.

Dated this first day of November 1852.

T. A. and J. Grundy, Solicitors.

East Lancashire Railway (Bill No. 2).
(Southport Branch and Skelmersdale Branch Extension Arrangement with St. Helen's Canal and Railway Company.)

THE East Lancashire Railway Company intend to apply to Parliament in the ensuing session thereof, for an Act for the following, or some of the following, among other purposes:—

1. To make a branch railway to the town of Southport, to commence by a junction with the East Lancashire Railway, in the township and parish of Ormskirk, to pass through or into the said township and parish, the township of Bickerstaffe, in the said 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 of which places are in Lancashire), and to terminate in the said last named township and parish, near to the Southport Station of the Liverpool, Crosby, and Southport Railway, and between that station and a road called Gorsey Lane, in or near the town of Southport.

2. To extend the Skelmersdale branch of the East Lancashire Railway to Rainford, by making a railway, to commence by a junction with the said branch at or near the eastern end thereof, in the township of Lathom, in the said parish of Ormskirk, to pass through or into the townships or chapelries of Lathom, Skelmersdale, and Bickerstaffe, in the said parish of Ormskirk and Rainford, in the parish of Prescott (all of which places are also in Lancashire) and to terminate in the said township or chapelry of Rainford, at or near the spot where the Liverpool and Bury line of the Lancashire and Yorkshire railway crosses a road called News Lane.

3. To construct all necessary stations, approaches, conveniences, and works, in connection with the said intended new lines of railway, and to levy tolls and other charges in respect thereof, and to purchase by compulsion the lands, houses, and other property which may be required in the construction of the said railways.

4. To raise further sums of money by the creation of new shares, and by mortgage, and to attach to all or some of such shares such preference or priority of dividend, or such other privileges as may be deemed expedient.

The Bill will alter the tolls, rates, or duties payable for the use of the East Lancashire Railway and the Saint Helen's Railway, respectively, and will also enable the said East Lancashire Railway Company to use the railways, station, and works of the Saint Helen's Canal and Railway Company, and will enable the Saint Helen's Canal and Railway Company to enter into arrangements with the East Lancashire Railway Company, touching the conduct, interchange, and conveyance of the traffic common to those Companies, and the use of their respective undertakings.

The Bill will also extend and amend the following Acts relating to the East Lancashire Railway Company, viz. :—"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;" and the following Acts relating to the Saint Helen's Canal and Railway Company, viz.:—The 11th Geo. 4th, caps. 50 and 61; the 4th and 5th Wm. 4th, cap. 3; the 1st and 2nd Vict. cap. 21; the 8th and 9th Vict. cap. 117; "The Saint Helen's Canal and Railway Act, 1846;" and "The Saint Helen's Canal and Railway Act, 1847."

Plans and sections of the intended railways, and works, together with a book of reference to the plans, a published map, showing the general course and direction of the railways, and a copy of this notice, will be deposited, on or before the thirtieth 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, on or 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.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, before the first day of January one thousand eight hundred and fifty-three.

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

T. A. and J. Grundy, Solicitors.

High Ham and Ashcott Turnpike Roads.

(Continuation of Term and Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to continue and extend the term, and to alter, amend, and enlarge some of the powers and provisions of an Act, passed in the seventh year of the reign of His Majesty King George the Fourth, intituled "An Act for more effectually repairing and improving the roads leading from Picks Hill, near the town of Langport Eastover, in the county of Somerset, through High Ham, Ashcott, and other places, to Meare, in the said county," or to repeal the said Act, and to grant other and more effectual powers and provisions in lieu thereof.

And notice is hereby further given, that it is intended to apply for powers to levy and collect tolls upon the said roads, or to alter the existing tolls, and to confer, vary, or extinguish exemptions from payment of tolls, and to confer, vary, or extinguish other rights and privileges.

And it is intended by the said Act to alter or vary the application of the money arising from the tolls collected on the said roads, and to alter or vary existing provisions relative to the payment of the interest and principal of the debt due and owing on the credit of the tolls collected upon the said roads, and to provide for altering the present and fixing the future rate of the interest payable in respect of such debt, or the proportion of the tolls to be applied in payment of interest and principal, and to make other provisions with respect to the existing debts, and with respect to the liquidation or extinguishment of any arrears of interest thereon, and of other charges and

liabilities on the said roads, and with respect to the ordering, arranging, and confirming the securities of the creditors upon the tolls authorized to be collected upon the said roads, and other matters, as Parliament shall deem proper or necessary.

And notice is hereby also given, that printed copies of the proposed Act will be deposited on or before the 31st day of December next, in the Private Bill Office of the House of Commons.

Dated this 6th day of November 1852.

J. F. H. Warren, Solicitor.

Walmisley and Son, Parliamentary Agents.

Bangor and Caernarvon Railway.

(Powers to Sell or Lease to the Chester and Holyhead Railway Company, and to Erect Hotel at Bangor; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, 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 also proposed by the said intended Act to empower the said Bangor and Caernarvon Railway Company, either themselves to construct an hotel, with refreshment rooms, dormitories, stables, and other conveniences, in the parish of Bangor, in the county of Caernarvon, or to make such arrangements for the construction thereof with any other person or persons as they may think fit, and to empower the said Company to purchase and hold land for the site thereof, and either to apply money which may be in possession of the said Company, or raise additional capital for defraying the expense of construction, completion, and maintenance thereof.

And it is also proposed by the said Act to empower the said Company from time to time to let on lease the said hotel and premises, or any unappropriated plots of land adjoining thereto, for such rents and upon such terms and conditions as they shall think proper.

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., c. 65; 8 and 9 Vict., c. 33; 10 and 11 Vict., c. 147 and 238; 11 and 12 Vict., c. 60; and 12 and 13 Vict., c. 41—so far as may be necessary for the purposes aforesaid.

And notice is hereby further given, that copies of the Bill, as it will be introduced into the House of Commons, will be deposited at the Private Bill-office on or before the 31st day of December next.

Dated the 3rd day of November, 1852.

Tyrrell, Paine and Layton,

Guildhall Yard, London, and

26, Great George Street, Westminster.

Llynvi Valley Railway Company.

(Deviations of the Llynvi Valley and Bridgend Railways; New Branches out of those Railways; Widening of those Railways, and Alteration of Gauge; also, Powers to Lay Down the Broad Gauge on those Railways, and to use Locomotives, and Levy Tolls on Passengers; Powers to Regulate the Port of Porthcawl, and Levy additional Rates; Sale or Lease of the Bridgend Railway to the Llynvi Valley Railway Company, or Amalgamation with that Company, and Sale or Lease of both those Railways to the South Wales Railway Company, or Amalgamation with that Company; Powers for the Llynvi Valley Railway Company and South Wales Railway Company to Raise Money; Amendment of the Llynvi Valley Railway Acts; South Wales Railway Acts; Bridgend Railway Act; and the Local and Personal Act 47 Geo. 3 (sess. 2), cap. 33.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to introduce a Bill to authorize the Llynvi Valley Railway Company to construct and maintain the following railways, branch railways, and works, or deviations, or extensions of their existing railways and works: (that is to say)

A deviation, commencing on the main line of that railway at or near to a place in the parish of Llangonoyd, in the county of Glamorgan, called Garnlwyd, twelve chains or thereabouts west of the railway leading from the said main line of railway to the Maesteg Iron Works in the said parish, and terminating on the said main line of railway, eight chains or thereabouts west of the said railway to the said iron works, and being situate wholly within the said parish of Llangonoyd.

A deviation, commencing on the said main line at or near to a place in the said parish of Llangonoyd, called Cwm-Cerdin, twelve chains or thereabouts north of the point where the said main line crosses Cwm-Cerdin brook, and terminating on the main line at or near to the point where the said main line crosses the parish road from Bridgend to Maesteg, and being situate wholly within the said parish of Llangonoyd.

A deviation commencing on the said main line, in the said parish of Llangonoyd, at or near to the point where the said railway crosses Gadly's Brook, and terminating on the said main line in the said parish, at or near to the place where the railway crosses the parish road to Cross Eva, and being situate wholly within the said parish of Llangonoyd.

A deviation commencing on the said main line in the same parish, at or near to a point thirteen chains north-east of the point where the railway crosses Cwm-Nantgwyn Brook, and terminating at or near to a place on the said main line, eighteen chains south-east of the said crossing, and being situate wholly within the said parish of Llangonoyd.

A deviation commencing on the said main line at or near to the point where the railway crosses Cefnydfa Brook, in the said parish of Llangonoyd, and terminating on the said main line, at or near to a place seventeen chains or thereabouts south-east of the said crossing, and being situate wholly within the said parish of Llangonoyd.

A deviation commencing on the said main line at or near to a point seven chains or thereabouts north-west of the place where the railway crosses Cornhweh Brook, and terminating at or near to a place on the said main line seven chains or thereabouts south-east of the said crossing, and being situate wholly within the said parish of Llangonoyd.

A deviation commencing on the said main line

No. 21383.

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at or near the crossing of the parish road leading to Bettws, and terminating on the main line at or near to a point seven chains or thereabouts south of the crossing of the brook at Cwm John Morgan, and being situate wholly within the said parish of Llangonoyd.

A deviation commencing in the said parish of Llangonoyd on the said main line, at or near the place where the railway crosses the parish road leading to Coytrahenc, and terminating on the said main line, at or near a point four chains or thereabouts north of the Glamorganshire Iron and Coal Company's engine-house, in the parish of St. Bride's Minor, and being situate within the parishes of Llangonoyd and St. Bride's Minor, in the said county.

A deviation commencing on the main line at or near to a point three chains east of the railway leading to Tondu Iron-works, and terminating at a point on the main line three chains west of the said railway leading to the said iron-works, and being situate wholly within the parish of Newcastle, in the said county.

A deviation commencing on the said main line at or near to a point thirteen chains west of the said railway to the Tondu Iron Works, and terminating on the said main line at or near to a point thirteen chains west of the point where the railway crosses the Cwm Risca parish road, and being situate wholly within the parish of Newcastle, in the said county.

A deviation commencing on the said main line at or near a point eight chains west of the point where the railway crosses the parish boundary between the parishes of Newcastle and Laleston, and terminating on the said main line at or about a point sixteen chains west of the said crossing, and being situate wholly within the parish of Laleston in the said county.

A deviation commencing on the said main line at or near to a point eight chains west of the railway leading to Bryndu Colliery, and terminating on the said main line at or near a point four chains north of the crossing of the parish road leading to Pwllgath, and being situate wholly within the said parish of Pyle and Kenfigg.

And it is intended to authorize the Company to abandon all such portions of their existing line of railway as may become useless by reason of the proposed diversions or deviations, and to sell or dispose thereof.

And it is proposed to authorize the Company to construct a branch railway, with all proper works and conveniences connected therewith and approaches thereto, commencing by a junction with the main line of railway of the Llynvi Valley Railway Company, in the parish of Newton Nottage, in the county of Glamorgan, at or near to a point ten chains or thereabouts north of the tunnel at Porth Cawl in the said county, and terminating in the same parish at or near to the boundary wall on the east side of the harbour at Porth Cawl, and being wholly within the said parish of Newton Nottage.

And it is intended to take power to enable the Llynvi Valley Railway Company, or the Bridgend Railway Company, one or both of them, to construct and maintain the following railways, branch railways, and works, or deviations, or extensions of the existing railways and works of the Bridgend Railway Company: (that is to say)

A deviation, commencing on the main line of the Bridgend Railway at or near to a place where the Bridgend Railway crosses Tyn-y-Park parish road in the said parish of Newcastle, and terminating on the said main line at or near to Foc-for-Fydd Railway Bridge, in the said parish of Newcastle, and being situate wholly within the said parish of Newcastle.

A deviation commencing on the said main line at or near a house in the village of Aberkenfig, in the said parish of Newcastle, in the occupation of Morgan David, and terminating in the parish of St. Bride's, on the said main line, at a point twelve chains or thereabouts north of the point where the railway crosses the boundary between the parishes of St. Bride's Minor and Coity, and being wholly within the said parishes of Newcastle and St. Bride's Minor.

A deviation commencing on the said main line at or near a place called Gwaith-yr-hairn, in the parish of Coity, in the said county, and terminating on the said main line at or near a point four chains or thereabouts north of the place where the railway crosses the parish road leading from Melinwylt to Coity, and being situate wholly within the said parish of Coity.

A deviation commencing on the said main line at or near a point four chains or thereabouts south of the last-mentioned crossing, and terminating on the said main line at or near a point twelve chains or thereabouts south of the said crossing, being situate wholly within the said parish of Coity.

A deviation commencing on the said main line at or near a point ten chains or thereabouts north of the place where the South Wales Railway crosses the said Bridgend Railway, in the parish of Coity, and terminating at a point three chains or thereabouts south of the said crossing, and being situate wholly within the said parish of Coity.

And it is intended to authorize the Bridgend Railway Company to abandon all such portions of their existing line of railway as may become useless by reason of the proposed diversions or deviations, or some of them, and to sell or dispose thereof.

And it is proposed to authorize the Llynvi Valley Railway Company or the Bridgend Railway Company, one or both of them, to construct branch railways, with all proper works and conveniences connected therewith and approaches thereto, one of such branches commencing by a junction with the main line of the Bridgend Railway at a point two chains or thereabouts north of the south corner of the garden-wall of the union workhouse in the said parish of Coity, and terminating by a junction with the South Wales Railway at or near to the goods station of the last-mentioned railway in Bridgend in the said parish, and being situate wholly within the said parish, and the other of such branches commencing by a junction with the main line of the Llynvi Valley Railway Company, at or near the railway leading to the Tondu Iron Works, in the parish of Newcastle, and terminating by a junction with the main line of the Bridgend Railway Company, at or near a point called Foce-for-fydd Bridge, in the said parish of Newcastle, and being situate wholly within the said parish of Newcastle.

And it is intended to take power to enable the Llynvi Valley Railway Company to alter the gauge of their railways, and also the gauge of the Bridgend Railways, or one of them, to a gauge of four feet eight inches and a half, and to widen and enlarge the said railways and the works connected therewith respectively, throughout the whole length and extent thereof respectively, or some portion thereof, or to construct and maintain an additional line or lines of railway adjoining thereto respectively, with all proper works and conveniences connected therewith, such proposed alterations, widening, and enlargement, or additional railway and works commencing, as to the said Llynvi Valley Railways, at or near to Blaen Llynvi Farmhouse, in the said parish of Llangonoyd, in the said county of Glamorgan, and terminating at the west side of the harbour of Porthcawl aforesaid; and as to the said Bridgend Rail-

ways, commencing at near to the toll-house in the parishes of Tythegstone and Laleston, and terminating at Bridgend, in the same county: And the said several works hereinbefore and those hereinafter described will be situated in or pass from, in, through, or into the several parishes, townships, and extra-parochial places of Llangonoyd, Llangonoyd Higher, Cwmdn, Llangonoyd Middle, Bayden, St. Bride's Minor, Ynisawdre, Newcastle, Newcastle Higher, Laleston, Laleston Higher, Tythegstone, Tythegstone Higher, Pyle and Kenfigg, Pyle, Newton Nottage, Coity, Coity Higher, and Coity Lower, or some of them, in the said county of Glamorgan.

And it is proposed by the said intended Act to authorize and empower the Llynvi Valley Railway Company or the South Wales Railway Company, or either of them, and either jointly or severally, and at their joint and several expense, to lay down and construct the railways and branch railways of the Llynvi Valley Railway Company, and of the Bridgend Railway Company, or either of them, already constructed or proposed to be constructed on the broad gauge, or to lay down an additional line or lines of railway on the broad gauge, and to make such alterations in the stations, platforms, sidings, bridges, and other accommodations between the points aforesaid, as may be necessary for the convenient working of the same on the broad gauge.

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

And it is intended to take powers to purchase, by compulsion or agreement, all lands and houses required by the Llynvi Valley Railway Company, or by the South Wales Railway Company, or both of them, for the purposes of the proposed Act, and for the alteration and enlargement or widening of the railways and branches of the Llynvi Valley Railway Company and of the Bridgend Railway Company or any part thereof, and other the objects and purposes of the proposed Act, and also to cross, alter, divert, or stop up, either temporarily or permanently, all such turnpike roads, parish roads, and other highways, bridges, streams, canals, navigable rivers, navigations, railways and tramroads within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary or expedient to cross, divert, alter, or stop up for the purposes of the said railways and works, and to deviate in the construction of the said railways from the line thereof as shown on the plans hereinafter mentioned, to the extent which shall be defined on the same.

And it is intended to use the railways, branch railways, and works of the Llynvi Valley Railway Company, and of the Bridgend Railway Company, for the passage thereon of engines and carriages propelled or drawn by steam-power, and to authorize those Companies to levy tolls, rates, and duties in respect of the conveyance of passengers, and of horses, cattle, carriages, goods, merchandise, and minerals, in carriages propelled or drawn by steam-power, and for the use of the said railways by such carriages and other tolls, rates, and duties, and to alter the existing tolls, rates, and duties, and to repeal, alter, or amend such of the provisions of the existing Acts relating to those Com-

panies as may interfere with the objects and purposes aforesaid.

And it is intended to confer upon the Llynvi Valley Railway Company further powers for the management of the port of Porth Cawl aforesaid, and to provide for the pilotage of vessels resorting to the port, and to amend the local and personal Act 47 Geo. 3 (sess. 2.) cap. 33, and to confer on the Company all or some of the powers contained in the "Harbours, Docks, and Piers Clauses Act, 1847," and to enable the Company to levy and receive tolls, rates, and rents for the landing, weighing, cramage, and stowage of goods at the wharfs, quays, and landing-places at the said port, and other tolls, rates, and rents.

And it is intended by the proposed Act to confer, vary, and extinguish exemptions from the payment of tolls, rates, rents, and duties, and other rights and privileges.

And it is intended to empower the Llynvi Valley Railway Company, the Bridgend Railway Company, and the South Wales Railway Company, one or more of them, to raise any sum or sums of money for the purposes aforesaid, or some of them, by the creation of ordinary or preference shares, or by mortgage or bond, or otherwise.

And it is intended to take powers to let on lease, sell, or transfer to or amalgamate with the South Wales Railway Company the said railway and works of the Llynvi Valley Railway Company and of the Bridgend Railway Company, or any part or parts thereof, and to let on lease, sell, or transfer to or amalgamate with the Llynvi Valley Railway Company the railway and works of the Bridgend Railway Company, and to enable the Llynvi Valley Railway Company and the Bridgend Railway Company respectively to delegate to the South Wales Railway Company the execution of all or any of the powers of their existing Acts and of the said intended Act, and to enable the Bridgend Railway Company to delegate to the Llynvi Valley Railway Company the execution of all or any of the powers of their existing Act and of the said intended Act, and to make such other arrangements between and amongst the three Companies, or any two of them, for the working or using of the said Llynvi Valley Railway and Bridgend Railway, or either of them, by the South Wales Railway Company, or by the Llynvi Valley Railway Company, as may be thought expedient, and to enable the said South Wales Railway Company to purchase, lease, or work the railways and works of the Llynvi Valley Railway Company and of the Bridgend Railway Company, or either of them, and to construct or join in subscribing towards the constructing, altering, or widening of the said railways and works, or any part or parts thereof, and to raise any sums or sum of money for such last-mentioned purposes, and to give similar powers to the Llynvi Valley Railway Company as regards the railways and works of the Bridgend Railway Company, and to enable the three Companies, or any two of them, to enter into such other arrangements for working, using, or leasing, or selling or amalgamating the said railways and works, as may be deemed necessary.

And it is intended to amend, extend, enlarge, or if need be to wholly or partially repeal the provisions contained in the following Acts relating to the Llynvi Railway Company: (that is to say) 6th Geo. IV. cap. 104; 10 Geo. IV. cap. 38; 3rd Vict. cap. 70; 9th & 10th Vict. cap. 353; 10th & 11th Vict. cap. 79; 10th & 11th Vict. cap. 295; and 14th & 15th Vict. cap. 125; and the following Acts relating to the South Wales Railway Company: (that is to say) "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," and "The South Wales Railway Act, 1852," and the Act, local and personal, relating to the Bridgend Railway Company, 9th Geo. IV. cap. 92.

And notice is further given, that on or before the 30th day of November instant, a published map with the line of the proposed railways and deviations delineated thereon, together with plans and sections (in duplicate) of the proposed railways and works, with a book of reference to such plans (such map, plans, sections, and book of reference respectively, containing such particulars as are required by the standing orders of either House of Parliament), 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 Glamorgan, at his office at Cardiff, in the same county, and on or before the said 30th day of November, so much of the said plans, sections, and book of reference as may relate to any parish or extra-parochial place in or through which the said works are intended to be made, maintained, varied, extended, or enlarged, together with a copy of this notice as published in the London Gazette, will be deposited in the case of a parish, with the parish clerk of each such parish at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

And notice is also given, that on or before the 31st day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 1st day of November 1852.

Tilson, Clarke, & Morice,

29, Coleman-street, London.

IN PARLIAMENT.—Session 1853.

Warrington and Altrincham Junction Railway.

Deviation and Branches at Warrington;—Station at Manchester;—Running Powers over Manchester South Junction and Altrincham, Birkenhead, Lancashire, and Cheshire Junction, and Shrewsbury and Chester Railways.

THE Warrington and Altrincham Junction Railway Company intend to apply to Parliament in the session of 1853, for leave to introduce a Bill, which will contain the following, or some of the following, among other powers:—

1st.—To abandon the branch railway authorized by the twenty-first section of "The Warrington and Altrincham Junction Railway Act, 1851," and therein described as commencing in the parish of Latchford, in Cheshire, and terminating by a junction with the Birkenhead, Lancashire, and Cheshire Junction Railway, in the township of Lower Walton, in Cheshire; and to construct, instead of the branch so abandoned, a new branch railway, with all necessary stations, approaches, and works, commencing by a junction in the township and parish of Warrington, in Lancashire, with the authorized main line of the Warrington and Altrincham Junction Railway, at the commencement thereof, in a field lately belonging to John Wilson Patten, Esquire, passing through Warrington, in Lancashire, Lower Walton, in the parish of Runcorn, in Cheshire, and terminating by a junction with the Birkenhead, Lancashire, and Cheshire Junction Railway, at, or near to, the bridge which carries that railway over the public road intersecting Morley Common, in the said township of Lower Walton.

Together with a short branch railway, in Lower

Walton aforesaid, commencing by a junction with the branch railway before described, near the point where that branch crosses the canal belonging to the Mersey and Irwell Navigation Company, and on the southern side of that canal, and terminating by a junction with the branch railway authorized by the fifth section of "The Shrewsbury and Chester Railway (Norton and Walton Branches) Act, 1852," and therein described as being entirely in Lower Walton aforesaid.

To purchase lands and houses, compulsorily, for the purpose of the said new branch railways and works; and to extinguish any rights or privileges which may interfere therewith; and to levy tolls, rates, and duties, for the use thereof; and for this and other purposes, to amend and extend the powers of the said Act.

2nd.—To purchase, compulsorily or otherwise, the lands and other property, situate in the township and parish of Manchester, in Lancashire, which are bounded on the north in part by Granby Row and in other part by property of Hannah Johnson, James Johnson, and the trustees of the late James Woodworth; on the east by Zara-street; on the south by the railway and other property of the Manchester South Junction and Altrincham Railway Company; and on the west in part by Brook-street and in other part by property of the said Hannah Johnson, James Johnson, and the trustees of the late James Woodworth, for the purpose of constructing thereon a station, with all needful approaches and works, in connexion and communication with the Manchester South Junction and Altrincham Railway, at Manchester, and to impose rates and duties for the use of the said station, approaches and works; and to extinguish any rights and privileges which may interfere with the acquisition of the said property, or the construction of the said station and works.

3rd.—To use, with engines and carriages, the Manchester South Junction and Altrincham Railway, the Birkenhead, Lancashire, and Cheshire Junction Railway, and the Shrewsbury and Chester Railway, and the stations, approaches, sidings, watering places, and works, connected with those railways, upon conditions to be stated in the Bill; and to grant to those Companies similar powers over the undertaking of the Warrington and Altrincham Junction Railway Company; and to confirm an agreement made between the last-named Company and the Shrewsbury and Chester Railway Company for the interchange of such running powers; and, for the purpose of such powers, to extend and amend the Acts of Parliament relating to all the said Companies; namely, the following Acts relating to the Shrewsbury and Chester Railway Company—7th and 8th Victoria, cap. 99—8th and 9th Victoria, cap. 42—8th and 9th Victoria, cap. 115—9th and 10th Victoria, cap. 250—9th and 10th Victoria, cap. 251—9th and 10th Victoria, cap. 274—9th and 10th Victoria, cap. 275—10th and 11th Victoria, cap. 144—12th and 13th Victoria, cap. 55—14th and 15th Victoria, cap. 131—15th and 16th Victoria, cap. 146;—the Act 15th and 16th Victoria, cap. 167, relating to the Birkenhead, Lancashire, and Cheshire Junction Railway Company; and the Acts 8th and 9th Victoria, cap. 111—10th and 11th Victoria, cap. 73—and 11th and 12th Victoria, cap. 58, relating to the Manchester South Junction and Altrincham Railway Company.

A plan and section of the intended branch railways, and a plan of the land intended to be taken for the said station at Manchester, with books of reference to those plans, published maps showing the branch railways and the position of the station, and a copy of this notice, will be deposited before

the first day of December next, at the office of the Clerk of the Peace for Cheshire, at Chester, and at the office of the Clerk of the Peace for Lancashire, at Preston. Copies of so much of the plans, sections, and books of reference, as relates to each parish in which any works are to be made, will, before the same day, be deposited, together with a copy of this notice, at the residence of the parish clerk of that parish; and a copy of the plan and book of reference relating to the station at Manchester, together with a published map showing its position, will, before the same day, be deposited in the office of the town clerk of Manchester, at Manchester.

Copies of the intended Bill will be deposited before the first day of January 1853 in the Private Bill Office of the House of Commons.

Dated the tenth day of November 1852.

John and Edward Whitley,

Liverpool, Solicitors for the Bill.

Whittle Dean (Newcastle-upon-Tyne) Water-works.

Extension of Works and Limits of Districts to be Supplied. Increase of Capital, and Amendment of 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, and enlarge the powers and provisions of an Act, passed in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty Queen Victoria, intituled "An Act for supplying the borough and county of Newcastle-upon-Tyne, and the borough of Gateshead, in the county of Durham, and the neighbourhoods thereof, with water, from Whittle Dean, in the parish of Ovingham, and other places in Northumberland," or to repeal the said Act, and grant further and more effectual powers to the Whittle Dean Water Company instead thereof.

And in the said Bill power will be applied for to enable the said Company to make or maintain the following works, or some part or parts thereof; that is to say:—

A reservoir on the north side of the Newcastle and Carlisle Turnpike-road, and on the western side of Harlow Hill, in the townships of Harlow Hill and Welton, in the parish of Ovingham, and the township of Nesbit, in the parish of Stamfordham, or some of them, in the county of Northumberland.

An aqueduct or conduit, with culverts or driftways, feeders, and other works connected therewith, and on the line thereof, commencing in or near a certain field in the township of East Matfen, in the parish of Stamfordham, in the said county of Northumberland, belonging to John Clayton, Esquire, and in the occupation of Silas Angus, passing from, through, and into the several parishes, townships, and extra-parochial places of Stamfordham, Ovingham, East Matfen, Hawkwell, Ouston, Nesbit, Harlow Hill, and Welton, or some of them, in the said county of Northumberland, and terminating at or near the north-eastern corner of the northern subsiding reservoir belonging to the Whittle Dean Water Company, in the townships of Welton and Harlow Hill, or one of them, and parish of Ovingham, in the said county of Northumberland, and communicating therewith, and with the said first-mentioned reservoir.

And it is intended by the said Bill to enable the Whittle Dean Water Company, incorporated by the said 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 apply such new capital, and also any capital raised or authorized 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 it is intended to extend the limits within which the said Company may supply water, and to authorize the said Company to supply with water the inhabitants of the several parishes of Newburn, Long Benton, and Wallsend, in the county of Northumberland, and the chapelry of Heworth, otherwise Nether Heworth, in the parish of Jarrow, and the parishes of Wickham, Winlaton, and Ryton, in the county of Durham, 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 purchase or take on lease any lands, tenements, and hereditaments, and to alter or divert 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 purposes of the aforesaid works; and also to vary or extinguish any existing rights or privileges which would in any way impede or interfere with the maintenance or use of the aforesaid works, or the supply of water to the works of the Company, or within the extended limits, and also for power to levy rates for the supply of water within the said 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 and sections, showing the line and situation and levels of the said works, and describing the lands in or through which the same will be made or maintained, with books of reference to such plans, and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Northumberland, at Newcastle-upon-Tyne; and that on or before the said 30th 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 reservoir, aqueduct, and works are intended to be made or maintained, with a copy of the Gazette notice, will be deposited with the parish clerk of each such parish, at his residence.

Printed copies of such Bill will, on or before the 31st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 1st day of November 1852.

Stable and Dees, Solicitors to the Bill.

South Staffordshire Waterworks Company.

(Incorporation of Company; Construction of Works; Supply of Water; 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 making and maintaining Waterworks for the better supplying with water the several cities, boroughs, parishes, and places following (that is to say):—The city and county of the city of Lichfield, and that part of the parish of St. Michael, Lichfield, which lies in the county of Stafford; the borough of Walsall, the foreign of Walsall, Wednesbury, Darlaston, the borough and parish of Wolverhampton, and the several townships and places in such parish; the parish of Sedgley, and the several villages or townships in such last-mentioned parish; Tipton, Westbromwich, and Rowley Regis, all in the county of Stafford; and Dudley, and Oldbury, in the parish of Halesowen, in the

county of Worcester; and for this purpose to incorporate a Company with all necessary powers, and enable them to break up streets and roads within the said districts to be supplied with water, and to lay down pipes therein. And it is also proposed by the said intended Bill, to authorise the said Company to make and construct a reservoir or reservoirs in the township of Elmhurst, otherwise Curborough and Elmhurst, otherwise Curborough, in the parish of St. Chad, Lichfield, in the city and county of the city of Lichfield, and in the county of Stafford, or one of them, and in the parish of Longdon, in the county of Stafford, or one of them, at or near to a place in the said parishes, or one of them, called Secdy Mill, and there to take, divert, intercept, impound, and use, for the purpose of the said undertaking, and of the said intended Act, the waters, or some part thereof, now flowing down to the said Mill, and there forming the Bourne Brook and the tributaries of such brook. And also another reservoir or reservoirs, in the township of Elmhurst, otherwise Curborough and Elmhurst, otherwise Curborough, in the parish of St. Chad, Lichfield, in the county of Stafford, and in the city and county of the city of Lichfield, or one of them, and in that part of the parish of St. Michael, Lichfield, which lies in the city and county of the city of Lichfield, or in one of such townships or parishes at or near to a place in the said parishes and townships, or one of them, called Pones Mill, and there to take, divert, intercept, impound, and use for the purpose of the said undertaking, and of the said intended Act, the waters or some part of the waters now flowing down to the said last-mentioned Mill, and there forming a stream, and from thence running into the river Trent and the tributaries of such last-mentioned stream; also to take, divert, intercept, impound, and use for the purpose of the said undertaking, and of the said intended Act, a certain other stream of water called Stich Brook, in the said parish of St. Chad, Lichfield, in the county of Stafford, at or near to the place in the said parish where the said last-mentioned brook flows under the line of the Trent Valley Railway; also to take, divert, intercept, impound, and use for the purposes of the said undertaking, and of the said intended Act, all such waters as may be found or intercepted in the construction of the works intended to be authorized by the said Act, and all which several streams and waters now flow directly or derivatively into the river Trent. And it is also proposed by the said intended Bill to authorize the said Company to make and construct a reservoir or reservoirs at or near to each of the five places next hereinafter named, that is to say:—1, at or near Barrow Cop Hill, in that part of the parish of St. Michael, Lichfield, which lies in the city and county of the city of Lichfield; 2, at or near to the place in the parishes, townships, or extra-parochial places of Ogley Hay, Norton, otherwise Norton Canes, otherwise Norton-under-Cannock, and Little Wyrley, or some or one of them, in the said county of Stafford, where the turnpike-road called the Old Chester Road crosses the South Staffordshire Railway; 3, at or near to a place called the Moat, in the parishes of Walsall and the foreign of Walsall, or one of them, in the county of Stafford; 4, at or near to Church Hill, in the parish of Wednesbury, in the county of Stafford; and 5, at or near to the place in the parish of Tipton, in the county of Stafford, where the Birmingham Canal Navigation crosses the South Staffordshire Railway, near to the Dudley Port station of the said railway.

And also to make and maintain the aqueducts or main-pipes following, that is to say:

First—An aqueduct or main-pipe from the said intended first-mentioned reservoir, at or near to

Seedy Mill aforesaid, to the said intended reservoir at or near Pones Mill aforesaid:

Secondly—An aqueduct or main-pipe from the said last-mentioned reservoir to the said intended reservoir, at or near to Barrow Cop Hill aforesaid:

Thirdly—An aqueduct or main-pipe from the said last-mentioned reservoir to the said intended reservoir, at or near to the Moat, near Walsall aforesaid:

Fourthly—An aqueduct or main-pipe from the said last-mentioned reservoir to the said intended reservoir, at or near to the Church Hill, in Wednesbury aforesaid:

Fifthly—An aqueduct or main-pipe from the said last-mentioned reservoir to the said intended reservoir, in the parish of Tipton, near to the Dudley Port Station of the South Staffordshire Railway.

And sixthly—An aqueduct or main-pipe from the said last-mentioned reservoir to and terminating at a point in the turnpike-road leading from Birmingham through Westbromwich to Dudley, near to the place in the parish of Tipton, in the county of Stafford, where the said turnpike-road passes under the Birmingham Canal Navigation. And it is also proposed by the said intended Bill, to authorize the said Company to make a cut or drain from the place near St. Chad's church, in the parish of St. Chad, in the city and county of the city of Lichfield, to the point in the parish of St. Chad, in the county of Stafford, where the water flowing from Pones Mill passes under the Trent Valley Railway; and to intercept and divert into such cut or drain all sewers and drains which now flow or empty themselves into the streams or waters hereinbefore mentioned, near to Saint Chad's Church aforesaid, or any of them. And notice is hereby further given, that the said several reservoirs, aqueducts, cuts, and other works, hereinbefore mentioned or described, are intended to be made and maintained from, in, through, or into the several parishes, townships, or extra-parochial places following, or some of them; that is to say: Longdon, Brook Hay, Ashton, Abbot's Bromley, King's Bromley, Alrewas, Fradley, Whittington, Lichfield, the Close Lichfield, Saint Mary's Lichfield, Saint Michael's Lichfield, Saint Chad Lichfield, Stowe Lichfield, Street Hay, Elmhurst, Curborough, Elmhurst and Curborough, Aldershawe, Orgreave, Stich, Pipe Hill, Pipe-cum-Membris, Wall, Burnt Wood, Hammerwich, Ogley Hay, Cannock, Norton otherwise Norton Caines, otherwise Norton-under-Cannock, Little Wyrley, Shenstone, Rushall, Walsall, Foreign of Walsall, Borough of Walsall, Bloxwich, Great Bloxwich, Little Bloxwich, Wolverhampton, Pelsall, Willenhall, Wednesbury, Tipton, Westbromwich, all in the county of Stafford; Lichfield, the Close Lichfield, Saint Chad Lichfield, Stowe Lichfield, Street Hay, Elmhurst, Curborough, Elmhurst and Curborough, Aldershawe, Saint Michael Lichfield, Pipe Hill, Wall, and Hammerwich, in the city and county of the city of Lichfield.

And it is also intended to apply for the powers usually conferred for the compulsory purchase of lands, houses, and other property to be described upon the plans hereinafter mentioned, and also to vary or extinguish any existing rights or privileges which would in any way impede or interfere with the construction of the said works or the supply of water within the said proposed limits, and whether the same be enjoyed by any corporation, company, or person, under any Act of Parliament, charter, letters-patent, or otherwise; and also for power to levy rates for the supply of water within the said intended limits, and to confer, vary, and extinguish exemptions from payment of rates, and to authorise the said intended Company to hold and

purchase by agreement other lands, springs, and streams.

And it is also intended to authorize the said Company to contract and agree with any commissioners, corporation, company, or persons, either for a supply of water in bulk for public or other purposes, or for the purchase of works or water or otherwise, and to authorize such commissioners, corporation, company, or person to enter into any such contract or agreement, and to effect the sale of such works or water or otherwise.

And also to contract with the corporation of the city of Lichfield for the permanent diversion to a point below Pones Mill aforesaid, of all sewers and drains within the said city, which now discharge themselves into the waters flowing to the said mill at any point or points above such mill, and the reservoir or reservoirs intended to be formed there.

And notice is hereby also given, that duplicate plans and sections, shewing the line and levels of the proposed new works and the lands to be taken 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, and also 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 at the office of the clerk of the peace for the county of Stafford, at Stafford, in the same county; and at the office of the clerk of the peace for the county of the city of Lichfield, at Lichfield; and that on or before the said thirtieth day of November instant, a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes or extra-parochial places, 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, and in the case of extra-parochial places, with the parish clerk of some parish adjoining thereto, at his residence; and on or before the thirty-first day of December next, printed copies of the proposed bill will be deposited in the Private Bill Office of the House of Commons.

And it is intended to authorize the said intended Company to carry their aqueducts or conduit pipes along any lines of railway or canal, and to treat with and agree with the London and North-Western Railway Company and the South Staffordshire Railway Company respectively, and with the lessee or lessees of the said last-mentioned Company, and with the Company of Proprietors of the Birmingham Canal Navigations, as to the payments to be made for the passage of such aqueducts or conduit pipes of the said intended Company along the lands of the said Railway or Canal Companies respectively, or lines of Railway or banks thereof, or along the banks of the Canal respectively, in the several townships, parishes, and extra-parochial places aforesaid, or any of them, and to authorize such respective Companies to enter into agreements with reference thereto. And it is intended, if needful, to amend and enlarge the powers and provisions of the Acts relating to the London and North-Western Railway Company and the Trent Valley Line of such Company; the Acts relating to the Birmingham Canal Navigations, and also the Acts relating to the South Staffordshire Railway Company, namely,—The South Staffordshire Railway Act, 1846; The Trent Valley, Midlands, and Grand Junction Railway Act, 1846; The South Staffordshire Junction Railway Act, 1846; The South Staffordshire Railway Act, 1847; The South Staffordshire Railway Leasing Act, 1850; and the South Staffordshire Leasing Act, 14th and 15th Victoria,

cap. 94; and also to enable the Company to be incorporated to purchase or take on lease the undertakings of the Dudley Waterworks and Wolverhampton Waterworks Companies, or either of them, and to enable such respective Companies to grant such lease or make such sale, and to amalgamate with the said intended Company; and for the purposes aforesaid it is intended to apply for powers to amend or repeal an Act passed in the fourth year of the reign of His late Majesty King William the Fourth, intituled "An Act for the better supplying the Borough of Dudley, in the county of Worcester, and the neighbourhood thereof, with water;" The Bilston Improvement Act, 1850; The Dudley Waterworks Amendment Act, 1851; The Wolverhampton Waterworks Act, 1845; and the Wolverhampton Waterworks Amendment Act, 1850, and to dissolve the Company or Companies whose undertaking shall be purchased or amalgamated.

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

Bourne and Wainwright, Dudley,
Solicitors for the Bill.

The Portsmouth Railway.

(Incorporation of Company for making a Railway from Havant to Godalming, with an Extension from Godalming to Shalford; Dissolution of The Direct London and Portsmouth Railway Company, and Repeal of that Company's Acts of 1845 and 1847; and Running Powers over existing Railways from Havant to Portsmouth.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to make and maintain a railway or railways with all proper works and conveniences connected therewith, and approaches thereto, respectively (that is to say):

First. A railway commencing by a junction with the line of the London, Brighton, and South Coast Railway (Portsmouth and Chichester Branch), at or near the Havant station on the said last-mentioned railway, in the parishes of Havant and Warblington, or one of them, in the county of Southampton, and terminating by a junction with the London and South Western Railway at or near to the Godalming station of the said last-mentioned railway, in the parish of Godalming, in the county of Surrey, such proposed railway passing from, through, or into or being situate within the several parishes, townships, and extra-parochial places following, or some of them (that is to say): Havant, Brockhampton, Emsworth, Farlington, Bedhampton, Warblington, Mid Leigh, West Leigh, East Leigh, Rowlands Castle, East Meon, Forest of Bere, Wellsworth, Finchdean otherwise Dean, Dean Lane End, Blendworth, Idsworth, Ditcham, Catherington, Chalton, Clanfield, Buriton, Nursted, Weston, Steep, Tithing of Sheet, Petersfield, Liss, Liss Turney, Liss Abbas; Priors Dean, Thorpe, Froxfield, Rogate-Bohunt, Headley, Greatham, Empshott, Hawkley, Liphook, Liss, and Bramshott, all in the county of Southampton; Trotton, Rogate, Trotton cum Tuxlith, Rogate-Bohunt, Bramshot, North Marden, Westbourne, Racton, Up Marden, Compton, Harting, Dean Lane End, Finch Dean otherwise Dean, Walderton, Stoughton, Stanstead, Milland, Farnhurst, and Linchmere, or some of them, in the county of Sussex; and Frensham, Thursley, Haslemere, Chiddingfold, Witley, Pitfold, Churt, Hambleton, Mousehill, Milford, Elsted, Pepperharrow, Puttenham, Hascombe, Upper Eashing, Lower Eashing, Tewsley, Laborn, Dunsfold, Compton, Godalming, Godalming Town, and the

Tithing of Godalming, or some of them, in the county of Surrey:

Second. A railway commencing by a junction with the said last-mentioned intended railway at or near to the Godalming station of the London and South Western Railway, and terminating by a junction with the Reading, Guildford, and Reigate Railway, now the South Eastern Railway, in the parish of Shalford, in the county of Surrey, at or near the point where the said last-mentioned railway crosses the River Wey, such proposed railway passing from, through, or into, or being situate within the several parishes, townships, and extra-parochial places following, or some of them (that is to say): Godalming, Saint Nicholas Guildford, Compton, Dunsfold, Laborn, Saint Mary the Virgin Guildford, Tewsley, Upper Eashing, Lower Eashing, Chllworth, Saint Martha on the Hill, Merrow, East Clandon, West Clandon, West Horsley, East Horsley, Ockham, Farncombe, Eslington otherwise Eslington, Artingdon otherwise Artington, Bramley, Albury, Wonerish, Cranley, Ewhurst, Gomershall otherwise Gomshall, and Shalford, all in the county of Surrey:

And it is proposed by such intended Act to incorporate a company for the purpose of carrying into effect the said intended railways, approaches, and works, or some of them, or some part or parts thereof, and to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes of the railways, approaches, 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, approaches, 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, cauals, 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, approaches, and works; and also to levy tolls, rates, and charges for and in respect of the use of the said intended railways, approaches, and works, and to grant exemptions from such tolls, rates, and charges:

And notice is hereby further given, that duplicate 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, and a published map, with the lines of the proposed railways and works delineated thereon, will be deposited, on or before the thirtieth day of November in the present year, with the clerks of the peace for the counties of Surrey, Sussex, and Southampton, at their respective offices at Lambeth, Lewes, and Winchester, 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 this 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 notice is hereby also given, that it is proposed to empower the company so to be incorporated, to use, with their engines and carriages, and upon payment of such tolls, and generally upon such terms and conditions as may be enacted by Parliament, the line or lines of railway, stations, and conveniences connected therewith, situated between the commencement of the said intended railway at or near Havant aforesaid, and Portsea

or the town of Portsmouth, and belonging respectively to the London, Brighton, and South Coast Railway Company, and the London and South Western Railway Company, or one of them :

And notice is also hereby given, that it is proposed in and by the said intended Act to alter and amend, or to repeal, some of the powers and provisions of the following Acts of Parliament, or some of them, and to alter the tolls, rates, or duties leviable under the said Acts, or some of them (that is to say) : Acts relating to the London and South Western Railway Company, namely, (local and personal,) 4 & 5 Will. IV. cap. 88 ; 1 Vic. cap. 71 ; 2 Vic. cap. 28 ; 4 Vic. cap. 1 ; 4 & 5 Vic. cap. 39 ; 7 Vic. cap. 5 ; 7 & 8 Vic. caps. 63 and 86 : 8 & 9 Vic. caps. 86, 93, 121, 165, 185 ; 9 & 10 Vic. caps. 129, 131, 173, 175, 174, 252, 370, and 391 ; 10 & 11 Vic. caps. 57, 58, 88, 96, 97, 115, 145, 243, 244, 249, and 297 : 11 & 12 Vic. caps. 75, 85, 87, 89, 125, 157, 33 and 34 ; Acts relating to the London, Brighton, and South Coast Railway Company, namely, (local and personal,) 5 Will. IV. cap. 10 ; 6 & 7 Will. IV. cap. 121 ; 7 Will. IV. and 1 Vic. cap. 119 ; 1 Vic. cap. 20 ; 2 Vic. cap. 18 ; 3 & 4 Vic. cap. 129 ; 6 Vic. cap. 27 ; 6 & 7 Vic. cap. 62 ; 7 & 8 Vic. cap. 67 ; 7 & 8 Vic. cap. 91 ; 7 & 8 Vic. caps. 92 & 97 ; 8 & 9 Vic. cap. 52 ; 8 & 9 Vic. cap. 113 ; 8 & 9 Vic. cap. 196 ; 8 & 9 Vic. caps. 199 & 200 ; 9 Vic. caps. 54, 63, 68, and 69 ; 9 & 10 Vic. caps. 234, 281, and 283 ; 10 & 11 Vic. cap. 244 ; 10 & 11 Vic. cap. 276, and 11 & 12 Vic. cap. 136.

And it is proposed in and by the said intended Act to repeal "The Direct London and Portsmouth Railway Act, 1845," and "The Direct London and Portsmouth Railway Act, 1847, and to dissolve the Direct London and Portsmouth Railway Company, upon such terms and conditions as shall be enacted by Parliament.

And notice is hereby also given, that on or before the 31st day of December next printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 3rd day of November, 1852.

R. & W. G. Roy,
37, Great George Street, Westminster.

West Harptry Road.

(Continuation of Term, Repeal or Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the present session, for an Act to continue and extend the term, and to alter, amend, and enlarge some of the powers and provisions of an Act passed in the 33rd year of the reign of His Majesty King George the Third, intituled "An Act for making, amending, diverting, and widening the roads leading from West Harptry to the Bath and Wells turnpike road at Marksbury, and from Stowey to Chew Magna, and from West Harptry to the Bath turnpike road at Emborow, and from West Harptry to Fore Cross in the parish of Churchill, and from West Harptry to the Blue Bowl Inn in Compton Martin, and from Berrington to the town of Wrington, and from the Nine Elms at North Widcombe to Coley, in the county of Somerset ;" and another Act, passed in the 54th year of the reign of His said Majesty, intituled "An Act for enlarging the term and powers of an Act of His present Majesty, for repairing the roads from West Harptry to the Bath and Wells Turnpike roads, and other roads therein mentioned, in the county of Somerset, and for repairing

certain other roads to communicate therewith," or to repeal the said Acts, and to grant further, better, and more effectual powers and provisions in lieu thereof ; and in the said Act, powers will be applied for repairing certain other roads to communicate with the said roads, to levy and collect tolls upon the said roads, to alter or vary the tolls authorized to be taken by the said Acts, or which can now be collected upon the said roads, to confer, vary, and extinguish exemptions from payment of tolls, to alter the application of the money arising from such tolls, and to confer, vary, or extinguish other rights or privileges.

And provision is also intended to be made in the said Act with reference to the payment of the interest and principal of the debts due and owing upon the credit of the tolls collected upon the said roads, and for altering the rate of interest now payable, and for fixing the rate of interest to be hereafter paid, in respect of such debts, or the proportion of the tolls to be applied in payment of interest and principal, and for making other arrangements with respect to the existing debts, and with respect to the liquidation or extinguishment of any arrears of interest thereon, and of other charges and liabilities upon the said roads, and with respect to the ordering, arranging, and confirming the securities of the creditors upon the tolls authorized to be collected upon the said roads, and other matters, as Parliament may deem proper or necessary.

And notice is hereby also given, that printed copies of the proposed Bill will be deposited on or before the thirty-first day of December next in the Private Bill Office of the House of Commons.

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

Michael Marshall, Solicitor.
Walmisley and Son, Parliamentary Agents.

Nottingham Gas.

(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 amend and enlarge the powers and provisions of an Act, passed in the session of Parliament held in the 5th and 6th years of the reign of Her present Majesty Queen Victoria, intituled "An Act for granting more effectual powers for lighting with gas the town of Nottingham, and several parishes and places adjacent thereto ;" also of an Act, intituled "The Nottingham Gas Amendment Act, 1849," or to repeal the said Acts, and grant further and other powers instead thereof ; and to consolidate the powers and provisions of such Acts and of the intended Bill into one Act, and in such Bill provision is intended to be made to enable the Nottingham Gas Light and Coke Company to raise further sums of money by shares, and to borrow further sums of money on mortgage or bond ; and it is also intended to make further provisions for the regulation and augmentation of the capital of the Company ; and also to incorporate, if needful, with the Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845 ;" "The Gas Works Clauses Act, 1847 ;" and such other of the Consolidation Acts as may be necessary or expedient. Printed copies of such Bill will, on or before the 31st day of December next, be deposited in the Private Bill Office of the House of Commons.—Dated this 1st day of November 1852.

Wm. Hurst, Clerk to the Company.

The Wandle Water and Sewerage Company.

(For the supply of Water to the Metropolis south of the Thames, at Constant and High Service.)

Notice is hereby given, that application is intended to be made to Parliament, in the ensuing session for an Act to incorporate a Company for supplying with water the inhabitants of, and premises within, the boroughs, districts, parishes, and places following, or of or within some of them, or some parts of them; that is to say: the parishes, hamlets, districts, or places of Wandsworth, otherwise All Saints Wandsworth, Putney, otherwise Saint Mary Putney, Roehampton, Barnes, otherwise Saint Mary Barnes, Mortlake, East Sheen, Kew, Richmond, Petersham, Battersea, Saint Mary Battersea, Hamlet of Penge, Clapham, Holy Trinity Clapham, Streatham, Saint Leonard Streatham, Upper Tooting, Lambeth, otherwise Saint Mary Lambeth, Saint Matthew Brixton, Saint Mark Kennington, the district of Lambeth Church, including Lambeth Palace, Saint Luke Norwood, Saint John Waterloo, Vauxhall, Nine Elms Vauxhall, Saint Mary Newington Butts, the districts of Saint Mary, Saint Peter, and the Holy Trinity, Newington, Bermondsey, Saint Mary Magdalen Bermondsey, Saint James, otherwise Saint John Bermondsey, Saint Giles Camberwell, the Hamlet of Dulwich, East Dulwich, Saint George Camberwell, Peckham, Saint Paul Deptford, the Hamlet of Hatcham, Walworth, Saint Peter Walworth, Rotherhithe, otherwise Saint Mary Rotherhithe, otherwise Redriffe, Merton otherwise Saint Mary Merton, Morden otherwise Morden, Saint Lawrence Morden, Mitcham, Saint Peter and Saint Paul Mitcham, Tooting, Lower Tooting, Balham Hill, Knight's Hill, Tooting-Graveney, otherwise Saint Nicholas Tooting-Graveney, Wimbledon otherwise Wimbledon, Saint Mary Wimbledon, Croydon, All Saints Norwood, Saint George the Martyr Southwark, Christchurch, Saint John Horsleydown, Saint Saviour, otherwise Saint Mary Overy, Saint Thomas, the Clink Liberty, and Saint Olave, all in the county of Surrey, and such parts of the boroughs of Southwark and Lambeth, in the same county, as are not included within the before-mentioned parishes, hamlets, districts, and places, and to confer on such Company such powers, authorities, rights, and privileges, as may be necessary for the purpose aforesaid.

And it is also proposed by the said Act, to authorize the Company, thereby to be incorporated, to raise the capital required for the purposes of such Company, and also to borrow certain sums of money in manner to be provided by the said Act, and for the purposes of such supply, to construct and maintain, or do the works, matters, and things following, or some of them; that is to say: to construct and maintain at or near to the river Wandle a reservoir or reservoirs, with all proper engines, filtering-beds, weirs, sluices, buildings, and other works at, upon, or near to the lands, waters and other property near to and immediately adjoining, and to the west side of the said river Wandle, and of the work or mill called or known as the "Town Mill" or "Upper Mill," and of the water or work thereto pertaining, and called or known as the "Town or Upper Mill Head," and which said work or mill and water or mill head and land are now or were lately in the occupation of Messrs. James Watney and William Henry Wells, and of Mr. Richard Bell, and are situate in the parish of Wandsworth, otherwise All Saints Wandsworth, in the county of Surrey, and to take and divert into the said reservoir or reservoirs and filtering beds, the waters of the river Wandle, or some part thereof, from a point thereon, at or near the said "Town Mill," or "Upper Mill," and the said waters or works called or known as the "Town or

Upper Mill Head," and to the west side thereof, and to construct or lay down, and maintain certain cuts, canals, or pipes, between the said river at the point last mentioned, and the said intended reservoir or reservoirs, and filtering beds, all which reservoir or reservoirs, engines, filtering-beds, weirs, sluices, buildings, cuts, canals, or pipes, and other works, are intended to be made, laid, and maintained in the said parish of Wandsworth, otherwise All Saints Wandsworth, in the county of Surrey; and which waters to be taken and diverted as aforesaid now flow into the river Thames in the said last-mentioned parish, at the confluence of the said river Wandle with the Thames.

Also to construct, and lay down, and maintain a cut, aqueduct, or pipe-track, or cuts, aqueducts, and pipe-tracks, with all proper bridges, conduits, tunnels, mains, pipes, works, and conveniences from and between the said intended reservoir or reservoirs, and filtering-beds, in the said parish of Wandsworth, otherwise All Saints Wandsworth, to Wimbledon Common and Putney Heath, or one of them, in the parishes of Wandsworth and Putney, or one of them, in the said county, at or near to a part of such common, situate at or about four hundred yards to the north of a certain work or mill or windmill called or known as the "Wimbledon Common Mill," and upon such part of the said common or heath, to construct and maintain a reservoir or reservoirs, with all proper engines, buildings, filtering-beds, and other works connected therewith.

And also to construct, lay down, and maintain a main cut, aqueduct, or pipe-track, with all proper mains, pipes, bridges, conduits, tunnels, works, and conveniences, connected therewith, from the said intended reservoir or reservoirs and filtering-beds in the parish of Wandsworth, otherwise All Saints Wandsworth, and on Wimbledon Common and Putney Heath respectively, or one of them, to a meadow or grass field in the parish of Saint Giles, Camberwell, adjoining or near to a road-way or lane, called or known as "Wood Lane," and on the north side thereof, and now or lately in the occupation of Mr. Peter Armstrong; also another cut, aqueduct or pipe-track, with all proper mains, bridges, conduits, tunnels, works and conveniences connected therewith, diverging from the said last above-described main cut, aqueduct, or pipe-track, at a point about forty yards from and to the west of the church called "Kennington New Church," or St. Mark Kennington, in the parish of Lambeth, and terminating in a meadow or grass field situate in the district of All Saints, in the parish of Croydon, and being at or about one hundred and forty yards to the north-east of the church of All Saints, in the parish of Croydon aforesaid, and now or lately in the occupation of William Wood; and also another cut, aqueduct, or pipe-track, with all proper mains, bridges, conduits, tunnels, and conveniences connected therewith, diverging from and out of the cut, aqueduct, or pipe-track last mentioned, at or near to a road-way, lane, or street in the parish of Saint Mary Lambeth, called "York Road," and terminating in certain grass land in the said parish, surrounded by a road-way, lane, or street, called or known as "The Royal Circus," in the said parish of St. Mary Lambeth, now in the occupation of James Green, and upon and near to the said several meadows or grass fields or lands above described, respectively, or some or one of them, to construct and maintain a reservoir or reservoirs, with all proper engines, buildings, filtering beds, and other works and conveniences connected therewith; also to construct, lay down, and maintain another cut, aqueduct, or pipe-track, with all proper works and conveniences connected therewith, diverging from the cut, aqueduct, or pipe-track last above described, at a point about one hundred yards to the west of

Camberwell Green, in the parish of Saint Giles Camberwell, and terminating by a junction with the cut, aqueduct, or pipe-track, also above described as terminating in the meadow or grass field in the occupation of Mr. Peter Armstrong, at a point on or near High-street, Peckham, and about one hundred yards from the west corner of Rye-lane, in the parish of Saint Giles Camberwell; which several cuts, aqueducts, or pipe-tracks, mains, bridges, conduits, tunnels, reservoirs, filtering beds, and other works and conveniences, are intended to be made, laid down, and maintained, or will pass from, in, through, or into the parishes and extra-parochial and other places following in the said county of Surrey, or some of them; that is to say: Wimbledon, otherwise Wimbleton, Saint Mary Wimbledon, Putney, Saint Mary Putney, Wandsworth, otherwise All Saints Wandsworth, Battersea, Saint Mary Battersea, Clapham, Holy Trinity Clapham, Kennington, Lambeth, otherwise Saint Mary Lambeth, the district of Lambeth Church including Lambeth Palace, Saint Giles Camberwell, Peckham, Streatham, otherwise Saint Leonard Streatham, Croydon, All Saints Croydon, Newington, otherwise Saint Mary Newington Butts, Saint Mary, Saint Peter, and Holy Trinity Newington, and Saint George the Martyr Southwark, and the boroughs of Lambeth and Southwark.

Also to construct and maintain the sewers or drains, and branch-sewers, or drains following, or some of them, with all proper catch-ponds, bridges, culverts, sluices, pipes, conduits, pits, cesspools, and other works connected therewith, for conducting and collecting sewerage water, and sewage and other matters; that is to say, a main sewer or drain commencing in the parish of Croydon, otherwise Saint James' Croydon, in the county of Surrey, at upon or near to a piece of ground and building belonging to the Local Board of Health of Croydon, and called or known as the "Filter" or "Filter House," or "Sewage Filter House," by a junction with certain pipes, conduits, pits, cesspools, and other works belonging to the said Local Board of Health of Croydon, and passing thence in a northerly direction, to a point near the Croydon barracks, and through or near to Beddington Park, and by or upon the road from Carshalton to Mitcham, to or near to Mitcham, and by or upon the course or line of the disused tramway, formerly known as the Surrey Iron Railway, to the turnpike road from London to Epsom, near to the "Single Gate" at Merton, and by or upon the site of such last-mentioned tramway to the road from Merton to Wandsworth, and by or upon such last-mentioned road to Wandsworth, and to terminate there by a junction with the river Wandle, at or near to the work or mill called or known as the "Lower Mill," together with the branch sewers or drains following from the said last described main sewer or drain, or communicating therewith; that is to say, the branch sewers or drains in the same county respectively, terminating as follows: 1. In the hamlet of Waddon, parish of Croydon, otherwise St. James' Croydon, on or near to the road from Thornton Heath to Waddon, opposite, or nearly opposite, to Waddon court farm buildings. 2. In the parish of Beddington at or near to Beddington, with a branch therefrom terminating at or near to Beddington snuff mill, in the same parish of Beddington. 3. In the parish of Carshalton, on or near to the road from Carshalton to Mitcham, opposite Carshalton house, with a branch therefrom terminating at Wallington mill, in the hamlet of Wallington, parish of Beddington. 4. In the parish of Carshalton, on or near to the said last-mentioned road, at or near to Carshalton house, with three branches therefrom, one terminating at or near to Hack-bridge Green, another at or

near to Hack-bridge mills, both in the hamlet of Wallington, parish of Beddington; and a third in the said parish of Carshalton, upon or near to the road from Wallington to Carshalton snuff mill, about two hundred and fifty yards to the south of the last-mentioned mill. 5. In the said parish of Carshalton, at or near the flour mills and other buildings on the Wandle, belonging to Samuel Gurney, junior. 6. In the hamlet of Wallington, parish of Beddington, at or near to the buildings on or near to the Wandle, also belonging to Samuel Gurney, junior. 7. In the parish of Carshalton, at or near to the mills and other works on the Wandle, at or near to Beddington Corner, with a branch therefrom, terminating in or near to the tan or skin works in the occupation of William McRea. 8. In the parish of Mitcham, at or near to the drug mills and other works near the Wandle, about three hundred yards below Beddington Corner. 9. In the same parish of Mitcham, at or near to the felt works and flour mills, now or lately in the occupation of Messrs. Ashby and others. 10. In the parish of Mitcham, at or near to a point on the road from Mitcham to Merton, nearly opposite to a cottage and garden now or lately in the occupation of Mrs. Eliza Ness, with the five following branch drains therefrom; respectively terminating as follows: 1. In the parish of Mitcham, at or near to Phipp's-bridge. 2. In the parish of Morden, at or near to the cottages situate about one hundred and fifty yards to the north-east of the Morden snuff mills, or Rutter's snuff mills. 3. In the same parish of Morden, at or near the last mentioned snuff mills. 4. In the parish of Mitcham, at or near to Ravensbury manor house. 5. In the parish of Merton, at or near to the Merton Abbey print works. 11. In the parish of Mitcham, at or near to the medical herb distillery, lately in the occupation of James Moore, deceased. 12. In the parish of Mitcham, in land now or lately in the occupation of James Weston. 13. In the parish of Mitcham, at or near to the bridge over the Wandle on the turnpike-road from London to Epsom. 14. In the parish of Mitcham, upon or near to the turnpike-road from London to Epsom, about four hundred and sixty yards east of the "Single Gate." 15. In the parish of Wimbledon, to or near to premises in the occupation of Harry Pollard Ashby. 16. In the parish of Merton, at or near to Merton Abbey, with a branch therefrom to or near to the bridge over the Wandle on the turnpike-road from London to Epsom, and another branch therefrom to the print works, in Merton, near to the works or buildings, called or known as the "Copper Mills." 17. In the parish of Wimbledon, at or near to the copper mills, now or lately in the occupation of Edmund Pontifex and others. 18. In the parish of Wimbledon, at or near to the printing works on the Wandle, about five hundred yards below the last-mentioned copper mills. 19. In the parish of Croydon, at or near to a certain building, or erection, or establishment, called or known as Addiscombe house, or school, or college, with a branch therefrom to or near the turnpike-gate called "Pig's Marsh Gate," or "Fig's Marsh Gate," with a branch therefrom, terminating in the parish of Mitcham, at or upon the turnpike-road from London to Epsom, about seven hundred yards west of where Garret-lane joins the said road, and with another branch therefrom, terminating also at or upon the said road, about two hundred and fifty yards east of the said point of junction of Garret-lane, with the same road. 20. In the parish of Wandsworth, otherwise all Saints Wandsworth, at or near the Garret oil mills, on the Wandle. 21. In the same parish of Wandsworth, at or near to a certain colour manufactory, now or lately in the occupation of Mr. Thomas Townsend. 22. In the parish of

Wandsworth, otherwise All Saints Wandsworth, at or upon a certain yard or place for slaughtering horses, now or lately in the occupation of Edwatt Wallis upon or near to the said river Wandle. 23. In the parish of Wandsworth, otherwise All Saints Wandsworth, at or near to Wandsworth paper mills, and such other sewers and drains as may be necessary, for more effectually carrying out the objects of the said intended undertaking; and excluding all sewage matters and other impurities from the waters of the Wandle, or the tributaries of the said river; and also, for the purpose of returning to the said river Wandle, in the upper part thereof, a volume of clean water equal to the amount of foul water which may be abstracted by the said proposed sewers, to construct a main water compensation cut, conduit, aqueduct or pipe track, or pipe, to be laid alongside the main sewer and branches above described, or a part thereof, with all proper engines, pipes, works, and other conveniences from and between a point on the river Wandle, at or near the mill in the parish of Wandsworth, or All Saints Wandsworth, called "The Upper Mill," above described, and another point on the same river; at or near the water, or place called "Waddon Mill Head," in the hamlet of Waddon, in the parish of Croydon, otherwise St. James' Croydon, with branches therefrom to be laid alongside of the branch sewers above described, and numbered respectively, 4, 7, 10, and 16, terminating in the said river Wandle, as follows respectively: 1. At or near to a certain work or snuff mill, in the occupation of Robert Ansell, in the parish of Carshalton. 2. At or near to Beddington Corner, in the parish of Beddington. 3. At or near to Phipps' Bridge, in the parish of Mitcham; and 4, at about six hundred yards to the south side of the Garrett copper mills, in the occupation of Edmund Pontifex and others, in the parish of Wimbledon, all which several main sewers or drains, and branch sewers or drains, and water compensation main cut and branches, and the said several works in connection therewith, are intended to be made and maintained, or will pass from, in, through, or into the parishes and extra-parochial and other places following, or some of them, in the said county of Surrey; that is say: Croydon otherwise Saint John the Baptist Croydon, Saint James, Saint John, Saint Peter, and all Saints Croydon, Waddon, Beddington, otherwise Saint Mary Beddington, Wallington, otherwise Whaileton, Carshalton, otherwise Saint Peter Carshalton, Morden, Morden, otherwise Saint Lawrence Morden, Mitcham, Saint Peter and Saint Paul Mitcham, Merton, otherwise Saint Mary Merton, Tooting, otherwise Lower Tooting, Tooting-Graveney, otherwise Saint Nicholas Tooting Graveney, Streatham, otherwise Saint Leonard Streatham, Wimbledon, otherwise Wimbledon, or Saint Mary Wimbledon, and Wandsworth otherwise All Saints Wandsworth.

Also within any of the parishes, and extra-parochial and other places last mentioned, or any of them, within which the said sewers or drains, and branch sewers or drains, are intended to be made, to alter and divert, or remove or replace all or some of the existing drains, sewers and water-courses, and privies flowing or emptying themselves into the said river Wandle, or tributaries thereof, and to cleanse the river Wandle, and its feeders or tributaries, or parts thereof, from weeds and other matters, from time to time, and to prohibit the making and erection therein of any future sewers, drains, water-closets, and privies, or other matters or works, which might flow or empty themselves into the said river or tributaries, and also to remove the several fords and wash-places on the said river and tributaries, in the parishes and extra-parochial

or other places lastly described, and to erect and construct other works and conveniences in lieu thereof, within such parishes, and extra-parochial or other places or some of them, and also to prevent the further washing of sheep, horses, and other animals in the said river Wandle and its tributaries throughout their entire course in the said county.

Also to construct and maintain within the parishes and extra-parochial and other places last described, such works as may be considered necessary for intercepting and conducting into the said several intended sewers, drains, and works connected therewith, all such matters as now flow into any existing sewers or drains, or into the said river Wandle, or tributaries thereof, which are calculated to render impure or offensive the waters thereof, and such other sewers, drains, and works within the same parishes and places as may be necessary for collecting and using the sewerage water and other matters now flowing into the said river Wandle and tributaries thereof, or which may hereafter flow into such intended sewers or drains, and works connected therewith, and for that purpose to break and open up, and again to restore the roads, streets, highways, lanes, courts, ways, and passages, and other places within the several parishes, and extra-parochial and other places last described, and also to make such arrangements and agreements with the Local Board of Health of Croydon, in regard to the said sewage and other works, as may be necessary for the purposes of the said undertaking.

And it is further intended by the said Act to authorize such company to break and open up, and again to restore the roads, streets, highways, lanes, courts, ways, and passages, and other places, within the several parishes and extra-parochial and other places and boroughs aforesaid, to be supplied with water as before mentioned, for the purpose of distributing such supply, and to lay pipes and mains in and upon or over or under such roads, streets, highways, lanes, courts, ways, passages, and places, for the purpose of such distribution, and to break and open up, or otherwise interfere with such other roads, streets, and highways, railways, rivers, streams, and canals, within any of the parishes and extra-parochial and other places hereinbefore mentioned, and therein or thereupon, and under or over the same to lay such pipes and mains, and do such other works, whether permanent or temporary, as may be necessary for bringing in such supply, or constructing the intended works aforesaid, or any of them.

Also to authorize such company to contract and agree with any other water company, or any body of commissioners, or other public body, company, or persons, requiring large quantities of water for the supply of such companies, commissioners, bodies, or persons, with water in bulk for domestic use, manufacturing, sanitary, or other purposes, and to take rents, rates, or duties, for water supplied by the said intended company, and to sell and dispose of and distribute the sewerage water and sewerage manure, and other matters collected by the said company, and to take rents or rates therefor; to confer exemptions from the payments of rents, rates, or duties; and other rights and privileges.

And it is also intended by the said Act, to authorize the said company to take by compulsion or otherwise, the lands, houses, waters, streams, and other property required for the purposes of the company, and the works to be authorized as aforesaid, or any of them, and to vary or extinguish such existing rights, or rights reserved, and privileges connected with the said lands, houses, waters, streams, and other property, or with any other lands, houses, waters, streams, or other property, or water companies, or other bodies or persons,

which might in any manner or way interfere with or impede the objects and purposes aforesaid, or any of them.

And notice is hereby further given, that duplicate plans and sections describing the lines, situations, and levels of the said intended works, and the lands, houses, streams, waters, and other property required for the purposes thereof, with books 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 for public inspection at the office of the Clerk of the Peace for the county of Surrey, at his office in North-street, Lambeth, within the said county; and that on or before the same thirtieth day of November, copies of so much of the said plans, sections, and books of reference, as relates to each parish or extra-parochial place in or through which the said intended works are proposed to be made and maintained, 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 residence; and as regards any such extra-parochial place, with the parish clerk of some parish immediately adjoining to such extra-parochial place, at his place of residence.

And notice is also hereby further given, that on or before the thirty-first day of December next, printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons.

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

Mullins and Paddison, 15, } Solicitors for
Tokenhouse Yard, City. } the Bill.
Witness to the signature } *Grenville Fletcher*,
of Messrs. *Mullins* } Secretary,
and *Paddison*, } 28, Cornhill.

Eastern Counties Railway Company.

Power to Purchase, Rent, or Use the Norfolk, the Eastern Union, the East Anglian, and the Newmarket Railways, or any of them, and to make Traffic Arrangements as to those Lines, or any of them, or to Amalgamate with all or any of the Companies to whom such Lines belong; Power to Guarantee Interest on Mortgage or Bond Debt of Newmarket and East Anglian Railways Companies; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the Eastern Counties Railway Company to purchase or rent for any term of years or in perpetuity the undertakings of the Norfolk Railway Company, the Eastern Union Railway Company, the East Anglian Railways Company, and the Newmarket Railway Company, or the undertakings of either of those Companies, or any portion or portions of the same respectively, and to enable the said Norfolk, Eastern Union, East Anglian, and Newmarket Railway Companies, or any of those Companies, to sell or let their respective undertakings, or any portion or portions of the same, to the Eastern Counties Railway Company; and it is also proposed by the said intended Act to authorize the said Eastern Counties Railway Company to amalgamate with the said other Companies hereinbefore mentioned, or with any of them, upon such terms as may have been or may hereafter be agreed upon, and that whether at once or at different times, and from time to time, and to make all proper and necessary provisions for vesting in one corporate body, by such name as may hereafter be determined on or provided for by the said Act, all the property, capital, stock, shares, and effects of each of the said Companies as may become parties to any such

amalgamation, and the vesting in one Company all the powers, rights, choses in action, privileges, or authorities, whether for purchasing lands and houses, by compulsion or otherwise, for constructing works, or raising money by creation of shares or borrowing or otherwise, or for levying tolls, rates, and duties, which may at the time of any such amalgamation as aforesaid be severally or jointly possessed by any of the Companies aforesaid. And it is intended by the said Act to vary and alter existing tolls, rates, and duties leviable on the railways of the Companies aforesaid and to provide for the fixing, determining, and regulating the preference and other shares, and for the security of the mortgage and other creditors of such of the said Companies as may become parties to any such amalgamation, and for the liquidation of such debt by the creation of preference shares in the undertaking of the Company to be formed by means of such amalgamation. And it is proposed by the said intended Act to authorize the Eastern Counties Railway Company to guarantee the payment of interest upon the present and future mortgages and bonds of the Newmarket Railway Company, and of the East Anglian Railways Company, or of either of those Companies. And it is also proposed by the said intended Act to enable the Eastern Counties Railway Company to use with their engines and carriages, and become carriers upon the Norfolk Railway, the Eastern Union Railway, and the Newmarket Railway, or upon any of those railways, or any portion or portions of the same, and to levy tolls, rates, and duties upon those railways, or any of them, or any portion or portions of the same, and to use all or any of the stations, sidings, and watering places upon or in connection with those railways, or any of them, upon such terms as may be or may have been agreed upon, or as may be prescribed by the said intended Act. And it is also proposed by the said intended Act to authorize the Eastern Counties Railway Company to make and carry into effect contracts or arrangements with the Norfolk, the Eastern Union, and the Newmarket Railway Companies, or any of such Companies, for the more convenient interchange of traffic and accommodation of passengers passing to or from any railways now or hereafter vested in the Eastern Counties Railway Company or under their control, and for the division, and apportionment of the tolls and profits arising from such traffic; and it is proposed by the said intended Act to authorize the directors of the said Norfolk, Eastern Union, Newmarket, and East Anglian Railways Companies to enter into agreements with the directors of the Eastern Counties Railway Company for any of the purposes aforesaid, and to confer the like power on the directors of the Eastern Counties Railway Company.

And notice is hereby further given, that on or before the 31st day of December next, printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

And it is proposed by the said intended Act to alter, amend, consolidate, or repeal all or some of the provisions contained in the several Acts of Parliament next hereinafter mentioned, relating directly or indirectly to the Eastern Counties Railway Company; that is to say: local and personal Acts 6 and 7 Wm. 4, caps. 103 and 106; 1 and 2 Vic. cap. 81; 2 and 3 Vic. caps. 77 and 78; 3 Vic. cap. 52; 4 Vic. caps. 14 and 24; 4 and 5 Vic. cap. 42; 6 Vic. cap. 28; 7 Vic. caps. 19, 20, and 35; 7 and 8 Vic. caps. 62 and 71; 8 and

9 Vic. caps. 85, 110, and 201; 9 Vic. cap. 52; 9 and 10 Vic. caps. 258, 356, 357, and 367; 10 and 11 Vic. caps. 92, 156, 157, and 158; 15 Vic. caps. 30, 33, 51, 81, and 108.

And of the several Acts next hereinafter mentioned, relating directly or indirectly to the Norfolk Railway Company; that is to say; 5 Vic. cap. 82; 7 Vic. caps. 4 and 15; 8 and 9 Vic. caps. 41, 45, and 154; 9 and 10 Vic. caps. 132 and 169; 10 and 11 Vic. caps. 64, 94, 98, and 99; 11 and 12 Vic. cap. 30; 15 Vic. cap. 25.

And of the several Acts next hereinafter mentioned, relating directly or indirectly to the Eastern Union Railway Company; that is to say: 7 and 8 Vic. cap. 85; 8 and 9 Vic. caps. 94 and 97; 9 Vic. cap. 53; 9 and 10 Vic. caps. 76, 97, 106, and 280; 10 Vic. caps. 11, 18, 19, and 21; 10 and 11 Vic. caps. 137, 174, and 225; 12 and 13 Vic. cap. 92; 13 and 14 Vic. cap. 54; 14 and 15 Vic. caps. 58 and 66; 15 and 16 Vic. cap. 148.

And of the several Acts next hereinafter mentioned, relating directly or indirectly to the Newmarket Railway Company; that is to say: 9 and 10 Vic. cap. 172; 10 Vic. caps. 12, 13, and 20; 15 Vic. cap. 65.

And of the several Acts next hereinafter mentioned, relating directly or indirectly to the East Anglian Railways Company; that is to say: 8 and 9 Vic. caps. 48, 55, and 126; 9 and 10 Vic. cap. 270; 10 and 11 Vic. caps. 170, 171, and 275; 12 and 13 Vic. cap. 52; 14 and 15 Vic. cap. 101.—Dated the 3rd day of November 1852.

Crowder and Maynard, 57, Coleman-street, London.

Eastern Counties Railway.

Power to make Railway from Northern and Eastern Railway, near Stratford, to Woodford and Loughton. Alteration of Provisions with respect to filling up vacancies of Directors, and closing Transfer Books. Power to capitalize Mortgage Debt by creation of preference shares. Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, for an Act to enable the Eastern Counties Railway Company to make and maintain a railway with all proper works and conveniences connected therewith, commencing by a junction with the existing line of the Northern and Eastern Railway, at or near to a certain bridge over the said railway, commonly called and known by the name of the Temple Mills Lane Bridge, in the parish of Wanstead, in the county of Essex, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say,) West Ham, Wanstead, otherwise Wanstede, Saint Mary's, Leyton, otherwise Low Leyton, Saint John Baptiste, Leytonstone, Snarebrook, Walthamstow, Barking, Saint Mary, Woodford, otherwise Woodford, Little Ilford, Chingford; Chigwell, Saint John's, Buckhurst, Hill Loughton, Lambourne, and Waltham Forest, commonly called Epping Forest, and terminating in or near a certain field, commonly called Thistle Field, belonging to William Whittaker Maitland, Esq., and in the occupation of George Gould, Junior, which field abuts upon the east side of the old turnpike road, leading from Woodford to Epping, at a point on the said road, distant about five chains from and to the north of a certain inn, called the Crown Inn, in the parish of Loughton and county of Essex.

And it is 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, highways, railways, tramways, aqueducts, canals, streams, and rivers, within or adjoining the parishes, townships, and extra-parochial or other places aforesaid, as it may be necessary to cross, divert, alter, or stop up, for the purpose of the said intended railway and works.

And it is also proposed by the said intended Act, to take powers for the purchase of lands and buildings, by compulsion or agreement, for the purposes of the said intended railway and works, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with such lands or buildings, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, and to confer other rights and privileges.

And it is also proposed by the said intended Act to take powers for levying tolls, rates, and duties, in respect of the use of the said intended railway and works, and to grant exemptions from the payment of such tolls, rates, and duties, and to alter, vary, or extinguish existing tolls, rates, or duties.

And notice is hereby further given, that maps, plans, and sections, describing the direction-line or situation and levels of the said intended railway and works, and the lands in or through which the same are intended to be made, 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 for public inspection with the clerk of the peace for the county of Essex, at his office in Chelmsford; and that on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said railway and works are proposed to be made, 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.

And notice is hereby also given, that on or before the 31st day of December next, printed copies of the Bill, relating to the objects mentioned in this notice, will be deposited in the Private Bill Office of the House of Commons.

And it is also proposed by the said intended Act, to enable the Eastern Counties Railway Company to apply any capital or funds now or hereafter belonging to them, or under the control of their Directors, to the purposes aforesaid, or to raise additional capital for such purposes by borrowing on mortgage or bond, or by the creation of new shares in their undertaking, either with or without preference or priority in the payment of interest or dividend.

And it is also proposed by the said intended Act, to alter the provisions of the local and personal Act, 6 and 7 William IV., cap. 106, (being the Act incorporating the Eastern Counties Railway Company,) with respect to the mode of supplying occasional vacancies in the Board of Directors, and with respect to the periods at which, and during which, the transfer books of the Company shall be closed previous to meetings of the Company, and also to enable the Company to extinguish their debenture or mortgage debt, or some part thereof, and for that purpose to create new shares, and to guarantee, in respect of the shares so to be created, a preferential interest or dividend, and for all or any of the purposes aforesaid, to alter, vary, amend, repeal, enlarge, or consolidate all, or any, of the provisions and powers of the several Acts following, or some of them, directly or indirectly affecting the Eastern Counties Railway Company, (that is to say,) local and personal Acts, 6 and 7 Wm. IV., caps. 103 and 106; 1 and 2 Vict., cap. 81; 2 and 3 Vict., caps. 77 and 78; 3 Vict., cap. 52; 4 Vict., caps. 14 and 24; 4 and 5 Vict., cap.

42; 6 Vict., cap. 28; 7 Vict., caps. 19, 20, and 35; 7 and 8 Vict., caps. 62 and 71; 8 and 9 Vict., caps. 85, 110, and 201; 9 Vict., cap. 52; 9 and 10 Vict., caps. 258, 356, 357, and 367; 10 and 11 Vict., caps. 92, 156, 157, and 158; 15 Vict., caps. 30, 33, 51, 84, and 108.

Dated the 3rd day of November 1852.

Crowder & Maynard,
57, Coleman-street, London.

Eastern Counties Railway.
North Woolwich Line.

Power to make Railways from the North Woolwich Railway to Ham Creek and the River Thames in Galleon's Reach.—Power to apply 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 enable the Eastern Counties Railway Company to make and maintain the following railways, with all proper stations, works, and conveniences connected with the same, respectively; that is to say: a railway diverging from the North Woolwich Line of the Eastern Counties Railway, near the Coke Ovens, near Bow Creek, in the parish of West Ham, in the county of Essex, and passing solely through and terminating within that parish by a junction with the said North Woolwich Line at a point thereon situate about 350 yards to the west of Ham Creek. And a railway, diverging from the said intended railway at a point situate about 1550 yards east of the said Coke Ovens, in the parish of West Ham aforesaid, passing thence through the parishes or places of West Ham and East Ham, both in the county of Essex, and Woolwich, in the county of Kent, and terminating in the last-mentioned parish upon or near the shore or bank of the river Thames in Galleon's Reach, at a point about 200 yards to the north of a certain house, known as Devall's House. And it is intended by such Act to take powers to stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, highways, railways, tramways, aqueducts, creeks, canals, streams, and rivers, within or adjoining the parishes and places aforesaid, as it may be necessary to cross, divert, alter, or stop up, for the purpose of the said intended railways and works.

And it is also proposed by the said intended Act to take powers for the purchase of lands and buildings, by compulsion or agreement, for the purposes of the said intended railways and works, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with such lands or buildings, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges.

And it is also proposed by the said intended Act to take powers for levying tolls, rates, and duties in respect of the use of the said intended railways and works, and to grant exemption from the payment of such tolls, rates, and duties, and to alter, vary, or extinguish existing tolls, rates, or duties.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, or situation and levels of the said intended railways and works, and the lands in or through which the same are intended to be made, 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 for public inspection with the

Clerk of the Peace for the county of Essex, at his office, in Chelmsford; and with the Clerk of the Peace for the county of Kent, at his office, at Maidstone; and that on or before the same day, a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes in or through which the said railway and works are proposed to be made, 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.

And notice is hereby also given, that on or before the 31st day of December next, printed copies of the Bill relating to the objects mentioned in this notice will be deposited in the Private Bill Office of the House of Commons.

And it is also proposed by the said intended Act to enable the Eastern Counties Railway Company to apply any capital or funds now or hereafter belonging to them, or under the control of their directors, to the purposes aforesaid, or to raise additional capital for such purposes by borrowing on mortgage or bond, or by the creation of new shares in their undertaking, either with or without preference or priority in the payment of interest or dividends.

And it is also proposed by the said intended Act to alter, extend, vary, amend, enlarge, consolidate, or repeal all or some of the powers and provisions of the several Acts following, or some of them, directly or indirectly affecting the Eastern Counties Railway Company; that is to say:—6 and 7 Wm. 4, caps. 103 and 106; 1 and 2 Vict. cap. 81; 2 and 3 Vict. caps. 77 and 78; 3 Vict. cap. 52; 4 Vict. caps. 14 and 24; 4 and 5 Vict. cap. 42; 6 Vict. cap. 28; 7 Vict. caps. 19, 20, and 35; 7 and 8 Vict. caps. 62 and 71; 8 and 9 Vict. caps. 85, 110, and 201; 9 Vict. cap. 52; 9 and 10 Vict. caps. 258, 356, 357, and 367; 10 and 11 Vict. caps. 92, 156, 157, and 158; and 15 Vict. caps. 30, 33, 51, 84, and 108.

Dated this third day of November 1852.

Crowder and Maynard, 57, Coleman-street, London.

Eastern Counties Railway.—(Manningtree to Harwich and Harwich Pier.)

Power to make a Railway from the Eastern Union Railway near Manningtree to Harwich, with a Pier in connexion therewith at Harwich, and with Branches therefrom.—Power to raise or apply Capital.—Repeal of Powers of Eastern Union Railway Company for the like purposes.—Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to enable the Eastern Counties Railway Company to make and maintain a railway, with all proper works and conveniences connected therewith, commencing by a double junction with or diverging from the line of the Eastern Union Railway at two separate points in the parish of Lawford, in the county of Essex, one of such points being at or near the bridge by which the said railway is carried over the road from Manningtree to Ipswich, and the other of such points being at or near the western end of the viaduct, by means of which the said railway crosses the western branch of the River Stour, which said intended railway will pass through or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Lawford, Manningtree, Mistley-cum-Manningtree, Mistley, Bradfield, Wrabness, Ramsey, Dovercourt, Dovercourt-cum-Harwich, Saint Nicholas Harwich,

and Harwich, all in the county of Essex, and will terminate at or near the Bath Side near the Bath House, in the parish of Saint Nicholas Harwich, in the said county of Essex, together with a pier or jetty, commencing at the termination of the said intended railway near the said Bath House, and projecting into and terminating in the bed or shores of the sea or of the River Stour adjoining thereto, with all proper works and conveniences appertaining thereto in connection with the said intended railway, which said pier, jetty, and other works will be situate entirely in the said parish of Saint Nicholas Harwich, or on the bed and shores of the sea or of the said River Stour aforesaid; also a curved line of railway diverging from the line of the said intended railway in a pasture or ballast field in the said parish of Mistley, of which John Mann is the owner and occupier, at a point about 50 yards to the south of certain coke ovens belonging to the said John Mann, passing thence solely through and terminating in the same parish upon a wharf or quay of the said John Mann near to the said coke ovens, and on the north side of the same; and also a railway diverging from the line of the first mentioned intended railway near to the centre of Mistley Park, in an inclosure, of which John Stack Barnes is the owner and Henry Kerridge the occupier, at a point about eighty yards to the south of the turnpike road leading from Manningtree to Harwich in the said parish of Mistley, and passing thence solely through and terminating in the same parish upon the bank of the river Stour near a certain inn or beer shop called the "Pilot."

And it is 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, highways, railways, tramways, aqueducts, canals, streams, and rivers within or adjoining the parishes, townships, and places aforesaid as it may be necessary to cross, divert, alter, or stop up for the purpose of the said intended railways and works.

And it is also proposed by the said intended Act to take powers for the purchase of lands and buildings by compulsion or agreement for the purposes of the said intended railways, pier, and works, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with such lands or buildings, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways, pier, and works, and to confer other rights and privileges.

And it is also proposed by the said intended Act to take powers for levying tolls, rates, and duties in respect of the use of the said intended railways, pier, and works, and to grant exemption from the payment of such tolls, rates, and duties, and to alter or vary existing tolls, rates, or duties.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, or situation and levels of the said intended railways, pier, and other works, and the lands in or through which the same are intended to be made, 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 for public inspection with the Clerk of the Peace for the county of Essex, at his office, in Chelmsford, and that on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said railways, pier, and other works are intended to be made, 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.

And notice is hereby also given, that on or before the thirty-first day of December next, printed copies of the Bill relating to the objects mentioned in this notice will be deposited in the Private Bill Office of the House of Commons.

And it is also proposed by the said intended Act to enable the Eastern Counties Railway Company to apply any capital or funds now or hereafter belonging to them, or under the control of their directors, to all or any of the purposes aforesaid, or to raise additional capital for such purposes, by borrowing on mortgage or bond, or by the creation of new shares in their undertaking, either with or without preference or priority in the payment of interest or dividend; and it is proposed by the said intended Act, if it shall be necessary or expedient so to do, to repeal or alter the powers granted to the Eastern Union Railway Company by "The Eastern Union and Harwich Railway and Pier Act, 1847," and "The Eastern Union Railway Amendment Act, 1850," for making and maintaining and otherwise in relation to the railways, pier, and works in such Acts mentioned.

And it is also proposed by the said intended Act, for all or any of the purposes aforesaid, to alter, vary, amend, repeal, enlarge, or consolidate all or some of the provisions and powers of the several Acts following, or some of them, directly or indirectly affecting the Eastern Counties Railway Company (that is to say): 6 and 7 Wm. 4, caps. 103 and 106—1 and 2 Vic. c. 81—2 and 3 Vic. caps. 77 and 78—3 Vic. cap. 52—4 Vic. caps. 14 and 24—4 and 5 Vic. cap. 42—6 Vic. cap. 28—7 Vic. caps. 19, 20, and 35—7 and 8 Vic. caps. 62 and 71—8 and 9 Vic. caps. 85, 110, and 201—9 Vic. cap. 52—9 and 10 Vic. caps. 258, 356, 357, and 367—10 and 11 Vic. caps. 92, 156, 157, and 158—15 Vic. caps. 30, 33, 51, 84, and 108; and also of the several Acts following, or some of them, relating to the Eastern Union Railway Company (that is to say): local and personal Acts, 7 and 8 Vic. cap. 85—8 and 9 Vic. caps. 94 and 97—9 Vic. cap. 53—9 and 10 Vic. caps. 76, 97, 106, and 280—10 Vic. caps. 11, 18, 19, and 21—10 and 11 Vic. caps. 137, 174, and 225—12 and 13 Vic. cap. 92—13 and 14 Vic. cap. 54—14 and 15 Vic. caps. 58 and 66—15 and 16 Vic. cap. 148.

Dated the 3rd day of November 1852.

Crowder and Maynard, 57, Coleman-street, London.

Wimpole, Wrestlingworth, and Potton Turnpike Road.

(Continuation of Term.—Repeal or Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the present session, for leave to bring in a Bill to alter, amend, extend, and enlarge the powers and provisions of an Act of Parliament, passed in the seventh year of the reign of King George the Fourth, intituled "An Act for making and maintaining a turnpike road from Wimpole, in the county of Cambridge, to Wrestlingworth, in the county of Bedford, and from Wrestlingworth to Potton, both in the said county of Bedford," and to continue and extend the term granted by the said Act, or any further term granted by any subsequent Acts; or to repeal the said first mentioned Act either wholly or in part, and to create a further term, and make further provisions with reference to the said roads, or some of them; and powers will be taken in the proposed Bill to con-

tinue or alter the tolls, rates, and duties granted by the said first mentioned Act, or some of them; to levy new tolls, rates, or duties; to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties; to pay off, compound, or make other arrangements with reference to the mortgages, debts, and other charges on the said roads or tolls; to vary or extinguish some of the rights, privileges, and remedies of the mortgagees and other creditors thereon; and to confer, vary, or extinguish other rights and privileges.

And notice is hereby lastly given, that printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the thirty-first day of December now next ensuing.

Dated thirteenth November 1852.

Henry Rance, Solicitor for the Bill.

Salisbury Waterworks.

(Construction of Works and Supply of Water by Local Board of Health; Power to Levy and Alter Rates).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for better supplying with water, for public and private purposes, the city of New Sarum, otherwise Salisbury, in the county of Wilts, and the parishes or places and parts of parishes or places comprised within the extended boundaries of the said city, as the same were fixed for the purposes of an Act passed in the 6th year of the reign of King William the Fourth, entitled "An Act to provide for the regulation of Municipal Corporations in England and Wales," in which said Bill, provision will be made to effect the objects following (that is to say)—

To empower the mayor, aldermen, and citizens of New Sarum, acting as the Local Board of Health for the corporate district of New Sarum, constituted under the powers of the Public Health Act, 1848, the Provisional Order applying that Act to Salisbury and "The Public Health Supplemental Act, 1852 (No. 2)," confirming such Provisional Order, to carry out the objects of the said Bill.

To authorize the sinking, construction, and maintenance of a well, with all proper shafts, engines, pumps, mains, approaches, and other works connected therewith, in or upon a certain arable field belonging to the Right Rev. Edward, Lord Bishop of Sarum, as lord of the manor of Milford, in the said county of Wilts; the devisees in trust under the will of Alexander, late Duke of Hamilton and Brandon, as lord farmers of the said manor, and the Rev. William Baldwin Bonaker and Louisa his wife, some or one of them, and now in the occupation of John Lambert, situate in the parish of Milford, in the said county of Wilts, and adjoining and on the north side of the road leading from Castle Street to Bishop's Down, and adjoining and on the east side of the footpath from Saint Edmund's Church to Old Sarum and Stratford.

Also, to erect a reservoir or tank, together with all necessary embankments, erections, and other works, in the said parish of Milford, on land now belonging to the lord of the manor of Milford aforesaid, and to the lord farmers thereof aforesaid, and the London and South Western Railway Company, some or one of them, and in the occupation of John Ainsworth, adjoining a footpath running along the north side of the park wall of John Henry Campbell Wyndham, Esquire.

Also conduits or lines of pipes, commencing by a junction with the said well and works connected therewith, and terminating at the said reservoir or tank, all in the said parish of Milford.

To impound, collect, and divert into the intended reservoir, tank, and works the waters of the springs or streams to be collected in the aforesaid well, and of any other springs or streams connected therewith.

To make and maintain embankments, filtering beds, dams, sluices, cuts, channels, drains, pipes, mains, wells, tanks, engines, and other conveniences necessary in connection with the before-mentioned works, and for collecting, cleansing, storing up, and delivering the waters of the said well-springs or streams, which said intended reservoirs, tanks, and waterworks will be made wholly in the said parish of Milford, in the county of Wilts.

To lay down and maintain pipes, culverts, and other works in, under, over, or across, and for that purpose to break open, alter, divert, or stop up, either temporarily or permanently, any turnpike or other roads, streets, public places, highways, footpaths, bridges, canals, towing-paths, sewers, pipes, drains, streams, brooks, and water-courses, in the parish before-mentioned, or elsewhere, within the limits of supply before-mentioned.

To purchase by compulsion and otherwise, or take on lease, or take grants of easements over any lands, houses, springs, streams, waters, and other hereditaments requisite or desirable for the purposes of the said reservoirs, tanks, and other waterworks, and to vary or extinguish any rights or privileges connected therewith, and any other rights and privileges which would in any way interfere with objects of the said Bill.

To levy rates, rents, and duties; to alter the existing rates, which the said Local Board of Health are authorised to levy; and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and duties.

To raise money on mortgage on bond or otherwise, for all or any of the purposes of the said Bill, on the credit of the rates, rents, and duties which the said Local Board of Health now are or hereafter may be authorized to levy, and of the borough fund and corporate property of the said city, or of any or either of those funds.

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

To confer all other powers necessary or desirable for carrying out the purposes of the said Bill.

And notice is hereby further given, that duplicate plans and sections of the intended reservoir, tanks, and waterworks, showing the situation and levels thereof, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of the lands and houses which may be taken for the purpose thereof, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1852, be deposited for public inspection at the office of the Clerk of the Peace for the county of Wilts, at Wilton, in that county; and that on or before the same day a copy of the said plans, sections, and book of reference, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Parish Clerk of the parish of Saint Martin, in the said city of New Sarum, being the parish adjoining and connected with the said parish of Milford, at his residence; and that on or before the 31st day of December next printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 3rd day of November, 1852.

Matt, Tho. Hodding.

Town Clerk of the said City, and Clerk to the said Local Board of Health, Solicitor for the Bill.

Hereford, Ross, and Gloucester Railway.

Monmouth and Forest of Dean Lines.

(Power to make Railways to Monmouth and to the Forest of Dean; Power to raise and apply Capital; Power to adapt or use Severn and Wye Railway; and to make arrangements with the Great Western and Severn and Wye Railway and Canal Companies; Power to make a Joint Station at Hereford for the use of the Hereford, Ross, and Gloucester, and Shrewsbury and Hereford Railway Companies, and any Company which may be authorised to make a broad gauge communication from Worcester to Hereford; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the present session, for an Act to enable the Hereford, Ross, and Gloucester Railway Company to make and maintain the railways hereinafter mentioned, with all suitable stations, works, and conveniences connected with the same respectively, (that is to say): a railway commencing from and out of the Hereford, Ross, and Gloucester Railway, in the parish of Ross, in the county of Hereford, in or near certain land, numbered 12 on the plans referred to in "The Hereford, Ross, and Gloucester Railway Act, 1851," at or near a certain place, called The Marsh, in the said parish of Ross, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places following, or some of them, (that is to say): Ross, Weston-under-Penyard, Walford, Goodrich, Huntisham, Welsh Bicknor, Newcourt, Llangarren, Marstow, Whitechurch, Gannerew otherwise Gannerew, and Welsh Newton, all in the county of Hereford; English Bicknor, Newland, Staunton, East Dean, West Dean, and Her Majesty's Forest of Dean, all in the county of Gloucester; and Welsh Bicknor, Dixon otherwise Dixon, Dixon Hadnock, Dixon Newton, Wyesham, and Monmouth, all in the county of Monmouth, and terminating at or near the town of Monmouth, on the left bank of the river Wye, at the point on the south side of the Monmouth and Coleford turnpike-road, at which the Monmouth Branch of the South Wales Railway is intended to terminate, in a certain field or inclosure numbered 33, in the parish of Monmouth, on the deposited plan referred to in the Act which authorised the construction of such railway.

Also a short curve or junction line of railway commencing from and out of the Hereford, Ross, and Gloucester Railway, in the parish of Weston-under-Penyard, in the said county of Hereford, in or near a certain inclosure numbered 104 in the same parish on the plans referred to in "The Hereford, Ross, and Gloucester Railway Act, 1851," passing thence through or into the said parish of Weston-under-Penyard and the said parish of Ross, and terminating within the said parish of Ross, by a junction with the said last-mentioned intended railway to Monmouth, at or near a place called Hildersley, in or near certain land numbered 61 on the map made for the purposes of the commutation of the tithes of the said parish of Ross.

And a railway diverging from the said intended railway firstly hereinbefore described, in the parish of Goodrich, in the county of Hereford, at or near the archway or bridge by means of which the Goodrich and Courtfield Road is carried over the road from the Kern Bridge to Oldforge, passing thence through or into the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say): Goodrich, Walford, and Welsh Bicknor, all in the county of Hereford; Welsh Bicknor, in the county of Monmouth; and English Bicknor, Ruardean, Newland, East Dean, West Dean, and Her Majesty's Forest

of Dean, all in the county of Gloucester; and terminating by a junction with the Forest of Dean or Bullo Pill Branch of the South Wales Railway, at or near the commencement of the authorised line of that railway at the summit of the hill above Churchway Engine, in the township of East Dean, in the said Forest of Dean, in the county of Gloucester aforesaid.

And it is proposed by the said intended Act to enable the Hereford, Ross, and Gloucester Railway Company to raise additional capital for the purposes of the said intended railways and works, by the creation of new shares in their undertaking, either with or without preference or priority in payment of interest or dividend, or by borrowing on mortgage or bond; or to apply to those purposes or any of them, any capital or funds, now or hereafter belonging to them, or under the control of their Directors.

And it is also proposed by the said intended Act to enable the said Hereford, Ross, and Gloucester Railway Company to make or provide a station at Hereford, in the several parishes, townships, and places following, or some or one of them, (that is to say): Holmer and Tupsley, in the county of Hereford, and All Saints, St. John the Baptist, St. Peter, St. Owen, Holmer, and Tupsley, in the city of Hereford, or the liberties thereof, at or near a place called Barrs Court, in the said parishes of St. John the Baptist and All Saints, or one of them, with all necessary works and conveniences connected therewith, to be used jointly by the said Hereford, Ross, and Gloucester Railway Company, the said Shrewsbury and Hereford Railway Company, and any Company which may hereafter be authorised to make a railway on the broad gauge, for the purpose of connecting Worcester with Hereford, for which purpose application is intended to be made to Parliament in the present session; or by one or more of such Companies; and also to enable the said Shrewsbury and Hereford Railway Company to contribute, either alone or jointly, with any such Company as aforesaid, towards the expenses of making, constructing, and maintaining the said station and the works connected therewith, or to use the said station upon payment of such tolls, rates, and charges, and upon such other terms and conditions, as may be agreed upon, or as shall be prescribed or provided by the said intended Act.

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

And it is also proposed by the said intended Act to take powers for the purchase of lands and buildings, by compulsion or agreement, for the purposes of the said intended railways and works, and to vary, repeal, and extinguish all existing rights or privileges in any manner connected with such lands or buildings, 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 proposed to take power to levy tolls, rates, and duties, in respect to the said railways and works, and to grant exemptions from the payment of such tolls, rates, and duties, and to vary or alter existing tolls, rates, and duties.

And notice is hereby also given, that, on or before the thirtieth day of November instant, maps, plans, and sections, shewing the direction, line, situation, and levels of the said intended railways, station, and works, and the lands in or through

which the same are intended to pass or be made, together with books of reference to such plans, containing the names of the owners or reputed owners, and lessees or reputed lessees, and of the occupiers of such lands, 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 Hereford, at his office in the city of Hereford; with the clerk of the peace for the county of Gloucester, at his office in the city of Gloucester; and with the clerk of the peace for the county of Monmouth, at his office in the town of Newport; 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 several parishes in or through which the said railways, station, and works are intended to be made, with a copy of this notice, will be deposited for public inspection with the parish clerk of such parish at his residence; and that on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to the extra-parochial place of Newcourt, with a copy of this notice, will be deposited with the parish clerk of the adjoining parish of Whitchurch, at his residence; and that on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to the extra-parochial place of East Dean, with a copy of this notice, will be deposited with the parish clerk of the adjoining parish of Newnham, at his residence, and at the Speech House in the Forest of Dean; and that on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to the extra-parochial place of West Dean, with a copy of this notice, will be deposited with the parish clerk of the adjoining parish of Newland, at his residence, and at the Speech House aforesaid; and that a copy of the Bill for effecting the objects specified in this notice, or some of them, will, on or before the thirty-first day of December next, be deposited in the Private Bill Office of the House of Commons.

And it is also proposed by the said intended Act to take power to cross, stop up, alter, adapt, use, or run over, such portions of the railway or tramway, of the Severn and Wye Railway and Canal Company, as may be necessary or proper for the purposes of the said intended railway to the Forest of Dean; and to enable the Hereford, Ross, and Gloucester Railway Company, and the Severn and Wye Railway and Canal Company, or the directors of those respective companies, to make, enter into, and carry into effect, contracts and agreements for the interchange of traffic and accommodation of passengers passing over the railways now or hereafter belonging to the said companies; and with respect to the apportionment and division of the expenditure to be incurred, and the tolls, rates, and charges to be levied, in respect of such traffic and passengers, and to vary or alter the existing tolls, rates, and duties upon the railway or tramway of the Severn and Wye Railway and Canal Company; and to enable the Hereford, Ross, and Gloucester Railway Company, or any company for the time being in possession of or working the traffic upon that railway or on the said intended railways, to levy and make tolls and charges upon the Severn and Wye Railway:

And it is also proposed by the said intended Act to extend to the said intended railways all the powers for making and carrying into effect arrangements and agreements as to traffic and division of profits conferred on the Great Western and the Hereford, Ross, and Gloucester Railway Companies by "The Great Western, &c. Railway Companies (Traffic Arrangements) Act, 1852," and to enable those companies to make and carry into effect all

such arrangements and agreements with reference to the said intended railways as they have now power to make with reference to the existing undertaking of the Hereford, Ross, and Gloucester Railway Company, and to confirm any existing agreements for such purposes, and to enable the Great Western Railway Company to levy tolls, rates, and duties on the said intended railways, or on the Severn and Wye Railway:

And it is proposed by the said intended Act to alter, amend, vary, consolidate, or repeal all or any of the provisions contained in "The Hereford, Ross, and Gloucester Railway Act, 1851," or in the several Acts following relating to 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 and 110; 14 and 15 Victoria, caps. 48 and 81; and 15 and 16 Victoria, caps. 125, 133, 140, 147, and 168; or in the several Acts following 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; or in the several Acts following relating to the Severn and Wye Railway and Canal Company (that is to say): local and personal Acts 49 George III. cap. 159; 50 George III. cap. 215; 51 George III. cap. 193; 59 George III. cap. 42; 3 George IV. cap. 75.

Dated the 10th day of November, 1852.

Pritt, Sherwood, Venables, and Grubbe, 7, Great George Street, Westminster, Parliamentary Agents.

Bradford Waterworks.

New Works for increasing supply of Water to Bradford and certain neighbouring places.—Powers to raise further Capital—Consolidate Shares into Stock—Capitalise Debt, &c.—Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the Session of 1853, for an Act to repeal, alter, extend, enlarge, consolidate, and amend, all or some of the provisions of the several local and personal Acts of Parliament relating to the Bradford Waterworks Company, that is to say, 5th Victoria, chapter 6, and 12th Victoria, chapter 20, and to make better provision for supplying with water the Borough of Bradford, and to make provision for supplying with water all or some, or some parts of the townships and places following, that is to say, Cullingworth, Cullingworth Gate, Haworth, Denholme, Denholme Gate, New Road Side, Wilsden, Allerton, Heaton, Shipley, Bolton, and Windhill, in the several parishes of Bingley, Bradford, and Calverley, all in the West Riding of the county of York; and for such purpose, to authorise the Bradford Waterworks Company to construct and maintain the reservoirs, conduits, and aqueducts, and other proper works and conveniences hereinafter mentioned, or some of them, for the collecting, conveying, penning up, impounding, and storing of water, as well for the purposes aforesaid, as for compensating the owners, lessees, and occupiers of any lands, mills, engines, and other works, situated upon the several becks, streams, or rivu-

lets, proposed to be diverted as hereinafter mentioned, for the loss of the water to be taken or used by the said Company, together with such cloughs, sluices, pipes, conduits, bye-channels, waste weirs, gauge weirs, overfalls, valves, wells, tanks, drains, lodges, filters, and other works and conveniences, in and near to such reservoirs, or in or near to the lines of such aqueducts, or conduits, or any of them, as may be proper and necessary for effectually securing the said objects, that is to say,—

A reservoir upon a beck or stream, called Leeshaw Water, near Bodkin Bridge; a reservoir upon the Rag Clough Beck and Sunhill Clough, at or near to their confluence at Holden Foot; a reservoir upon the said Rag Clough Beck and Leeshaw Water near to their confluence at Brooks Meeting Bridge; and a reservoir upon Doll Clough, Foster Dike, Stony Hill Clough, and Nan Scar Beck, at or near to their confluence near Throstle Nest; all in the township of Haworth and parish of Bradford.

A reservoir upon the Stubden Beck or Carperley Beck, a quarter of a mile, or thereabouts, above Hollin Hall; a reservoir upon the Denholme Beck, at or near the boundary of Denholme Park, near Denholme Gate; a reservoir upon the said Denholme and Carperley Becks, at their confluence near Doe Park; and a reservoir upon the said Denholme Beck, between Wood Nook and Wheelrace Bridge; all in the township of Thornton and parish of Bradford.

A reservoir upon the Swain Royd or Cottingley Beck, between Prune Park and Moor Side, in the township of Allerton and parish of Bradford.

An aqueduct from the said intended reservoir near Bodkin Bridge to an existing aqueduct or conduit of the Company at or near Trooper's Farm, in the township of Wilsden and parish of Bradford, with a branch to the said intended reservoir at or near Holden Foot; another branch or branches to the said Foster Dike, Stony Hill Clough, and Nan Scar Beck, above the said intended reservoir near Throstle Nest; and a branch to a stream called Paul Clough, near Little Hill House.

An aqueduct from the first-mentioned intended aqueduct at the highway from Cullingworth to Denholme, south of Sand Beds, to Cullingworth.

An aqueduct from the said intended reservoir above Hollin Hall, to a certain well or basin of the Company in Trooper's Farm aforesaid, with a branch to the said intended reservoir near Doe Park; another branch to the said intended reservoir near Denholme Gate; and another branch or branches, commencing at the Keighley and Halifax turnpike road near Hollin Hall aforesaid, and terminating at or near to Denholme Gate southwards, and at Denholme northwards.

An aqueduct from an existing aqueduct of the Company at the north end of Wilsden, to or near to Ling Bob, in Wilsden.

An aqueduct from the said intended reservoir between Prune Park and Moorside, to an existing conduit of the Company a short distance south-eastward of Swain Royd Lane Bottom, with a branch or branches to the Swain Royd or Cottingley Beck and its tributaries above the said intended reservoir.

An aqueduct from a recently constructed reservoir of the Company, called the Upper Chellow Dean Reservoir, to Tyrrel Street, in the town of Bradford.

An aqueduct from an existing main of the Company in the Keighley and Bradford turnpike-road, near the western extremity of Bolton Lane, through Shipley to Windhill, with a branch down the said Bolton Lane to the junction of that lane with the Eccleshill and Bradford turnpike road.

All which said aqueducts or conduits will be

situate in the several parishes, townships, and extra-parochial and other places following, or some or one of them, that is to say,—Bradford, Haworth, Oxenhope, Near Oxenhope, Far Oxenhope, Thornton, Denholme, Denholme Park, Denholme Gate, Wilsden, Wilsden Upper Division, Wilsden Lower Division, Allerton, Heaton, Manningham, Shipley, Bingley, Cullingworth, Cullingworth Gate, Harden, Cottingley, Cottingley Moor, Calverley, Windhill, Bolton, and Idle.

And it is also proposed by the said intended Act to authorise the Company to lay down other and additional aqueducts or conduits, or to alter, vary, and enlarge their existing aqueducts or conduits, between the said well or basin in Trooper's Farm, and the said recently constructed reservoir of the Company, called Upper Chellow Dean Reservoir, and also between another reservoir of the Company, called the Lower Chellow Dean Reservoir, and a certain other reservoir of the Company called the Whetley Hill Reservoir, which said last-mentioned aqueducts or conduits will be situate in the said several townships or places of Wilsden; Allerton, Heaton, and Manningham, all in the parish of Bradford.

And it is proposed by the said intended Act to enable the company to take, divert, interrupt, impound, and use the waters, or some part thereof, now flowing down the said streams, rivulets, and becks hereinbefore mentioned, and their respective tributaries, or some of them, and also all water which may be found or intercepted in the construction of the said intended works, which streams and waters now flow directly or derivatively into the navigable river Aire, the Bradford Canal, the Leeds and Liverpool Canal, and the Aire and Calder navigation, or some of them, and the several branches thereof respectively.

And it is proposed by the said intended Act, to confer power upon the Company to make and maintain, within the said township of Thornton, and parish of Bradford, a drain or sewer to commence at or near to New Road Side aforesaid, and to terminate at the bye-channel of the said intended reservoir near Doe Park, and one other drain or sewer to commence at or near to the bye-channel of the said last mentioned intended reservoir, and to terminate by two branches at or near Denholme Gate aforesaid; and to lay and maintain branch drains or sewers from the same to and up to any mills, cottages, or other premises situate at or near to the said New Road Side, or Denholme Gate, and to compel the owners of such mills, cottages, or other premises, to communicate with such sewers or branch sewers, so as effectually to prevent any offensive matter from accumulating near to such mills, cottages, or other premises, or from flowing to or into either of the said becks called Denholme Beck, or Carperley Beck, at a higher point than where the bye-channel of the said reservoir enters the same.

And it is proposed by the said intended Act to take power to extend the limits of the existing Acts, and to make, lay down, and maintain all necessary mains, pipes, culverts, and other works connected therewith, under and along any of the streets, roads, lanes, or public footpaths, or places, within the said several parishes, townships, and places hereinbefore mentioned, or some of them.

And it is further proposed by the said intended Act to enable the Company to purchase, by compulsion or agreement, all such lands, buildings, streams, brooks, springs of water, and other hereditaments, as may be necessary for the construction, maintenance, and use of the said works, or any of them, or any right or easement of, in, through, or over the same; and to empower the Company to cross, stop up, alter, or divert, temporarily or permanently, within, adjoining, or near to the

several parishes, townships, and places aforesaid, or any of them, all turnpike and other roads, streets, and highways, railways, tramways, canals, streams, water-courses, sewers, pipes, aqueducts, and bridges, which it may be necessary or convenient so to cross, stop up, alter, or divert, for any of the purposes of the said intended Act: and to vary, repeal, or extinguish, all existing rights or privileges connected with the said several streams, brooks, or rivulets before mentioned, or their tributaries, or with any such lands, buildings, brooks, springs of water, and other hereditaments as aforesaid, or which would in any manner impede or interfere with the carrying into 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 power to levy rates and rents for, or in respect of the said water-works, and to alter the existing rates and rents, and to confer, vary, and extinguish exemptions from the payment of rates and rents.

And it is also proposed by the said intended Act to make provision for consolidating the paid-up capital of the company into stock, and for capitalizing their mortgage debt; and to authorize the raising of a further sum of money by the creation of shares, and by mortgage; and to authorize the company to attach such preference or guarantee of dividend to the shares so to be created as they may think proper; and to make further provisions with respect to the capital of the said company.

And notice is hereby also given, that plans and sections of the said proposed new works, and alterations of existing works, showing the line and levels thereof, and the lands in or through which the same are to be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection on or before the thirtieth day of November instant, with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and extra-parochial places in or through which the said proposed new works, and alterations of existing works, are intended to be made, together with a copy of this notice as published in the London Gazette, will, on or before the same thirtieth day of November, be deposited as follows; that is to say,—in the case of parishes, with the parish clerk of such parishes respectively at his residence; and in the case of any extra-parochial place, with the parish-clerk of some parish adjoining thereto, at his residence; and that copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the thirty-first day of December next.

Dated the 10th day of November, 1852.

Jo. Thompson, Law Clerk to the Company,
and Solicitor for the Bill.

London, Brighton, and South Coast Railway.
(Creation of Stock or Shares for Conversion of Mortgage Debt—Enlargement of London Bridge and Brighton Stations, and Bridge at Brighton—Branch to Crystal Palace and Diversion of Highway—Arrangements with Crystal Palace Company—Working Arrangements with intended East Grinstead Railway Company, and Wimbledon and Croydon Railway Company—Powers of Lease and Sale—and Amendment of Acts.)

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

London, Brighton, and South Coast Railway Company, to convert their debenture debt, or any part thereof, into stock or shares of the said Company, with an irredeemable annual preference dividend over all, or any of the other stock or shares of the Company, or into perpetual annuities.

And it is also intended by such Act or Acts, to enable the London, Brighton, and South Coast Railway Company, and a company to be incorporated by a Bill to be introduced in the next session of Parliament, for making a railway from the London, Brighton, and South Coast Railway to East Grinstead (such Company to be called the East Grinstead Railway Company), to enter into contracts, agreements, and arrangements, with respect to the construction, working, and using of the said intended railway to East Grinstead, and to enable the said London, Brighton, and South Coast Railway Company, to work and use the same, and to regulate and manage the traffic thereon, and to take tolls thereon, and to agree with the intended East Grinstead Railway Company for the payment of certain tolls and sums of money for the use of the said railway, or for the apportionment of the tolls and fares received on the said intended railway, or the payment of fixed sums in lieu thereof. And also to enable the London, Brighton, and South Coast Railway Company, to purchase, or take on lease, from the said East Grinstead Railway Company, the said intended East Grinstead Railway, when and so soon as the same shall be authorised by Parliament, and completed; and to enable the said East Grinstead Railway Company to sell such railway, or grant a lease thereof, to the said London, Brighton, and South Coast Railway Company.

And it is also intended by such Act or Acts to enable the said London, Brighton, and South Coast Railway Company, and a company intended to be incorporated by a Bill to be introduced in the next session for making a railway from Wimbledon to Croydon, in the county of Surrey, to enter into contracts, agreements, and arrangements, with respect to the construction, working, and using of so much of the said intended railway as lies between Croydon and Mitcham; and to enable the London, Brighton, and South Coast Railway Company, to work and use such part thereof, and to regulate and manage the traffic thereon, and to take tolls thereon, and to agree with the intended Wimbledon and Croydon Railway Company for the payment of certain tolls or sums of money for the use of such part of the said railway as aforesaid, or for the apportionment of the tolls or fares received on the said portion of the said intended railway, or the payment of fixed sums in lieu thereof, and also to enable the said London, Brighton, and South Coast Railway Company to purchase, or take on lease, from the intended Wimbledon and Croydon Railway Company, the said portion of the said intended railway, when and so soon as the same shall be authorised by Parliament and completed.

And it is also intended to apply for powers in such Act or Acts, to enable the London, Brighton, and South Coast Railway Company, to execute the following works, or any of them, or any part or parts thereof respectively; that is to say, to alter, vary, enlarge, and improve their station and terminus, and the approaches thereto, situate near London Bridge, in the parishes of St. Olave and St. Thomas the Apostle, in the borough of Southwark, in the county of Surrey; and in connection with such alteration, variation, enlargement, and improvement, to widen the approach to the said station on the south-west side thereof, at and near the crossing of such approach, over the street called Joiner's-street, and to arch over a further portion of such street, and to make a diversion in the line of such street, such diversion commencing at or near

the existing arch over such street, and terminating at or near the junction with such street of the street or way called the Broadway, and to stop up and appropriate so much of the present street in lieu of which such diversion is made, and to vest the part of the street so stopped up in the Governors of St. Thomas's Hospital, or in such company, corporation, or persons, as shall be provided in the said Act or Acts. And further, in connection with such alteration, variation, enlargement, or improvement, to arch over a further portion of the streets called Dean-street and the Maze, and to enlarge the said station at or near such streets, and also to authorise other alterations in the said station, and the approach thereto, and the streets near to or adjoining, or passing under the same, which said widening, diversions, alterations, enlargements, improvements, and other works aforesaid, will be situate in the said parishes of St. Olave and St. Thomas the Apostle, or one of them, in the said borough of Southwark, and county of Surrey.

Also to alter, vary, and enlarge, their goods station, or terminus, in the town and parish of Brighton: such alteration, variation, and enlargement, to be made on the south-eastern side of such station, at and near certain streets or ways called Cheapside, Ann-street, Peel-street, and Cavendish-place, all in the parish of Brighthelmstone or Brighton, in the county of Sussex. And in connection with such variation, alteration, or enlargement, to alter, divert, or stop up the streets or ways, or some part or parts thereof, in such parish, called Ann-street, Cheapside, and Cavendish-place, and to appropriate for the purposes of such enlargement, such streets or ways, or the part or parts thereof respectively, so intended to be stopped up or diverted. Also to alter, extend, and enlarge, a certain bridge upon the main line of the London, Brighton, and South Coast Railway, called the Montpelier Road Bridge, and which said bridge crosses the Montpelier Road, and is situate in the parishes of Brighthelmstone or Brighton aforesaid, and Preston, or one of them, in the said county of Sussex.

Also to make and maintain a branch railway, with all proper stations, works, approaches, and conveniences, connected therewith; such branch railway commencing by a junction with the London, Brighton, and South Coast Railway, at or near the Sydenham station of the said railway, in the parish of Lewisham, in the county of Kent, and terminating at or near to the site of the Crystal Palace, now in course of erection, in the parish of Battersea, in the county of Surrey; which said intended branch railway, and other works, will pass in, through, or into, or be situate within the several parishes, townships, or extra-parochial places following, or some of them: that is to say, Lewisham, Sydenham, and Beckenham, or some or one of them, in the county of Kent; Battersea, Croydon, Camberwell, Lambeth, and Penge, or some of them, in the county of Surrey.

And it is also intended in the said Act or Acts, to apply for powers to enable the London, Brighton, and South Coast Railway Company, and the intended Crystal Palace Company, to enter into, or carry into effect, certain contracts, agreements, and arrangements made, or to be made, relative to the working and using the London, Brighton, and South Coast Railway, and the said intended branch railway, and for the payment and receipt of certain tolls and sums of money, or for the apportionment of the tolls, fares, and charges, in reference to the London, Brighton, and South Coast Railway and Crystal Palace, and to enter into and make any other agreements or arrangements, with respect to the traffic to or from the said Crystal Palace, and the tolls and fares in respect thereof.

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

And it is also intended by such Act or Acts, to enable the London, Brighton, and South Coast Railway Company, to carry into effect the said intended undertakings, or any of them, and to apply any part of their existing capital or funds for such purpose.

And it is also intended to take powers for the compulsory purchase of lands and houses for the several works and purposes hereinbefore described or connected therewith, and to authorise the purchase of other lands and houses, and the sale and conveyance of any lands and buildings, and to authorise the said Company to levy tolls, rates, and duties, for the use of the said intended branch railway, and other works before-mentioned; and it is intended to confer exemptions from such tolls, rates, and duties, and other rights and privileges.

And it is also intended by such Act or Acts, for all or any of the purposes aforesaid, to vary or extinguish all existing rights and privileges in any manner connected with the lands or buildings proposed to be purchased or taken for all or any of the purposes aforesaid, or with the streets or highways to be stopped up or diverted, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And it is also intended by the said Act or Acts, for all or any of the purposes aforesaid, to take powers to alter, repeal, amend, or extend, so far as may be necessary, some of the powers and provisions of the following Acts relating directly or indirectly to the London, Brighton, and South Coast Railway Company; that is to say, the Acts relating to the London and Croydon Railway, namely, local and personal, 5 Wm. 4, cap. 10; 6 and 7 Wm. 4, cap. 121; 1 Vic., cap. 20; 2 Vic., cap. 18; 3 and 4 Vic., cap. 129; 6 and 7 Vic., cap. 62; 7 and 8 Vic., cap. 92 and 97; 8 and 9 Vic., cap. 196; 9 and 10 Vic., caps. 234 and 283; the Acts relating to the London and Brighton Railway, namely (local and personal) 1 Vic., cap. 119; 6 Vic., cap. 27; 7 and 8 Vic., caps. 67 and 91; 8 and 9 Vic., caps. 52, 113, and 199; 9 Vic., caps. 54, 63, 68, and 69; 9 and 10 Vic., cap. 281; and an Act passed in the 9th and 10th years of the reign of her present Majesty, cap. 283, entitled "An Act to consolidate and unite the London and Brighton, and London and Croydon Railway Companies, and the undertakings belonging to them;" and also the Acts (local and personal) 10 and 11 Vic., caps. 244 and 276; and 11 and 12 Vic., cap. 136; and also Acts relating to the London and Brighton, and South Coast Railway, passed respectively in the 9th and 10th, the 10th and 11th, and the 11th and 12th years of the reign of Her said present Majesty.

And notice is hereby further given, that duplicate plans and sections of the said intended branch railway, and of the alterations or enlargements of the station and works at the terminus at London Bridge, and of the enlargement of the goods station at Brighton, and of the several works connected therewith respectively, and describing the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, con-

taining the names of the owners, or reputed owners, lessees or reputed lesees, and occupiers of such lands, a published map, describing the line or situation of such branch railway and other works aforesaid; 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 Surrey, at his office at Lambeth; and with the Clerk of the Peace for the county of Kent, at his office, at Maidstone; and with the Clerk of the Peace for the county of Sussex, at his office in Lewes; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended branch railway, enlargement of stations, and works aforesaid, or any of them, are intended to be made, together with a copy of this notice, will be deposited, on or before the said 30th day of November, with the Parish Clerks of those parishes respectively, at their respective residences; and that copies of the proposed Bill for carrying out the object aforesaid, will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December next.

Dated this 1st day of November, 1852.

Sutton, Ommanney, and Prudence,
6, Basinghall Street, London, Solicitors.

Leeds, Bradford, and Halifax Junction Railway. Branch Railway to Coalfields at Drighlington and Gildersome-street; Branch Railway to the Town of Bradford; Working Arrangements with the Great Northern and Lancashire and Yorkshire Railway Companies.—Increase of Capital.—Amendment of Act.

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 Leeds, Bradford, and Halifax Junction Railway Act, 1852," or otherwise to repeal the said Act, and to 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 empower the Leeds, Bradford, and Halifax Junction Railway Company to make and maintain the several railways, stations, and works following, or some or one of them, with all proper conveniences and accommodations connected therewith (that is to say):

A branch railway, with stations and works, to commence from and out of the line of the Leeds, Bradford, and Halifax Junction Railway, as authorised to be constructed by "The Leeds, Bradford, and Halifax Junction Railway Act, 1852," at or near Leicester Dyke, otherwise called Laister Dyke, in the township of Bradford, and to terminate at Gildersome-street, in the township of Gildersome, which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Bradford, Calverly, Birstal, Batley, Pudsey, Tong, North Bierley, Hunsworth, Gomersal, Drighlington, and Gildersome, all in the West Riding of the county of York.

A branch railway, with stations and works, to commence from and out of the line of the Leeds, Bradford, and Halifax Junction Railway, as authorised to be constructed by "The Leeds, Bradford, and Halifax Junction Railway Act, 1852," at or near Leicester Dyke, otherwise Laister Dyke, in the township of Bradford, in the parish of Bradford, and to terminate in the town of Bradford, at or near that part of the Wakefield and Bradford Turnpike Road called Bridge-street, in the township

of Bradford, which said last-mentioned intended railway and works will pass from, in, through, or into, or be situate within the township of Bradford, in the parish of Bradford, in the said West Riding of the county of York.

And it is 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 tramroads, within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to stop up, divert, or alter, for the purposes of the said proposed railways, stations, and works, or any of them.

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 railways, stations, and other 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 railways, stations, 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 railways, stations, 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 authorise the Leeds, Bradford, and Halifax Junction Railway Company to raise a further sum of money for the purposes of the said intended railways, stations, and works, and for the general purposes of their undertaking, by the creation of new shares, with or without especial privileges, or by mortgage, or bond, or by such other means as Parliament shall authorise and direct.

And it is further proposed by the said intended Act to authorise the Leeds, Bradford, and Halifax Junction Railway Company on the one part, and the Great Northern Railway Company and the Lancashire and Yorkshire Railway Company, or either of such Companies, on the other part, to make and enter into such arrangements as they may think fit in respect of the working and use by the Great Northern Railway and Lancashire and Yorkshire Railway Companies, or either of them, of the Leeds, Bradford, and Halifax Junction Railway, as authorised by "The Leeds, Bradford, and Halifax Junction Railway Act, 1852," or any part thereof, and of the said intended railways, stations, and other works, or any part thereof, and the regulation and management by such Companies or Company or otherwise, of the traffic upon or over the said Leeds, Bradford, and Halifax Junction Railway, or the said intended railways, stations, and other works, or any of them, or any part thereof, and the payment and also the division and apportionment between the Companies, parties to such arrangement, of tolls, rates, and duties to be received in respect of such traffic.

And it is proposed by the said intended Act to alter, amend, and enlarge, so far as may be necessary for the purposes thereof, some of the powers and provisions of the several Acts following (or some of them) relating to the Great Northern Railway Company, or to the railways now vested in such Company (that is to say): 9th and 10th Vic. cap. 71, 223 and 352; 10th and 11th Vic. cap. 143, 146, 148, 272, 286, and 287; 11th and 12th Vic. cap. 114; 12th and 13th Vic. cap. 84; 13th and 14th Vic. cap. 61; 14th and 15th Vic. cap. 45 and 114. And also of the several Acts following (or some of them) relating to the Lancashire and Yorkshire Railway Company, or to

the railways now vested in such Company; 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; and the Lancashire and Yorkshire Railway Act, 1852.

And notice is hereby also given, that maps, plans, and sections, showing the line and levels of the said intended railways, and lands to be taken for the purposes thereof respectively, 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 in the present year, be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office, in Wakefield, in the said riding, and on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference as relates to the several parishes within which the said intended railways, stations, and other works will be made, together with a copy of this notice, will be deposited with the parish clerk of such parish, at his place of abode.

And notice is hereby also given, that on or before the 31st day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 2nd day of November 1852.

Barr and Nelson, Solicitors, Leeds.

East Grinstead Railway.

(Construction of Railway from East Grinstead to the London, Brighton, and South Coast Railway, at Three Bridges. Incorporation of Company, and powers to the London, Brighton, and South Coast Railway Company with reference thereto.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorise the construction and maintenance of a railway, with all proper stations, works, approaches, and conveniences connected therewith, commencing by a junction with the London, Brighton, and South Coast Railway, at or near the Three Bridges Station of the said railway, in the parish of Worth, in the county of Sussex, and terminating in the parish of East Grinstead, in the said county of Sussex, about 130 yards north of the Swan public house, situate in the road leading from East Grinstead to Godstone, in the county of Surrey, which said intended railway and other works will pass from, in, through or into, or be situate within the several parishes, townships, and extra-parochial places following or some of them (that is to say), Worth, Crawley, West Hoathley, Hartfield, North Hartfield, South Hartfield, Ashurst, Forest Row, and East Grinstead, all in the county of Sussex.

And it is intended in such Act to incorporate a company, and to enable such company to construct the railway and works, and to exercise the powers and authorities to be conferred by the Bill. Also to apply for powers to alter, divert, or stop up, whether temporarily or permanently, any turnpike or other roads, highways, railways, canals, and rivers within the aforesaid parishes, townships, and

extra-parochial places, or any of them which it may be necessary to alter, divert, or stop up by reason of the construction of the said intended railway and works, or any of them. Also for powers for the compulsory purchase of lands and houses for the purposes of the said intended railway and works. Also for powers to levy tolls, rates, and duties, in respect of the use of such railway and works, and to grant certain exemptions from such tolls, rates, and duties, and to vary or extinguish all existing rights or privileges, which would in any manner impede or interfere with the construction, maintenance, or use of the railway, and to confer other rights and privileges.

And it is intended to incorporate with such Act "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Railways Clauses Consolidation Act, 1845."

And it is also intended to apply for powers to enable the company to be incorporated by the Bill, and the London, Brighton, and South Coast Railway Company to enter into contracts, agreements, and arrangements with respect to the construction, working, and using of the said intended railway, and to authorise such last-mentioned company to work and use the same, and to regulate and manage the traffic thereon, and to agree with the company to be incorporated for the payment of certain tolls or sums of money for the use of the railway, or for the apportionment of the tolls and fares received on the intended railway, or the payment of fixed sums in lieu thereof.

And so far as may be necessary for the purposes aforesaid it is also intended to alter, amend, and enlarge, or to repeal some of the powers and provisions of the Acts relating to the London, Brighton, and South Coast Railway Company, viz.:—1st Vict., chap. 119; 6th Vict., chap. 27; 9th Vict., chap. 54; 9th and 10th Vict., chap. 283; and 10th and 11th Vict., chap. 276.

And notice is hereby further given, that maps and duplicate plans and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and a copy of this notice, as published in the London Gazette, will be deposited on or before the thirtieth day of November, in the present year, with the clerk of the peace, for the county of Sussex, at his office in Lewes, and that a copy of so much of the said plans, sections, and books of reference as relate to each of the parishes in or through which the said intended railway and works are intended to be made, together with a copy of this notice, will be deposited, on or before the said thirtieth day of November with the parish clerks of those parishes respectively at their respective residences; and that copies of the proposed Bill for carrying out the said undertaking will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December next.

Dated this 1st day of November, 1852.

Sutton, Ommanney and Prudence,
6, Basinghall Street, London,
William Fearless, East Grinstead,
Arthur Hastie, East Grinstead, } Solicitors.

City of Norwich Water Works.

(Additional Capital; Release from Covenants in Lease of Old Water Works; Power to underlet; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the present session, for an Act to alter, amend, and enlarge the powers and provisions of an Act made and passed in the 13th and 14th years of the reign

of Her present Majesty Queen Victoria, intituled "An Act for supplying the city of Norwich, and the neighbourhood thereof, with water."

And it is intended by the said Act to enable the City of Norwich Water Works Company, incorporated by the said Act, to increase their capital by the creation of new shares, or by mortgage or bond, or by such other means as Parliament shall authorise and direct.

And it is also intended by the said Act, to apply for powers for the compulsory purchase of the interest of the mayor, aldermen, and citizens of the City of Norwich, in the engines, wells, conduits, pipes, cocks, fire-plugs, and works connected with the Old Water Works in the said city, belonging to the said mayor, aldermen, and citizens, and now under lease to the said Company, and for exonerating the said Company from all covenants contained in the existing lease, from the said mayor, aldermen, and citizens of the Old Water Works, and other premises and works contained therein, restricting the use or application of the head of water comprised in such lease during the remainder of the term thereby granted, and also from the covenant contained in the same lease for maintaining a certain reservoir situate in the Chapel Field in the City of Norwich, and all other covenants and liabilities contained in the said lease, relating to the supply of water to the inhabitants of the said City of Norwich, or in any way incident thereto, and also from all covenants contained in the said lease relative to fire-plugs, so as to place all the fire-plugs within the said city under the provisions of "The Water Works Clauses Act, 1847."

And it is also intended by the said Act to apply for necessary powers to enable the said Company to underlet all or any of the premises now held by the said Company under the said lease.

And it is also intended by the said Act to repeal or vary the thirteenth section of the said recited Act, and also to convert into stock the capital raised under the said recited Act, and to be raised under the said intended Act.

And it is also proposed by the said intended Act to alter and amend, if need be, the provisions of an Act passed in the session of Parliament held in the 30th year of the reign of King George the 3rd, intituled "An Act for better supplying the City of Norwich with water."

And notice is hereby further given, that on or before the 31st day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated the 11th day of November 1852.

Arthur Dalrymple, Solicitor, Norwich.

In Parliament, Session 1853.

Warrington and Altrincham Junction Railway.

(Extension to Stockport.)

THE Warrington and Altrincham Junction Railway Company intend to apply to Parliament in the session of 1853, for leave to introduce a Bill for the following, or some of the following, among other purposes, viz:—

1st.—To authorize them to extend their railway from the town of Altrincham to or near to the town of Stockport, and to construct all necessary stations, approaches, and works in connexion with that extension. The extension will commence by a junction with the Warrington and Altrincham Junction Railway, at or near to the point in the township of Altrincham, in the parish of Bowdon, where the authorised line of the Warrington and Altrincham Junction Railway, now in course of construction, crosses the Duke of Bridgewater's Canal, and on the eastern side of the said canal,

will pass through Bowdon, Altrincham, Timperley, Baguley, Ashton-upon-Mersey, Sale, Northen otherwise Northenden, Northen, Northen Etchells or Etchells-in-Northen, Stockport, Cheadle, Cheadle Moseley, and Cheadle Bulkeley, in Cheshire; Manchester, Didsbury, Heaton Norris, Heaton Mersey, and part of the borough of Stockport, in Lancashire; and will terminate in the timber yard of Messieurs John and William Bellhouse, at the west side of Wellington-road North, in Heaton Norris, in the parish of Manchester, and borough of Stockport.

2nd.—To authorize the same Company to purchase compulsorily lands and houses for the purposes of the said extension and works; to extinguish all rights and privileges which may interfere with the construction thereof; and to levy tolls, rates, and duties for the use thereof.

3rd.—To amend and extend the powers of "The Warrington and Altrincham Junction Railway Act, 1851," and to change the name of the Company, and of their undertaking.

A plan and section of the said extension, a book of reference to the plan, a published map on which the proposed extension will be laid down, and a copy of this notice will, before the first day of December next, be deposited at the office, at Chester, of the Clerk of the Peace for Cheshire, and at the office, at Preston, of the Clerk of the Peace for Lancashire; and copies of so much of the plan, section, and book of reference as relates to each parish in which the intended works are to be constructed, will, together with a copy of this notice, be deposited, before the same day, at the residence of the parish clerk of that parish; and with respect to extra-parochial places, at the residence of the parish clerk of an adjoining parish.

Copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons before the first day of January 1853.—Dated this tenth day of November 1852.

John and Edward Whitley, Liverpool, Solicitors for the Bill.

Leeds Gas Light Company.

(Amendment of Acts.—Increase of Capital.)

NOTICE is hereby given, that application is intended to be made to Parliament in the present session, for an Act to alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of the Acts following, relating to the Leeds Gas Light Company (that is to say): local and personal Acts, 58th George 3rd, cap. 56; and 6th and 7th Vic. cap. 30.

And it is proposed by the said intended Act to authorise the Company to raise a further sum of money by the creation of new shares, either with or without a preference or priority in the payment of dividend, or by mortgage, or by both those means, or by such other means as shall be provided by the said intended Act, and also to enable the Company to convert all or any part of their share capital, for the time being, into stock, and to assign to such stock, or any part thereof, if they shall think fit, any preference or priority in the payment of dividends or other special privileges.

And notice is hereby further given, that, on or before the 31st day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November 1852.

Atkinson, Dibb, and Atkinson, Solicitors for the Bill.

Plymouth Improvement.

(Repeal or alteration of existing Improvement Act, Extension of Limits, Regulations for Burials and Sewage, Formation of Sewers, Improvement of Streets, and general Improvement powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to repeal and re-enact, subject to various alterations, additions, and amendments, or otherwise, to alter, repeal, extend, enlarge or amend, all or some of the provisions of the existing "Plymouth Improvement Act" being an Act passed in the session of Parliament held in the fifth year of the reign of King George the Fourth, entitled "An Act for better Paving, Lighting, Cleansing, Watching, and improving the Town and Borough of Plymouth, in the County of Devon, and for regulating the Police thereof, and for removing and preventing Nuisances and Annoyances therein."

And it is proposed by the said intended Act, to grant further and additional powers to the commissioners acting in execution of the said Act, and to extend and define the limits within which the same may be exercised, and to make the same for the several purposes of the said Act, commensurate with the limits of the said town and borough of Plymouth, and to appoint and provide for the appointment, qualification, and election of commissioners, to carry the provisions thereof into effect.

And it is proposed by the said intended Act, to make certain regulations as to the interment of corpses in or under any church or churchyard, situate within the said town and borough, and to provide for future discontinuance of interments within the said town and borough, and to provide for the substitution of other places of interment, from time to time, and to make provisions and regulations, touching the interment of the dead, in every authorised place of interment, for the time being, within or for the said town and borough, and to incorporate "the Cemeteries Clauses Act, 1847," or some part thereof for that purpose.

And it is proposed by the said Act, to repeal such portions of the said Act of the fifth year of the reign of King George the Fourth, as vested in the mayor and commonalty of the said borough of Plymouth, powers to appoint and pay and to contract for sweeping and cleansing the streets, public quays, lanes, roads, passages, market-place, and other public places, of and in the said town and borough, and to transfer the said powers and all other powers connected therewith to the said commissioners,

And it is proposed by the said intended Act, to make provisions touching the construction of buildings already erected, and hereafter to be erected, within the limits aforesaid, and with respect to naming streets and numbering houses, and improving the line of the streets and removing obstructions, ruinous or dangerous buildings, and the prevention of nuisance by smoke, and to enforce the use in manufactories and other places, of engines, chimneys, or other erections, constructed on the principle of consuming smoke, and to incorporate and make applicable, subject to certain alterations and modifications, all or some of the provisions of "the Towns Improvement Clauses Act, 1847," especially such as relate to the several matters hereinbefore mentioned.

And it is proposed by the said intended Act, to make provisions touching the sewers, both public and private, and sewerage within the said town and borough, and the lighting, paving, flagging, repairing, watering, cleansing, scavenging, levelling, channelling, and otherwise improving streets, lanes, courts, alleys, passages, and other highways, and

places public or private, and the dedication of streets as highways; and to confer upon the said Commissioners, all or some of the powers and authorities conferred upon Local Boards of Health, by the 69th section of the Public Health Act, 1848, for, or for requiring and enforcing, the sewerage, levelling, paving flagging, and channelling streets, lanes, courts, alleys, passages, and other places not being highways, referred to, and comprised in the word "street" as used in the said Act, and to authorise the application to such purposes of all or certain portions of the rent charges or other sums payable by the owners or occupiers of the premises fronting or abutting upon the street, lane, court, alley, passage, highway, or place, or the part thereof respectively, to be sewerage, levelled, paved, flagged, or channelled, for the use or repair, or use and repair of such street, lane, court, alley, passage, highway, or place, and to confer upon the said commissioners the powers conferred upon Local Boards of Health, by the 70th section of the said public Health Act, for making any street, lane, court, alley, passage, or place, as aforesaid, a highway.

And it is also proposed by the said intended Act to enable the said Commissioners 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 for such purpose, and in connexion therewith, to stop or dam up, raise, lower, arch over, divert, alter, or otherwise deal with, use or appropriate drains, ditches, streams, rivulets, and watercourses, and particularly, compulsory powers to make a main sewer, commencing at the junction of Jubilee-street and Exeter-street, near a place called Coxside-green, otherwise Friary-green, in the parish of Charles, in the borough of Plymouth, in the county of Devon aforesaid, and passing along the Sutton-road, otherwise the Commercial-road, in the parish of Charles aforesaid, into Deadman's-bay, in the borough of Plymouth aforesaid, near a quarry situate in the said parish of Charles, and now or late in the occupation of Joseph Skardon.

And also a main sewer, commencing at or near the south end of Sutton-wharf, in the parish of Charles aforesaid, and passing through Vauxhall-quay, Vauxhall-street, Woolster-street, Exchange-street, the Parade, Southside-street, and by the Western Barbican into the Outer Harbour, seaward of Sutton Pool, in the borough of Plymouth aforesaid, the said last-named main sewer being intended to commence in the said parish of Charles, and to terminate north of a place called Fisher's Nose, in the said parish of Saint Andrew, at or near the extremity of the south-western boundary of the borough of Plymouth aforesaid.

And also the conversion of part of the waste leat of the Plymouth Waterworks into a sewer or culvert, from King-street, in the parish of Saint Andrew, in the borough of Plymouth aforesaid, to the south side of the Millbay-road, in the parish of Saint Andrew aforesaid, where the said waste leat joins the Plymouth Great Western Docks in the said last-named parish. All which said main sewers and works will be situate in, or pass from, through, or into the parishes of Saint Andrew and Charles, in the borough of Plymouth, in the county of Devon aforesaid.

And it is intended to apply for powers by the said Bill to enable the said Commissioners to take and purchase by compulsion or by agreement certain dwelling houses, lands, and premises, in the several streets following; that is to say:—Sausage-lane, commencing at the Parade, and terminating at South Side-street, all in the said parish of Saint Andrew; Friars-lane, commencing at South Side-street, and terminating at the steps adjacent to the Citadel-road, all in the said parish of Saint Andrew;

White-lane, commencing at South Side-street, and terminating at New-street, all in the said parish of Saint Andrew; Woolster-street, commencing at Exchange-street, and terminating at Batter-street, in the said parish of Charles. A portion of a certain street called Bedford-street, commencing at the southern end of Old Town-street, and terminating at Bank-street, including both the northern and southern sides of Bedford-street aforesaid, all in the said parish of Saint Andrew.

A certain street called Lower-street, commencing at Exeter Street, and terminating in the new road leading to the new North Quay of Sutton-pool, all in the said parish of Charles; a certain lane called Martin-lane, commencing at Briton-side, and terminating at Sutton-wharf, all in the said parish of Charles; a certain street called Charles-street, commencing at Bilbury-street, and terminating at the south entrance to Charles Church, all in the said parish of Charles; a certain street called Green-street, commencing at Gibbon-street, and terminating in Tin-street, all in the said parish of Charles; certain streets called Tin-street and Vauxhall-street, commencing at Bilbury-street, and terminating at Woolster-street, all in the said parish of Charles; certain streets called Vintry-street and Notte-street, commencing at Batter-street, and terminating at Catherine-street, all in the said parish of Saint Andrew; a certain street called South Side-street, commencing at Notte-street, and ending at the Barbican-quay, all in the said parish of Saint Andrew; a certain street called Saint Andrew-street, commencing at Saint Andrew-place, and terminating at Notte-street, all in the said parish of Saint Andrew; a certain street called Catherine-street, commencing at Bedford-street, and terminating at Notte-street, all in the said parish of Saint Andrew; a certain street called Hoe-street, commencing at Notte-street, and terminating at the Citadel-road, all in the said parish of Saint Andrew; a certain street called Westwell-street, commencing at Bedford-street, and terminating at Princess-square, all in the said parish of Saint Andrew; a certain lane or place called Market-alley, commencing at Bedford-street and terminating at East-street, all in the said parish of Saint Andrew; three certain lanes or ways called respectively Higher-lane, Middle-lane, and Lower-lane, commencing at Saint Andrew-street, and terminating at High-street, all in the said parish of Saint Andrew; a certain place called Market-place, commencing at East-street, and terminating at Drake-street, all in the said parish of Saint Andrew; certain streets called Tavistock-street and Old Town-street, commencing at Park-street, and terminating at Week-street, in the said parishes of Saint Andrew and Charles; a certain street called Saltash-street, commencing at Cobourgh-street, and terminating at Drake-street, in the said parishes of Saint Andrew and Charles; a certain street called High-street, commencing at Whimple-street, and terminating at the Parade, all in the same parish of Saint Andrew; a certain portion of a street called Frankfort-street, on the north side thereof, commencing at Russell-street and terminating at, and inclusive of, a certain archway in Frankfort-street aforesaid, leading from Frankfort-street aforesaid to Willow-street, all in the said parish of Saint Andrew; and also a certain street called Arch-row, commencing at Frankfort-street aforesaid, and terminating at Willow-street, all in the said parish of Saint Andrew.

For the purpose of widening and improving the line or course of the said streets.

And it is intended to apply for powers by the said bill to enable the said commissioners to take and purchase, by compulsion or by agreement, certain dwelling-houses, lands and premises lying adjacent to the Plymouth and Dartmoor railway,

situate between Sutton-road and Fareham-place, all in the said parish of Charles, for the purpose of making a road, beginning at the Sutton-road, adjoining the Plymouth and Dartmoor railway, and terminating at Fareham-place, all in the said parish of Charles.

And it is intended to apply for powers by the said bill to enable the said commissioners to take and purchase, by compulsion or by agreement, certain dwelling-houses, lands and premises situate in or near North-street, Gasking-street and Whitefriars-lane, all in the said parish of Charles, for the purpose of making a new street, commencing at the east end of Ham-street, and terminating at Gasking-street at the junction with Whitefriars-lane, all in the said parish of Charles.

And it is intended by the said Act to empower the said commissioners to make and maintain all other works and conveniences in connection therewith as may be necessary for the effectual drainage and sewerage of the said town and borough, and to authorise the said commissioners to cause sewers and drains to open into and communicate with any sewer or sewers within the said town and borough made by or belonging to any company or persons, and to confer upon any such company or person as aforesaid power to sell or lease the whole or any part of their undertakings or sewers to the commissioners; and upon the commissioners, power to purchase, or take, or hold the same on lease in the manner provided by the 44th section of "The Public Health Act, 1848," or otherwise.

And it is proposed by the said intended Act to incorporate therewith and make applicable, subject to certain alterations and modifications, all or some of the provisions of "The Police Clauses Act, 1847," or otherwise to make provision with respect to the police within the said town and borough, and to prevent obstructions, nuisances, and annoyances in the streets, and with respect to fires and to hackney carriages and chairs, and to make provisions for the speedy and effectual removal or abatement of nuisances, and prevention or regulation of trades, employments, or practices, detrimental to the public health.

And it is also intended by the said Act to empower the commissioners to manufacture and supply gas for the purpose of and for lighting the several streets, roads, highways, lanes, yards, courts, and public passages and places within the said town and borough, and to enable the Commissioners to lay down and make pipes, mains, and other works and conveniences in the several streets, roads, highways, lanes and public passages or places aforesaid, and to erect and construct all such buildings, gas meters, and other works and apparatus as may be necessary for the purposes aforesaid, or to contract with any person or corporation manufacturing or supplying gas within the said town and borough, for lighting the streets, courts, lanes, highways, and other public passages and places aforesaid, and for such purposes to incorporate the clauses or provisions of "the Gas-works Clauses Act, 1847" applicable thereto; and it is intended to empower the Commissioners to provide slaughter-houses, and to make bye-laws, rules, and regulations for the management and use of the same.

And it is proposed by the said intended Act, to incorporate therewith, or otherwise make applicable, subject to certain alterations and modifications, certain of the provisions of "the Public Health Act, 1848," and of "the Public Health Supplemental Act, 1849" as well with respect to all or some of the matters aforesaid as to slaughter-houses, lodging-houses, cellars used for places of human habitation, the management of streets, water-closets and privies, nuisances, and laying-out streets, and to authorise the said Commissioners

-laws, rules, and regulations, touching all or any of the said matters. And it is intended to incorporate with the said Act all or some of the of "the Lands Clauses Consolidation Act, 1845," and "the Commissioners Clauses Act, 1847."

And it is proposed by the said intended Act, to grant power to the said Commissioners to make, levy, and receive all such rates, duties, and assessments, and to raise all such sums of money on the credit thereof 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 levy rates or rents for the supply of gas, and to alter or increase existing rates, duties, or assessments, and to confer, vary, and extinguish exemptions from payment of rates, duties, and assessments, and to confer, vary, or extinguish other rights and privileges.

And it is proposed by the said intended Act, to grant powers to the said Commissioners to purchase, by compulsion or agreement, all lands or buildings or rights or easements therein which it may be necessary to purchase for effecting any of the objects of the said Act, and to take down, divert, alter, or stop up, temporarily or permanently, all buildings, streets, roads, highways, railways, tramways, rivers, brooks, streams, canals, sewers, waters, watercourses, mains, pipes, gas-pipes, water-pipes, and aqueducts which it may be necessary so to take down, divert, alter, or stop up, for effecting any of the said objects, and to alter, vary, or extinguish all rights, powers, privileges, easements, and immunities in any manner connected with the lands and buildings to be purchased as aforesaid, or which would or might in any manner prevent or interfere with the carrying into full and complete effect any of the objects and purposes of the said intended Act.

And it is intended, for all or any of the purposes aforesaid, to alter, amend, and enlarge, or to repeal all or some of the provisions of the following Acts (that is to say): an Act passed in the fortieth year of the reign of His Majesty King George the Third, intituled, "an Act for continuing for the term of twenty-one years, and from thence to the end of the then next session of parliament, and for altering and enlarging the powers of two Acts, one made in the thirty-first year of the reign of His late Majesty King George the Second, and the other in the seventeenth year of the reign of His present Majesty, for repairing the Highroad leading from Brent Bridge, in the County of Devon, to Gasking Gate, in or near the borough of Plymouth, in the said county;" an Act passed in the forty-third year of the reign of His Majesty King George the Third, intituled, "an Act to enable the Company of Proprietors for embanking part of the Lary, near Plymouth, to make and maintain a Road from a certain place called Efford Quay, in the parish of Egg Buckland, in the county of Devon, to the borough of Plymouth;" an Act passed in the first year of the reign of His Majesty King George the Fourth, intituled, "an Act to improve certain parts of the line of road between the Borough of Plymouth and the City of Exeter, through Ashburton and Chudleigh, in the County of Devon;" an Act passed in the first and second years of the reign of His Majesty King George the Fourth, intituled, "an Act to authorize the Plymouth and Dartmoor Railway Company to vary the line of a certain part of the said railway, and to amend the Acts passed for making the said railway;" an Act passed in the fourth year of the reign of His Majesty King George the Fourth, intituled, "an Act for more effectually amending, improving, and keeping in repair several roads in the Counties of Cornwall and Devon, leading to

the Borough of Saltash, in the County of Cornwall;" an Act passed in the fourth year of the reign of His Majesty King George the Fourth, intituled, "an Act for erecting a bridge over the water of Lary, from Pophlet Point, to or near to Great Prince Rock, in the County of Devon;" an Act passed in the fifth year of the reign of His Majesty King George the Fourth, intituled, "An Act for further extending the power of the Company of proprietors for embanking part of the Lary, near Plymouth;" an Act passed in the third year of the reign of His Majesty King William the Fourth, intituled, "an Act for more effectually repairing and improving several Roads in the Counties of Cornwall and Devon, leading to the Borough of Saltash, in the County of Cornwall, and for making a new Branch and Deviations of Roads to communicate therewith;" an Act passed in the third and fourth years of the reign of Her Majesty Queen Victoria, intituled, "an Act for erecting and maintaining a Pier and other Works in Mill Bay, in the Port of Plymouth, in the County of Devon;" an Act passed in the fourth and fifth years of the reign of Her Majesty Queen Victoria, intituled, "an Act for repairing the road leading from Brent Bridge, in the County of Devon, to Gasking-street, in or near the Borough of Plymouth, in the said County;" an Act passed in the fourth year of the reign of Her Majesty Queen Victoria, intituled, "an Act to repeal certain of the provisions of an Act passed in the first year of the reign of His Majesty King George the Fourth, for improving parts of the line of road between the Borough of Plymouth and the City of Exeter, through Ashburton and Chudleigh, in the County of Devon;" "the South Devon Railway Act, 1844;" "the Plymouth and Stonehouse Gas Act, 1845;" "the South Devon Railway Act amendment and branches, 1846;" an Act passed in the ninth year of the reign of Her Majesty Queen Victoria, entitled "an Act for establishing a General Cemetery for the interment of the dead in the neighbourhood of the towns of Plymouth, Devonport, and Stonehouse, in the county of Devon;" "the Plymouth Great Western Dock Act, 1846;" "the Plymouth and Tavistock Turnpike Roads Act, 1847;" "the South Devon Railway Act Extensions and Amendment, 1847;" "the Sutton Harbour Act, 1847;" and "the South Devon Railway Act, 1851." And notice is hereby further given, that duplicate plans and sections, shewing the situation or line and levels of the said proposed main sewers, and of the intended alterations and improvement of streets, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses in or through which the same will be made or be situate, with a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Devon, at Exeter, in the said county of Devon, and that copies of so much of the said plans, sections, and books of reference as relate to the several parishes in or through which the said intended works are intended to be made or be situate, with a copy of the Gazette notice, will, on or before the said day, be deposited with the parish clerk of each such parish at his residence.

And notice is hereby further given, that printed copies of the said proposed Act will, on or before the 31st day of December next, be deposited in the Private Bill Office of the Honourable the House of Commons.

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

G. Eastlake and Co., Plymouth,
Solicitors for the Bill.

York, Newcastle, and Berwick; York and North Midland, and Leeds Northern, or York, Newcastle, and Berwick, and York and North-Midland Railway Companies.

(Amalgamation.—Arrangements as to Capital and amongst the Shareholders; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act for 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, or as may be fixed, ascertained, and determined, in and by the said Act of the York and North Midland Railway Company and the Leeds Northern Railway Company, or of the said York and North Midland Railway Company alone, with the York, Newcastle, and Berwick Railway Company, and for the union and consolidation into one undertaking of the several undertakings of such three or two companies respectively, as the case may be; so that all the undertakings, property, estate, and effects, rights, powers, and privileges, of what nature or 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, or by the said York and North Midland, and York, Newcastle, and Berwick Railway 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 York, Newcastle, and Berwick 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 York and North Midland and Leeds Northern Railway Companies, or of the said York and North Midland Railway Company alone, and for the incorporation of the shareholders therein respectively with the York, Newcastle, and Berwick Railway Company, or such one united and consolidated company; and for regulating, fixing, and determining the capital stock, and borrowing powers of the York, Newcastle, and Berwick Railway Company, or of such united and consolidated company, and the rights, privileges, preferences, and priorities of the shareholders in the said three Companies, or in the said York and North Midland, and York, Newcastle, and Berwick Railway Companies alone, as the case may be, and of the different classes of such shareholders as amongst each other in the capital stock of the York, Newcastle, and Berwick Railway Company, or of such united and consolidated company, and for the fulfilment by or for the York, Newcastle, and Berwick Railway Company, or such united and consolidated company, of all or some of the contracts, agreements, or arrangements entered into by the said three companies, or by such two companies, as the case may be, 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 and bond or other debts of the said three companies, or of such two companies, as the case may be, severally and for the security of the holders of such mortgages and bonds, and of other creditors, and also for altering, varying, and increasing the tolls, rates, and duties leviable by the said three companies, or by such two companies alone, as the case may be, 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, or between the

said York and North Midland and York, Newcastle, and Berwick Railway Companies alone, as the case may be, of the proceeds of the traffic or of part of the traffic over the railways of the said three companies, or of such two companies alone, as the case may be, or some parts thereof; and for the subsequent division and apportionment of such proceeds, or some part thereof, amongst the respective classes or sections of shareholders in the said York, Newcastle, and Berwick Railway Company, (or such united and consolidated company for the time being, representing the shareholders in the said three companies respectively, or in the said York and North Midland, and York, Newcastle, and Berwick Railway Companies alone, as the case may be.

And the said Act will also provide for the conversion of the mortgage, bond, or debenture debt of the said three companies, or of the said York and North Midland, and York, Newcastle, and Berwick Railway Companies alone, as the case may be, or of any or either of them, or of such united Company, or any part or parts thereof respectively, into perpetual annuities, at such rate as may be agreed on or provided by the said intended Act; and also for the creation by the York, Newcastle, and Berwick Railway Company, or such united and consolidated company, of new shares or stock for the extinguishment of the mortgage, bond, or debenture debt, and for paying off and discharging all or any other of the debts and liabilities of the said three companies, or of the said York and North Midland, and York, Newcastle, and Berwick Railway Companies, alone, as the case may be, or of any or either of them, or of such united company, or the preference shares of the said Leeds Northern Railway Company, or any part or parts thereof respectively.

And the said Act will also provide for certain alterations in the terms and conditions on which all or any of the preference or guaranteed shares in the Leeds Northern Railway Company were issued, and for a reduction in the amount of the interest or dividend payable in respect of such shares, or for the postponement or temporary abandonment of such interest or dividend, or part thereof; and will provide for the conversion into stock or shares in the said York, Newcastle, and Berwick Railway Company, or such united and consolidated company, of the arrears of dividends due or to become due to the holders of such preference or guaranteed shares, or some of them, and for the creation of shares or stock, for such purpose.

And the said Act will also provide for the creation and issue by the York, Newcastle, and Berwick Railway Company, or such united and consolidated Company, of new shares, in lieu of, or in substitution for certain shares in the York and North Midland Railway Company, called "The Hull and Selby Purchase, &c., Shares."

And the said Act will also authorise the assigning to all or any of the shares or stock to be respectively created under the authority thereof, such guaranteed dividend or dividends, and such respective preferences or priorities in the payment of dividends or otherwise over all or any other classes of shares or stock in the companies or company, as may be agreed upon, or may be provided for by the said intended Act, and will provide for the payment of such dividends respectively out of such separate and distinct portions of the assets or sums applicable to dividend, of the said York, Newcastle, and Berwick Railway Company, or of such united and consolidated company, as may be agreed upon or provided by the said intended Act.

And it is proposed by the said intended Act to alter, amend, extend, enlarge, and repeal, all or some of the powers and provisions of the several Acts relating to the York, Newcastle, and Ber-

wick Railway Company, hereinafter mentioned; (that is to say), "An Act passed in the 5th year of the reign of her present Majesty, intituled, 'An Act for completing the Railway Communication between the Towns of Newcastle-on-Tyne and Darlington, by a Railway to be called the Newcastle and Darlington Junction Railway, with a Branch to the City of Durham,'" An Act passed in the 6th year of the reign of her present Majesty, intituled, "An Act to authorize certain alterations in a portion of the Line of the Great North of England Railway, and for vesting the same in the Newcastle and Darlington Junction Railway Company;" "The Durham Junction Purchase Act, 1844;" "The Brandling Junction Purchase Act, 1845;" "The Newcastle and Darlington Junction (Thirsk and Malton Branches) Railway Act, 1846;" "The Great North of England and Boroughbridge Branch Railway Act, 1846;" "The Great North of England and Bedale Branch Railway Act, 1846;" "The Great North of England Railway Purchase Act, 1846;" "The Newcastle and Darlington Junction (County of Durham Branches) Railway Act, 1846;" "The Durham and Sunderland Railway and Wearmouth Dock Purchases Act, 1846;" An Act passed in the 10th year of the reign of her said Majesty, intituled "An Act for authorizing the Sale of the Pontop and South Shields Railway to the Newcastle and Darlington Junction Railway Company;" "The York and Newcastle Railway (Wearmouth Dock Enlargement Act), 1847;" "The York, Newcastle, and Berwick Railways Act, 1847;" "The York and Newcastle (Pelaw and other Branches) Railway Act, 1847;" "The Tyne Docks Act, 1847;" "The York, Newcastle, and Berwick (Main Line Improvement) Railway Act, 1848;" "The York, Newcastle, and Berwick Railway (Hartlepool Dock and Railway, &c., Leasing) Act, 1848;" "The York, Newcastle, and Berwick (Thirsk and Malton) Railway Act, 1848;" "The York, Newcastle, and Berwick Railway Act, 1849;" "The Great North of England Railway Purchase Amendment Act, 1850;" "The York, Newcastle, and Berwick (Auckland Branch) Railway Act, 1851;" "The York, Newcastle, and Berwick (West Durham) Railway Act, 1851;" "The York, Newcastle, and Berwick (Thirsk and Malton Branch) Railway Act, 1852;" and "The York, Newcastle, and Berwick (Auckland Branch) Railway Act, 1852;" also of two several Acts relating to the lately dissolved Railway Company called the Newcastle and Berwick Railway Company, intituled "The Newcastle and Berwick Railway Act, one thousand eight hundred and forty-five;" and "The Newcastle and Berwick Railway Act, 1846;" and also of the several Acts relating to the York and North Midland Railway Company hereinafter mentioned (that is to say), "An Act passed in the 6th year of the reign of his late Majesty King William IV., intituled "An Act for making a Railway from the City of York to and into the Township of Altofts, with various Branches of Railway, all in the West Riding of the County of York or County of the said City;" an Act passed in the 1st year of the reign of her present Majesty, intituled "An Act to alter the Line of the York and North Midland Railway, and to amend the Act relating thereto;" "The York and North Midland Railway Approaches Act, 1841;" "The Leeds and Selby Railway Purchase Act, 1844;" an Act passed in the 8th year of the reign of her said Majesty, intituled "An Act for enabling the York and North Midland Railway Company to make a Railway from York to Scarbro', with a Branch to Pickering;" an Act passed in the 9th year of the reign of her said Majesty, intituled "An Act for enabling the York and North Midland Railway Company to alter the Line of the York and Scarborough Railway, near the City of York;" "The

Whitby and Pickering Railway Act, 1845;" "The York and North Midland Railway (Bridlington) Branch Act, 1845;" another Act passed in the 9th year of the reign of her said Majesty, intituled "An Act for enabling the York and North Midland Railway Company to make a Railway from the Line of the York and North Midland Railway to Harrogate;" "The York and North Midland Railway (Whitby and Pickering Extension) Act, 1846;" "The York and North Midland (East Riding Branches), No. 1, Railway Act, 1846;" "The York and North Midland (East Riding Branches), No. 2, Railway Act, 1846;" "The York and North Midland (Leeds Extension) Railway Act, 1846;" "The Hull and Selby Railway Purchase Act, 1846;" "The York and North Midland (Widening and Enlargement) Railway Act, 1846;" "The East and West Yorkshire Junction Railway Act, 1846;" "The York and North Midland (Harrogate Station) Railway Act, 1847;" "The York and North Midland (Knottingley Branch) Railway Act, 1847;" "The York and North Midland Railway (Canals Purchase) Act, 1847;" "The York and North Midland (Hull Station) Railway Act, 1847;" "The York and North Midland (Boroughbridge and Knaresborough Extension) Railway Act, 1847;" "The York and North Midland Railway Act, 1849;" "The York and North Midland Railway Act, 1850;" "The York and North Midland (East and West Yorkshire Railway Amalgamation) Act, 1852;" "The York and North Midland and Lancashire and Yorkshire Arrangement Act, 1852;" and "The York and North Midland (Victoria Dock) Railway Act, 1852;" and also of the several Acts relating to the Leeds Northern Railway Company, hereinafter mentioned (that is to say), "The Leeds and Thirsk Railway Act, one thousand eight hundred and forty-five;" "The Leeds and Hartlepool Railway Act, 1846;" "The Leeds and Thirsk (St. Helen's Branch Deviation) Railway Act, 1846;" "The Leeds and Thirsk Railway (Knaresborough Extension) Act, 1846;" "The Leeds and Thirsk Railway (Crimple Deviation and Carlton Junction) Act, 1847;" "The Leeds and Thirsk Railway (Alteration of Levels of Leeds and Hartlepool Railway, &c.) Act, 1848;" "The Leeds and Thirsk Railway (Harrogate and Pateley Branch and East and West Yorkshire Junction Railway Amalgamation Act, 1848;" "The Leeds and Thirsk Railway, Melmerby, and Northallerton Junction Act, 1848;" "The Leeds Central Railway Station Act, 1848;" "The Leeds and Thirsk Railway Act, 1849;" and "The Leeds Northern Railway Act, 1851;" 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 into one Act.

And notice is hereby also given, that on or before the 31st day of December next, printed copies of the said intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 3rd day November, 1852.

Richardson and Gutch,
Solicitors, York.

Newcastle-upon-Tyne Improvement.

(Extension of Limits and Powers; Further Improvements; Consolidation and Improvement of Courts of Record; and Amendment and Consolidation 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, enlarge, repeal, or consolidate, the powers and provisions of the several Acts next hereinafter mentioned, or some of them, that is to say:—An Act passed in the first year of the reign of her present Majesty, intituled "An Act for regu-

lating and improving the borough of Newcastle-upon-Tyne;" an Act passed in the fifth year of the reign of her present Majesty, intituled "An Act to alter and extend an Act passed in the first year of the reign of her present Majesty, intituled 'An Act for regulating and improving the borough of Newcastle-upon-Tyne';" an Act passed in the tenth year of the reign of her present Majesty, intituled "An Act for lighting with gas the borough of Newcastle-upon-Tyne, and for varying and extending the powers of the several Acts for regulating and improving the said borough;" and of an Act passed in fourteenth year of the reign of her present Majesty, intituled "An Act for extending and amending the Acts for regulating and improving the borough of Newcastle-upon-Tyne." And to obtain further and other powers and provisions in lieu of or in addition to the powers therein contained, and to alter rates, tolls, and duties, and to confer, vary, or extinguish exemptions therefrom, and other rights and privileges; and, so far as may be deemed expedient, to incorporate the Towns Improvement Clauses Act, 1847, the Police Clauses Act, 1847, or some parts thereof, and such other general Consolidation Acts as may be advisable.

And it is also intended by such Bill, to enable the mayor, aldermen, and burgesses of the borough of Newcastle-upon-Tyne, to make and open a new street, commencing in, at, or near a street called the Quayside, in the township of All Saints, in the parish of All Saints, in the said borough, passing from, in, through, or into the same township and parish, and terminating in, at, or near Trafalgar Street, in the said township of All Saints, in the said parish of All Saints, with a branch street thereout, commencing at or near New Pandon, in the townships of All Saints, in the parish of All Saints, in the said borough, and terminating at a place called the Manors, in the township of All Saints, in the parish of All Saints aforesaid, and made within the same township and parish. And also a new street, commencing in, at, or near Pilgrim Street, in the township of All Saints and Saint Andrew, or the one of them, in the parishes of All Saints and Saint Andrew, or the one of them, in the said borough, and terminating at a place called Carliol Square, in the townships of All Saints and Saint Andrew, or the one of them, in the parishes of All Saints and Saint Andrew, or the one of them, in the said borough. And also to widen and improve certain streets called Neville Street, the Back Row, and Bailiff Gate, all in the township of Saint John, in the parish of Saint John, in the said borough.

And it is intended to apply for the powers usually conferred, for the compulsory purchase of lands and houses for the purposes aforesaid, and to authorize the alteration, diversion, or stopping up and appropriation of any streets, roads, or highways, which may be required to be altered, diverted, or stopped up for the purpose of the improvements aforesaid, or otherwise, for the improvement of the said borough.

And notice is hereby also given, that plans and sections of such several new streets and improvements, widenings, and alterations, before mentioned, and also of the outfall drains or sewers hereinafter mentioned, and describing the lands and houses to be taken 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 and houses, with a copy of this notice as published in the London Gazette, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace for the town and county of the town of Newcastle-upon-Tyne, at his office at Newcastle-upon-Tyne; and that copies of so much of the said plans, sections, and books of

reference as relate to each of the parishes in or through which the said intended new streets, alterations, improvements, and widenings are intended to be made or pass, with a copy of the said Gazette notice, will be deposited on or before the said thirtieth day of November instant, with the Parish Clerk of each parish, at his residence.

And it is proposed by the said intended Bill, for the purpose of further widening, ventilating, and improving certain of the streets and public thoroughfares within the said borough of Newcastle-upon-Tyne, with a view to the improved sanitary condition of the inhabitants thereof, and otherwise, to enable the mayor, aldermen, and burgesses of the borough of Newcastle-upon-Tyne, or the council thereof for the time being, to purchase lands or buildings, by compulsion or agreement; and also to vary, repeal, or extinguish all existing rights and privileges connected with such lands and buildings, or which would in any manner impede or interfere with the execution of the purposes aforesaid. And it is also intended in such Bill to authorise the said mayor, aldermen, and burgesses, to raise money for the purposes aforesaid, and for other the purposes of the said intended Bill, and to borrow on mortgage of their corporate property, or of the rates, tolls, and duties vested in them, or to be granted by the Bill, or on bond or otherwise, further sums of money for the purposes of the said recited Acts, or some of them, as well as of the said Bill; and it is proposed by the said intended Bill to empower the said mayor, aldermen, and burgesses, 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 of the said borough, and for that purpose to purchase and acquire lands and hereditaments within such limits; and to levy rates, fees, and duties for the burial of the dead in such Cemetery, and to apply such rates, fees, and duties, for the purposes of such Cemetery. And it is proposed by the said intended Bill to empower the said mayor, aldermen, and burgesses to establish slaughter houses within the limits of the said borough, and for that purpose to purchase and acquire lands and hereditaments within such limits, and to regulate the use thereof, and to levy rates and duties for the use thereof, and apply the same for the purposes thereof.

And it is also intended by the said Bill, amongst other things, to extend the provisions of the said above-mentioned Acts, and of the intended Bill, or some of them, to the several townships or places following, that is to say, the townships of Elswick, Westgate, Byker, Jesmond, and Heaton, all within the borough of Newcastle-upon-Tyne aforesaid; and to authorize the said mayor, aldermen, and burgesses, acting by the council of the borough, to cleanse, light, sewer, drain, pave, flag, widen, and improve the several streets, lanes, and public passages and places, as well in such townships as within the ancient limits of the said borough, and to regulate the buildings therein; and also to vest in the council of the borough of Newcastle-upon-Tyne, acting in execution of the said intended Bills all such powers as are vested in, or by law appertain to, the surveyors of highways within the said, several townships or places, or any of them, and to improve the sewerage therein; and for that purpose to make and maintain new sewers, and enlarge and alter existing sewers within the said several townships and places, or any of them, and to make outfall drains or sewers from the Scotswood road within the township of Elswick, in the parish of Saint John aforesaid, to the river Tyne, in the township of Elswick, in the parish of Saint John, and the parish of Saint Nicholas, or the one of them, and made within the same township and parishes, or the one of them.

And it is also intended to apply for powers in the said intended Bill to alter existing rates and duties, and to levy new or additional rates or duties within the said several townships of Elswick, Westgate, Byker, Jesmond, and Heaton, or any of them, or any part or parts thereof respectively, and to make compositions for rates in certain cases, and to confer, vary, or extinguish exemptions from the payment of rates, and other rights and privileges.

And it is also intended to apply for power by the said intended Bill, to consolidate the several Courts of Record within the said borough of Newcastle-upon-Tyne, or to abolish the same, and for the more effectual constitution and regulation of the said Courts of Record, and for altering, improving, and simplifying the practice thereof.

Printed copies of the proposed Bill will, on or before the thirty-first day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 1st day of November, 1852.

John Clayton, Town Clerk.

The Darenth Valley Railway.

(Incorporation of Company; Construction of Railway and Works; Power to use the North Kent Line of the South-Eastern Railway, with Engines and Carriages; and Limitation of Tolls in respect thereof; and for other purposes).

NOTICE is hereby given—that application is intended to be made to Parliament in the present session for an Act to authorize the making and maintaining the railway hereinafter mentioned, with proper works, communications, approaches, and conveniences connected therewith, that is to say—a railway commencing by a junction with the North Kent Line of the South-Eastern Railway, in the township or parish of Dartford, in the county of Kent, in or near the goods warehouse of the Dartford station of the said railway, and terminating in or near a certain field belonging to William Waring, and in the occupation of John Phillips, and in the township or parish of Farningham in the said county of Kent, which said intended railway and works will pass from, in, through or into, or be situate within the several parishes, townships, townlands and extra-parochial places following, or some of them, that is to say—Dartford, Wilmington, Sutton at Hone, Darenth, South Darenth, Horton Kirby, and Farningham, all in the said county of Kent.

And it is proposed by the said intended Act to take powers to construct stations, communications, conveniences and other works, in the several parishes, townships, townlands, and extra-parochial places aforesaid, or some of them, for the working and using the said railway; and to authorize junctions with any railway or railways, at the commencement or termination or in the line of the said railway and works as before described, in the several parishes, townships, townlands, and extra-parochial places aforesaid, or some of them; and also for deviating from the line laid down on the plans hereinafter mentioned, to the extent therein defined; and to cross, divert, alter or stop up, either temporarily or permanently, all such turnpike or other roads, highways, rivers, streams, canals, sewers, watercourses, and railways, within the said parishes, townships, townlands, and extra-parochial places 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 otherwise interfere with the making the said railway and works, or any of them, or any of the objects aforesaid.

And notice is hereby further given—that duplicate plans and sections of the said intended railway and works, together with books of reference to such plans, with a published map showing the general course and direction of the said 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 Kent, at his office at Maidstone, in the said county, on or before the 30th day of November instant; and that on or before the same 30th day of November, copies of so much of the said plans, sections and books of reference as relates to each parish in or through which the said railway and works are intended to be made, and a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish; and that on or before the 31st day of December next, copies of the proposed bill will be deposited in the Private Bill Office of the House of Commons.

And it is also proposed by the said intended Act, to take powers to enable the Company to be thereby incorporated to run and pass over the lines of rails of the said North Kent Line of the South-Eastern Railway Company, with engines and carriages; and to alter and limit the tolls, rates and duties authorized to be levied and received by the said Company, under the several Acts relating to such Companies or some of them, so far as the same would be leviable in respect of such last-mentioned engines and carriages passing along the said railway; and also to authorize the said Company so to be incorporated to carry passengers, goods, merchandise, minerals, cattle, and other traffic, on the said railway, and on railways other than the one to be constructed by them, and to enter into arrangements with other companies, bodies politic, or corporate, touching all or any of the matters aforesaid; and also to authorize the said South-Eastern Railway Company to contribute towards the expense of procuring the said intended Act, and of the making and maintaining the said railway and works, or any part thereof; and to enable the said Company so to be incorporated to sell or grant a lease of their undertaking, or of any part thereof, to the said South-Eastern Railway Company, and to enable that Company to accept such lease or effect such purchase; and also to vary or extinguish all such rights and privileges as could or might interfere with the objects aforesaid, or any of them.

And it is also intended by the said proposed Act, to enable the Company so to be incorporated to use the stations, conveniences and works on the said North Kent Line of the said South-Eastern Railway Company, upon such terms and under and subject to such payments and conditions as may be mutually agreed upon, or as, in case of dispute, shall be determined by the Board of Trade.

And it is also intended by the said proposed Act, to incorporate a Company for carrying into effect the works and objects aforesaid; and to apply for powers for the compulsory purchase of lands, houses and buildings; and to vary or extinguish all rights and privileges in any manner connected with such lands, houses, and buildings, or any of them; and also to levy tolls, rates and duties upon or in respect of the said railway and works; and to alter existing tolls, rates and duties; and to confer, vary, or extinguish exemptions from the payment of tolls, rates and duties, and other rights and privileges; and also to repeal, amend, enlarge, or otherwise alter the several Acts relating to the said South-Eastern Railway Company, or some or one of them, that is to say, local and personal Acts 9 and 10 Vict. caps. 305 and 339; 10 and 11 Vict. caps. 104 and 230; 13 and 14 Vict. cap. 31;

and 15 and 16 Vict. cap. 103, and all or any other Act or Acts relating to the said North Kent Line of the South-Eastern Railway, or the said South-Eastern Railway Company, or any other Act or Acts which would interfere with the due execution of the said intended Act, or the several objects proposed to be authorized thereby.

Dated this 11th day of November, 1852.

Jenkinson, Sweeting and Jenkinson,
Solicitors, 29, Lombard-street.

Great Extramural Cemetery Association.

NOTICE is hereby given, that an application is intended to be made to Parliament in the ensuing session, for an Act to authorise the establishment of a cemetery for the burial of the dead, with chapels (in one of which it is proposed Divine service shall be performed on the Sabbath), and all necessary and proper works and conveniences annexed thereto, or connected therewith, within the parish of Willesden, in the county of Middlesex, and to form approaches to the same, and to widen and improve any existing approach to the said cemetery, and which said cemetery, chapels, works, and conveniences are proposed to be made, constructed, and erected in and upon the whole, or some portion of certain pieces or parcels of land in the said parish of Willesden, belonging, or imputed to belong to the Right Honourable Lord Ernest Augustus Bruce and Lady Louisa Bruce, his wife, and Joseph Albin Slack, Esq., or William Adams, Esq. containing together by admeasurement 95 acres or thereabouts, and which said pieces or parcels of land were or are known as Roundwood House and Roundwood Farm, and which first named piece or parcel of land belonging, or reputed to belong to the said Lord Ernest Augustus Bruce and Lady Louisa Bruce his wife, is bounded on the north, partly by land belonging to the dean and chapter of St. Paul's, and in the occupation of Henry Milner, and partly by the Roundwood Farm estate, and on the south and east by parts of the road called Harlesden Green-lane, and on the west by the occupation road abutting thereon, and which last named piece or parcel of land belonging, or reputed to belong to the said Joseph Albin Slack, or William Adams, is bounded on the north partly by a piece of land occupied by, and belonging to Joseph Nicholls, Esq., partly by an occupation road abutting on a road called Church End, and partly by other land belonging to the dean and chapter of St. Paul's, in the occupation of the Rev. Robert William Burton, and partly by other ground belonging to All Souls College, in the occupation of Mr. William Dickenson; on the south partly by a high road called Harlesden Green-lane, partly by land belonging to the dean and chapter of St. Paul's, in the occupation of the said Henry Milner, partly by an occupation road abutting on Harlesden Green-lane aforesaid, partly by a piece of land belonging to All Soul's College, in the occupation of Mr. William Sellon; on the east part by land belonging to the executors of - Ennis, Esq., in the occupation of William Friar, partly by the aforesaid piece of land belonging to Joseph Nicholls, and in his own occupation, partly by land belonging to All Soul's College, and in the occupation of Mr. William Dickenson, and partly by land belonging to the dean and chapter of St. Paul's, in the occupation of Henry Milner; and lastly, on the west by a piece of land belonging to and occupied by Mr. James Wright, and by another piece of land belonging to All Soul's College, in the occupation of the aforesaid William Sellon.

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

And it is likewise intended to insert in the said Act all other such powers and provisions as may be necessary or desirable for carrying into effect the purposes aforesaid, and also to extinguish any exemptions, rights, or privileges which may interfere with the execution of the purposes aforesaid.

And it is also intended in the said Bill to incorporate therewith, if expedient, all or some of the provisions of the following Acts of Parliament (that is to say): the Lands Clauses Consolidation Act, 1845, the Companies Clauses Consolidation Act, 1845, the Cemetery Clauses Act, 1847.

Copies of the intended Bill will be deposited in the Private Bill Office on or before the 31st December next.

Dated this 4th day of November 1852.

G. K. Corfield, 20, Harley-street, Solicitor for the Bill.

Law, Holmes, Anton, and Turnbull, Parliamentary Agents, Fludyer-street, Westminster.

Cardiff Stipendiary Magistrate.

For appointing a Stipendiary Magistrate for the Borough of Cardiff, and certain places near thereto, in the county of Glamorgan.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the appointment of a stipendiary magistrate in and for the borough of Cardiff, and the parishes, townships, or hamlets of Saint John the Baptist and Saint Mary in Cardiff, Landaff, Canton, Ely, Fairwater, Gabalfa, Roath, Whitchurch, Whitchurch Higher, Whitchurch Lower, Leckwith, Landough (juxta Penarth), Cogan and Penarth, or some of them, or some parts thereof, in the county of Glamorgan, and to provide for the payment by salary of such magistrate and his officers and assistants; and also for the erection and maintenance of a proper court house, offices, and other conveniences, and to amend and enlarge the powers and duties of the magistracy and of the police within the said borough, parishes, townships, and hamlets, or parts thereof.

And for carrying the objects of the said intended Act into execution, it is proposed thereby to obtain powers of levying rates to be assessed on the occupiers of houses, buildings, lands, tenements, and hereditaments within the before mentioned borough, parishes, townships, and hamlets, or such parts thereof as may be included within the limits of the said Act.

And notice is hereby also given, that printed copies of the proposed Act, as it will be introduced into the House of Commons, will be deposited in the Private Bill Office of that House on or before the 31st day of December 1852.

E. P. Richards, Town Clerk, Cardiff.

J. Gregory and Sons, Clement's-inn.

Irwell Valley Waterworks.

For supplying with Water several Townships and Places in the parishes of Whalley, Bury, Radcliffe, Prestwich-cum-Oldham, and Bolton-le-Moors, in the county of Lancaster.

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session for an Act for supplying with water the several townships or places following, or some of them, namely, Musbury, Tottington Higher End, Walmersley, and Shuttleworth, Ramsbottom, Tottington Lower End, Elton, Bury, Little Lever, Radcliffe, Radcliffe Bridge, Whitefield, Pilkington, Prestwich, and other places in and near the valley of the river Irwell, in the county palatine of Lancaster; and for that purpose it is intended by the said bill, to incorporate a company, and to confer upon them all or some of the following powers:—

First,—To construct such works as may be necessary for the collection of water in the townships or places of Haslingden and Haslingden Graine, in the parish of Whalley, in the county of Lancaster, and in the townships or places of Musbury and Trippet of Ogden, in the parish of Bury, in the said county, and for impounding the water flowing into and down the Ogden Brook, in the said last-mentioned townships or places.

Second,—To make and maintain a reservoir, with all proper works and conveniences connected therewith, near to Calf Hey Mill, in and upon land belonging, or reputed to belong, to Thomas Townend, Henry Hargreaves, and others, in the townships of Musbury and Haslingden, in the said parishes of Bury and Whalley.

Third,—To enlarge the existing reservoir, called or known as the Holden reservoir, otherwise Holden Wood reservoir, in the said townships of Haslingden and Musbury, and to adapt the said reservoir to the purposes of the said undertaking.

Fourth,—To make and maintain a reservoir or reservoirs, with all proper works and conveniences connected therewith, near to Holden Wood, in and upon land belonging to the trustees of the late John Greenwood, Esquire, in the said township of Haslingden; and also another reservoir, with all necessary works and conveniences connected therewith, adjoining the last-named reservoir or reservoirs, in and upon land belonging to the said trustees and the East Lancashire Railway Company, in the said township of Haslingden.

Fifth,—To construct a culvert or conduit, with the necessary aqueducts and works, commencing at the reservoir firstly hereinbefore described, passing through the said townships of Musbury and Haslingden, or one of them, and terminating in the said township of Haslingden, at the reservoir or reservoirs intended to be constructed near Holden Wood aforesaid; also to lay down a line of pipes, with the necessary aqueducts and other works, commencing at the existing Holden Wood reservoir, in the said townships of Haslingden and Musbury, or one of them, passing through or into the said township of Haslingden, and terminating in the said township at the reservoir or reservoirs intended to be made near Holden Wood aforesaid. Another line of pipes with the necessary aqueducts and other works, commencing at the reservoir hereinbefore mentioned, as intended to be constructed on lands belonging to the trustees of the late John Greenwood, Esq., and the East Lancashire Railway Company, in the said township of Haslingden, and passing through or into Whalley, Haslingden, Musbury, Tottington Higher End, Walmersley and Shuttleworth, Tottington Lower End, Bury, Elton, Radcliffe, Pilkington, Whitefield, and Prestwich-cum-Oldham, or some of them, in the said county, and terminating in the turnpike road opposite the

Parsonage, occupied by the Rev. Thomas Corser, in the said township of Pilkington, in the said parish of Prestwich-cum-Oldham. Another line of pipes, with the necessary aqueducts and other works, commencing at, and diverging from, the last named line of pipes, passing through or into the said township of Pilkington, and also through or into the township of Prestwich, in the said parish of Prestwich-cum-Oldham, and terminating in the last-named township at the end of Church-lane, and near the Red Lion Inn, in the village of Prestwich. Another line of pipes, with the necessary aqueducts and other works, commencing by a junction with the secondly hereinbefore described line of pipes near a certain bridge called Chestwheel Bridge, in the said township of Walmersley and Shuttleworth, in the said parish of Bury, passing through the last-named township, and terminating therein at or near to a reservoir belonging to the Bury Waterworks Company, at or near a certain place called Gin Hall. Also another line of pipes, with the necessary aqueducts and other works, commencing by a junction with the said secondly hereinbefore described line of pipes, at or near a certain tenement and farm situate in the said township of Bury, called Seedfield, passing through the said last-named township, and terminating therein at another reservoir belonging to the said Bury Waterworks Company, situate at or near a place called Spouthouse. Also another line of pipes, with the necessary aqueducts and other works for constructing the same, commencing by a junction with the said secondly hereinbefore described line of pipes, at or near a certain place situate in the said township and parish of Radcliffe, called Withins Lane, passing through the said last named township and parish, terminating therein at or near a place called Radcliffe Old Cross. Also another line of pipes, with the necessary aqueducts and other works, commencing by a junction with the secondly hereinbefore described line of pipes, at or near the point where that line of pipes crosses a certain turnpike-road in Radcliffe aforesaid, commonly called Spring-lane, passing through or into the township and parish of Radcliffe, and the township of Little Lever, in the parish of Bolton-le-Moors, and terminating in the last-named township, in the village of Little Lever, at or near the north-east corner of Hall-lane.

Sixth,—To take, divert, and impound the waters of the Ogden Brook, and of the rivers Ogden and Irwell, and also of the springs, brooks, and streams which may be found in and under the lands to be taken or affected, by virtue of the said bill, which waters, or some of them, now flow into or supply the existing Holden Wood reservoir, and also the Manchester, Bolton, and Bury canal; the Mersey and Irwell navigation, the Bridgewater canal, the river Mersey, the Manchester and Salford Junction canal, and the Rochdale canal, or some of them.

Seventh,—To make and maintain all such other reservoirs and aqueducts, and also all such conduits, culverts, pipes, cuts, drains, sluices, engines, filter beds and other works and conveniences as may be necessary for the collection and distribution of the water, and the construction and maintenance of the said waterworks in the before-mentioned parishes and places. To lay the aqueducts, conduits, pipes, and other works, in, through, across, and under streets, lanes, roads, bridges, railways, and other public passages and places. To purchase, by compulsion or otherwise, or to take on lease, houses, messuages, lands, tenements, springs, streams, and hereditaments, for the purposes of the waterworks, and to alter, vary, and extinguish, all or any rights or privileges, in any manner connected with, or incident to such property, which might in anywise impede or interfere with the construction of the

said waterworks, and to levy rates or rents in respect of the supply of water.

Eighth,—To contract and agree with the Bury Waterworks Company, for supplying them with water, or to contract and agree with the Bury Waterworks Company for the purchase of the existing waterworks of that company, and all their rights, powers, and privileges, and to enable the said Bury Waterworks Company to make and enter into any such contract or agreement, and to carry the same into effect; and to alter, amend, and enlarge the powers and provisions of "The Bury Waterworks Act, 1846."

Plans and sections of the said works, with books of reference to the plans, and also a copy of this notice, will, on or before the thirtieth day of this instant November, be deposited for public inspection at the office of the clerk of the peace for Lancashire, at Preston; and 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 parishes in which the intended works will be made, will, together with a copy of this notice, be deposited with the parish clerk of each such parish at his residence; and in the case of any extra-parochial place, then with the parish clerk of an adjoining parish.

Printed copies of the proposed bill will be deposited in the private bill office of the House of Commons on or before the thirty-first day of December next.—Dated this first day of November, 1852.

T. A. & J. Grundy, Solicitors.

Sunderland and Leeds Northern Junction Railway.

(For making a railway, from the Coxhoe station of the Clarence Railway, to the South Dock, in the parish of Sunderland, near the Sea, and branches in connexion therewith.)

Notice is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an act for incorporating a company under the title of "the Sunderland and Leeds Northern Junction railway company," and to authorize such company to make and maintain the following railway and branches, with all proper works, approaches, roads, stations, and conveniences connected therewith, (that is to say):—

1. A railway to be called "the Sunderland and Leeds Northern Junction railway," commencing by a junction with the Clarence railway, three hundred and eighty yards, or thereabouts, northwards from the centre of the turnpike road, where the same is crossed by the said Clarence railway, at or near the Coxhoe station of the said railway, such point of junction being in the township of Quarrington, a county of Durham, and terminating at or near the south-end of the Sunderland South Dock, in the parish of Sunderland, near the Sea, and county of Durham, which railway will pass from, in, through, or into, the following parishes, townships, townlands, and extra-parochial places, or some of them; namely, the parish of Bishop Middleham, the township of Cornforth, the parish of Keloe, the townships of Coxhoe, Quarrington, Cassop; the extra-parochial places of Whitwell, otherwise Whitwell-house, Whitwell, Sherburn-house; the parish of Pittington, otherwise Pittington Hall-Garth, otherwise Hall-Garth; the townships of Sherburn, Pittington, Pittington Hall-Garth, Hall-Garth; the parishes of Houghton-le-Spring, otherwise Houghton, West Rainton, the townships of Moorsley, West Rainton, East Rainton, the parish of Hetton-le-Hole, otherwise Hetton, the townships of Hetton-le-Hole, Hetton, Houghton-le-Spring, Houghton, Newbottle, West Herrington, east and middle Herrington, Herrington; the parish of Bishopwear-

mouth; the townships of Silksworth, Tunstall, Ryhope, Bishopwearmouth, and the parish of Sunderland, near the Sea, all in the county of Durham.

2. A branch railway (about three furlongs and eight chains in length) commencing about fifty yards westwards from where the road, leading from Little Town to Halgarth, crosses the coal railways of the Little Town and Sherburn collieries, belonging to the Right Honourable the Earl of Durham, and of the Adolphus pit, belonging to the Most Honourable the Marquis of Londonderry, and terminating by a junction with the main line of railway above described, at a point about ninety yards southward from the centre of the main road, through the village of Pittington, all in the township of Pittington, and county of Durham.

3. Another branch railway (about three-fourths of a mile in length) commencing by a junction with the Hetton Coal Company's railway, at or near the village of Hetton, and terminating by a junction with the said main line of railway, first above described, at a point about eighty yards southwards from Roughdene, all in the said township of Hetton, and county of Durham.

4. Another branch railway (about one quarter of a mile in length) commencing in the parish of Sunderland, near the Sea, at or near the southwest corner of the churchyard of the parish church of Sunderland, near the Sea, and terminating in the township of Bishopwearmouth, by a junction with the said main line of railway, first above described, at a point about seventy yards southward from the burn, which is the boundary between the said parishes of Sunderland, near the Sea, and Bishopwearmouth, all in the said parish of Sunderland, near the Sea, and in the said township of Bishopwearmouth, both in the said county of Durham.

And in the said intended Act, powers will be taken for enabling the said company,—

1. To use for the traffic on the said intended railway and branches, that part of the said Clarence railway, from the point of the proposed junction of the said main line of railway, first above described, at or near the said Coxhoe station, as aforesaid, to, and into the Leeds Northern railway station, at or near Stockton-upon-Tees, in the parish of Stockton-upon-Tees, and county of Durham, and to enable the said Clarence railway company to enter into contracts and agreements for that purpose; and also to use for such traffic, the said Stockton station of the Leeds Northern railway company, and to enable such company to enter into contracts and agreements for that purpose.

2. To enter into agreements and contracts with the owners or lessees of collieries, and others, for the transit of coals, minerals, and other traffic, upon and over the said intended main railway and branches.

3. To purchase compulsorily lands, houses, and hereditaments for the said main line of railway and branches, and to vary or extinguish any rights or privileges appertaining to the same, which may in anyway obstruct, or impede the construction and use of the said railway and branches, and all other rights and privileges which may in anyway interfere with the said undertaking.

4. To levy tolls, rates, and duties for the use of the said main line of railway and branches, and to grant exemptions from the same.

5. To raise capital and to borrow money for the purpose of the undertaking.

And with the said Act will be incorporated "the Companies Clauses Consolidation Act, 1845," "the Railways Clauses Consolidation Act, 1845," and "the Lands Clauses Consolidation Act, 1845," or such parts thereof as may be necessary.

And notice is hereby further given, that duplicate plans and sections, describing the lines and levels of

the said main railway and branches above mentioned, and the lands and houses intended to be taken for the same, and books and reference to such plans, containing the names of the owners, lessees, and occupiers of such lands and houses, together with a published map, shewing the general line and direction of the said main line and branches, and a copy of this notice, as published in the "London Gazette," will, on or before the 30th day of November, instant, be deposited at the office in the City of Durham, of the Clerk of the Peace for the said county of Durham; and a copy of so much of the said plans, sections, and books of reference, as relates to each parish in which the said railway and branches are to be constructed, and a copy of this notice will, on or before the said 30th day of November, be deposited, for public inspection, with the parish Clerks of every such parish, at their residences respectively; and on or before the 31st day of December next, copies of the act to be applied for as aforesaid, will be deposited in the Private Bill Office of the House of Commons.

Dated the third day of November, 1852.

*J. J. and G. W. Wright, Solicitors, Sunderland,
Law, Holmes, Anton, and Turnbull,
18, Fladyer-street, Westminster,
Parliamentary Agents.*

(Liverpool Borough Court, Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the session of 1853, for an Act to repeal, alter, extend, amend, or enlarge some of the provisions of the following local and personal Acts relating to the Local Court of Record, commonly called the Court of Passage, of the borough of Liverpool: that is to say,—an Act of the 4th and 5th William IV., cap. 92; an Act of the 6th and 7th William IV., cap. 135; an Act of the 1st Victoria, cap. 98; an Act of the 1st and 2nd Victoria, cap. 99; and an Act of the 5th Victoria, cap. 52. And it is proposed by the said intended Act to alter the jurisdiction of the said court, and to limit, and in certain cases to extend, such jurisdiction, and to confer powers to improve and simplify the practice in the conduct of actions therein, and the trial of issues and proceedings subsequent thereto, and to render the said Court more efficient for the administration of justice.

And notice is hereby also given, that copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December next.

Dated this 15th day of November, 1852.

*Wm. Shuttleworth, Town-Clerk of Liverpool,
Solicitor for the intended Act.*

Liverpool Sanitary and other Local Acts.

(Provisions relating to Buildings, Sewers and Drains; Street Improvements; Nuisances and Annoyances; Waggon and Public Vehicles; Lodging Houses and Places; Police Superannuation Fund; Composition for Rates; Mortgages; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1853, for an Act to repeal the local and personal Act, fifth of Victoria, chapter forty-four, commonly known in Liverpool and hereinafter referred to as "the Health Act;" and to re-enact, subject to certain alterations, additions, and amendments, all or some of the provisions of the said Act, and to make further provision touching the construction, alteration, repair, fencing off, filling up, removal, and regulation of buildings, excavations, and other works, for or connected with buildings, or of a like nature thereto, within the borough of Liverpool, and also touching the ma-

terials and foundations of buildings, and all other matters incidental thereto, or otherwise in any manner relating to buildings, excavations, or works, as aforesaid; and also touching interments of the dead, within the said borough, and to amend so far as may be rendered necessary by the repeal of the said Act, such of the provisions of the local and personal Acts, 6th and 7th Victoria, cap. 109, and 7th and 8th Victoria, cap. 51, as would be affected by such repeal.

And it is proposed by the said intended Act, to extend, amend, enlarge, and regulate the powers and duties of surveyors of buildings within the said borough, and to authorize the appointment of official referees, to decide, determine, or report in relation to the construction or alteration of buildings, with powers for regulating the payment of such surveyors and official referees, and enforcing compliance with their orders, reports, or determinations.

And it is proposed by the said intended Act, to make various alterations in the local and personal Act, 9th and 10th Victoria, chapter 127, (commonly known in Liverpool and hereinafter referred to as the "Sanitary Act,") with respect to sewers, sewerage, and drainage within the said borough; and to charge, rate, or assess the owners of lands, buildings, and hereditaments, with the cost of sewers, sewerage, and drainage, in certain cases, and to direct the application of such charges, rates, and assessments, and to repeal the provisions of the Sanitary Act, enabling the occupiers of property within the said borough to deduct one-half of the sewer rate levied upon and paid by such occupiers from any rent payable to the owner of such property, and in lieu thereof to authorize such occupiers to deduct the whole, or a larger proportion than one-half, of any sewer rate, from the rent payable by such occupiers; and to extend the period limited by the Sanitary Act, during which the mayor, aldermen, and burgesses of the said borough are required to pay a certain annual sum of money for sewerage purposes, within the parish of Liverpool; and to alter the application, directed by the Sanitary Act, of moneys arising from the rates levied and received by virtue of that Act, and from the sale of dirt, dust, night-soil, and filth; and to authorize the said mayor, aldermen, and burgesses, to expend such moneys in the execution of works by the Sanitary Act or the said intended Act directed or authorized to be executed by them; and to enable the said mayor, aldermen, and burgesses, to purchase or lease and to hold lands or buildings within or without the limits of the said borough, or easements or privileges over or upon lands or buildings, for sewerage, drainage, scavenging, and other purposes.

And it is proposed by the said intended Act to alter or amend certain of the provisions of the Sanitary Act with respect to levelling, paving, and flagging streets, and other places, whether highways or not, and to make further and better provisions with respect thereto, and to extend the provisions contained in the sections of the Sanitary Act, from 39 to 43 inclusive, and from 102 to 104 inclusive, to sewerage and draining, as well as levelling, forming, paving, flagging, and other purposes.

And it is proposed by the said intended Act to make further provisions as to laying out and making streets, and to alter the provisions of the Sanitary Act, with respect to fixing the level of streets, and measuring the width of streets, and with respect to providing and constructing, cleansing and repairing, or discontinuing house-drains, water-closets, urinals, cess-pools, privies, ash-pits, and other works of the like nature, in or near to, or in connection with houses, warehouses, manufactories, and other erections, already built or here-

after to be built; and to make new provisions, and to give the council of the said borough further powers, in respect to all or any such matters.

And it is proposed by the said intended Act to make further provision for preventing nuisances, whether from smoke or otherwise, and for enforcing the use of furnaces and fire-places within the said borough, and in steam vessels on the river Mersey, constructed on a principle for consuming or preventing smoke, and for enforcing the raising or altering of chimneys, or the adoption of other means for the prevention of nuisance or annoyance from smoke, gas, or vapour.

And it is proposed by the said intended Act to repeal, extend, or alter, so much of the Local and Personal Act 5th and 6th Victoria, chap. 106, (commonly known in Liverpool, and hereinafter referred to as the "Improvement and Police Act,") as relates to the removal of night soil or other offensive matter, and to obstructions, nuisances, and annoyances in the streets and thoroughfares, and also to amend the same Act and the Sanitary Act by inserting provisions for preventing injury to carriage-ways and footways within the said borough, especially by enforcing the construction of proper crossings, and by prohibiting the driving, drawing, or wheeling of carriages or other vehicles over or along such footways, and providing for the recovery of damages for injury thereto.

And it is proposed by the said intended Act to make further provision with respect to the licensing and regulation of public vehicles of every description in use within the said borough, and of the drivers, conductors, and others in charge of or employed about the same, and for regulating the dimensions of waggons, carts, and other such-like vehicles, and the loading thereof; and to amend the Sanitary Act and Improvement and Police Act, with reference to all or any of such matters.

And it is proposed by the said intended Act to give the owners of lands and buildings greater powers and facilities as against the occupiers thereof, for carrying into effect the provisions of such Act, and of the Sanitary Act, and to make provision for compensation in respect of damage done to houses, buildings, or other hereditaments, by works authorized, or to be authorized, by the Sanitary Act, or the said intended Act.

And it is proposed by the said intended Act to make provision for preventing over-crowding in places used for human habitation, and to repeal or alter such of the provisions of the Sanitary Act as require a notice to be given of the provisions thereof, prohibiting the occupation of cellars previous to a conviction for offending against such provisions, and to extend, alter, and enlarge such provisions, and to fix pecuniary penalties for the breach thereof, and of such new provisions; and to enact other provisions, with respect to places used or intended to be used for human habitation.

And it is also proposed by the said intended Act, to repeal or alter the 80th and 81st sections of the Sanitary Act, requiring the said council to give notice and hold a meeting prior to doing, making, or abandoning certain works, and empowering persons aggrieved thereby, to appeal against the same; and to make other provisions in lieu thereof.

And it is proposed by the said intended Act, to enable the said council to make bye-laws touching all, or any of the matters hereinbefore contained, or which may be desirable or proper for ensuring or securing the safety, health, comfort, or convenience of the inhabitants and others within the said borough.

And it is proposed by the said intended Act, to repeal or alter the 234th section of the Improvement and Police Act, relating to the "Liverpool Police Relief Fund," and to authorize the establish-

ment, maintenance, and support of a Superannuation Fund for the officers and men, now or hereafter belonging to the Liverpool Constabulary Force, and for the relief of their wives, widows, and children, by means of stoppages from, and contributions by such officers and men, and by payments to such fund by or on behalf of the borough, out of the Borough Fund, or otherwise, and by means of the payments, interest, dividends, and profits, now made or payable to the said Liverpool Police Relief Fund; and for regulating such Superannuation Fund, and the investment of moneys payable thereto, by the appointment of trustees and otherwise.

And it is proposed by the said intended Act, further to amend the provisions of the Sanitary Act, and of the Improvement and Police Act, and of the Local and Personal Act 21 George II., cap. 24, commonly known in Liverpool as "The Lighting Act," and to authorize the council of the said borough to appoint committees, and delegate to such committees all or any of their powers for carrying the said Acts and the said intended Act into execution; and to authorize the council to compound with the owners of tenements within the said borough for all or any of the rates chargeable by virtue of the said Acts, or of the said intended Act, and to make better provision for the recovery of rates and compositions for rates imposed or due under or by virtue of the provisions of such Acts respectively; and with respect to the borrowing of money on security of the rates by the Sanitary Act, or the said intended Act, authorized to be levied, and to paying off money borrowed, and to registering and transferring mortgages, or otherwise relating to such mortgages.

And notice is hereby also given, that copies of the Bill will be deposited at the Private Bill Office of the House of Commons, on or before the 31st day of December next.

Dated this 15th day of November, 1852.

Wm. Shuttleworth, Town Clerk of Liverpool,
Solicitor for the intended Act.

South-Eastern Railway.

(Lewisham, Croydon, and Bromley Lines.)

Power to South-Eastern Railway Company to make Railways through Lewisham to Croydon and Bromley, and to alter the North Kent Railway, and to raise and apply Capital for those purposes.—Power to the London, Brighton, and South Coast Railway Company to subscribe and to raise Capital, or apply existing Capital to that purpose.—Power to those Companies to make Arrangements as to Traffic on proposed or existing Lines.—Confirmation of existing Traffic Agreements between those Companies.—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 South-Eastern Railway Company to make and maintain the railways hereinafter described, with all proper works and conveniences connected with such railways (that is to say):

A railway commencing by a junction with the London and Greenwich Railway, at or near the point where the London, Brighton, and South Coast Railway diverges therefrom, in the parish of Saint Mary, Rotherhithe, in the county of Surrey, passing thence through or into the several parishes or other places following, or some of them (that is to say), Saint Mary's, Rotherhithe, and Saint Paul's, Deptford, in the county of Surrey, Saint Paul's, Deptford, Greenwich, Lewisham, and Beckenham, all in the county of Kent, and Penge, St. Mary's, Battersea without, and Croydon, all in the county of Surrey, and

terminating by a junction with the London, Brighton, and South Coast Railway, at or near the point thereon where the Croydon and Epsom Railway diverges therefrom.

And also a railway, commencing from and out of the said intended railway at or near the Gas Works at Bell Green, in the parish of Lewisham, in the county of Kent, passing thence from, in, through or into the several parishes or other places following, or some of them (that is to say), Lewisham, Beckenham, and Bromley, all in the county of Kent, and terminating at or near the turnpike-road leading from Bromley to Seven Oaks, near Mason's Hill, at or near the town of Bromley, in the parish of Bromley, in the county of Kent.

And it is also proposed by the said intended Act to take power to alter and widen, for the purposes of, or in consequence of the construction of, the first mentioned intended railway, such portion as may be necessary of the North Kent Line of the South-Eastern Railway in the parishes aforesaid, or some of them, and to convert into an open cutting a tunnel on that railway, in the parish of Saint Paul, Deptford, in the county of Kent, which tunnel commences at or near Lucas-street, and terminates at or near Francis-street, and also to stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, highways, railways, tramways, aqueducts, canals, sewers, streams and rivers within or adjoining the parishes, townships, and places aforesaid, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said intended railways and works.

And it is also proposed by the said intended Act to take powers for the purchase of lands and buildings, by compulsion or agreement, for the purposes of the said intended railways and works, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with such lands or buildings, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with such lands or buildings, 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, vary, and extinguish other rights and privileges.

And it is proposed by the said intended Act to take powers for levying tolls, rates, and duties in respect of the use of the said intended railways and works, and to grant exemptions from the payment of such tolls, rates, and duties, and to alter or vary existing tolls, rates, and duties.

And notice is hereby further given, that maps, plans, and sections, describing the direction, lines or situation and levels of the said intended railways, altered railway, and works, and the lands in or through which the same are intended to be made, 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 one thousand eight hundred and fifty-two, be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office, in Maidstone, and with the Clerk of the Peace for the county of Surrey, at his office, in North-street, Lambeth, and that on or before the same day a copy of so much of said plans, sections, and book of reference as relates to each of the parishes in or through which the said railways and works are proposed to be made, or altered, 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.

And notice is hereby also given, that on or before the thirty-first day of December one thousand eight hundred and fifty-two, printed copies of the Bill relating to the objects mentioned in this notice will be deposited in the Private Bill Office of the House of Commons.

And it is also proposed by the said intended Act to enable the South-Eastern Railway Company to apply any capital or funds now or hereafter belonging to them, or under the control of their directors, to the purposes aforesaid, and also to raise additional capital for such purposes by borrowing on mortgage or bond, or by the creation of new shares in their undertaking, either with or without preference or priority in the payment of interest or dividend, or by all or any of those means, and also to enable the London, Brighton, and South Coast Railway Company to subscribe or contribute towards the construction of the said railways and works, and to apply to such purpose any funds now or hereafter belonging to them, or under the control of their directors, or to raise additional capital for the purpose of providing the whole or any part of the funds which they may require for any such subscription, by borrowing on mortgage or bond, or by the creation of new shares in their undertaking, either with or without preference or priority in payment of interest or dividend, or by all or any of those means.

And it is also proposed by the said intended Act to enable the South-Eastern Railway Company, and the London, Brighton, and South Coast Railway Company, to make and enter into, and to carry into effect, and from time to time to renew, alter, or vary contracts or arrangements with reference to the maintenance, regulation, and user of the intended railways, works, and conveniences, and the conduct, management, and direction of the traffic upon the said intended railways, or any part of the same, and the division and apportionment of such traffic, and the tolls, rates, and charges arising therefrom, or for working the traffic upon the said intended railways, or any part thereof, by both or either of the said Companies.

And it is also proposed by the said intended Act to enable both or either of the said Companies, in the event of any such agreement as aforesaid being made, to levy tolls, rates, and duties upon the said intended railways or any portion of the same; and it is also proposed by the said intended Act to confirm existing agreements, or an existing agreement, between the said Companies with reference to the land used by the London, Brighton, and South Coast Railway Company for station purposes at the Bricklayers' Arms terminus of the South-Eastern Railway, and to the direction and apportionment of the traffic upon portions of their present respective undertakings, and to enable the said Companies from time to time to alter or vary such last-mentioned agreements, or to enter into fresh agreements for the same or the like purposes, and with reference to the conduct and management of all or any of the traffic upon the undertakings of the said Companies, or any part thereof respectively, and to the tolls, rates, and charges arising therefrom, and to the regulation and application of such tolls, rates, and charges, or any of them.

And it is proposed by the said intended Act to alter, extend, vary, amend, enlarge, consolidate, repeal, and re-enact all or some of the powers and provisions of the several Acts following, relating to the South-Eastern Railway Company, or some of those Acts; that is to say, local and personal

Acts, 6 Will. 4, cap. 75; 1 Vict. cap. 93; 2 Vict. cap. 42; 2 and 3 Vict. cap. 79; 3 Vict. cap. 46; 5 Vict. sess 2, cap. 3; 6 and 7 Vict. caps. 51, 52, and 62; 7 Vict. cap. 25; 7 and 8 Vict. caps. 69 and 91; 8 and 9 Vict. caps. 167, 186, 197, and 200; 9 Vict. caps. 55, 56, and 64; 9 and 10 Vict. caps. 305 and 339; 10 and 11 Vict. caps. 104 and 230; 13 and 14 Vict. cap. 31; and 15 and 16 Vict. cap. 103; and also of the several Acts following, relating directly or indirectly to the London, Brighton, and South Coast Railway Company, or some of those Acts; that is to say, local and personal Acts, 5 Will. 4, cap. 10; 6 and 7 Will. 4, cap. 121; 7 Will. 4, and 1 Vict. cap. 119; 1 and 2 Vict. cap. 20; 2 and 3 Vict. cap. 18; 3 and 4 Vict. cap. 129; 6 and 7 Vict. caps. 27 and 62; 7 and 8 Vict. caps. 67, 91, 92, and 97; 8 and 9 Vict. caps. 52, 113, 196, 199, and 200; 9 Vict. caps. 54, 63, 68, and 69; 9 and 10 Vict. caps. 234, 281, and 283; 10 and 11 Vict. caps. 244 and 276; and 11 and 12 Vict. cap. 136.—Dated the third day of November one thousand eight hundred and fifty-two.

Tilleard, Sons, and Freeman, 34, Old Jewry.

South-Eastern Railway.

(From Greenwich Railway to North-Kent Railway, &c.)

Power to make a Railway from Greenwich Railway to North Kent Railway, &c. with Diverging Line to the Railway next hereinafter mentioned.—Power to make a Railway from the North Kent Railway to the River Thames at Blackwall Point, and to establish a Steam Ferry there.—Power to make a new Road in the Parish of Greenwich.—Power to remove Bridge which carries a Road over Bricklayers' Arms Branch, and crossing of the Road on a level.—Diversion of Footpath at Redhill Station.—Revival and Extension of Powers for compulsory purchase of Lands and Completion of Works at London Bridge Station, and for widening the London and Greenwich Railway.—Power to raise and apply 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 enable the South-Eastern Railway Company to make and maintain the following railways, with all proper works and conveniences connected therewith and approaches thereto (that is to say):

A railway, commencing by a junction with the London and Greenwich Railway, at or near the point where that railway crosses Deptford Creek, in the parish of Greenwich, in the county of Kent, passing thence, in, through, or into the several parishes or other places following, or one of them; that is to say, Greenwich and Charlton, both in the county of Kent, and terminating by a junction with the North Kent Line of the South-Eastern Railway at a point thereon about a quarter of a mile to the west of the Charlton Station of the said North Kent Line, in the parish of Charlton aforesaid.

A railway, diverging from and out of the line of the last-mentioned intended railway, at or near the point where the said intended railway crosses a lane called Conduit Lane or Green Lane, about 330 yards south of the Turnpike Gate at the western extremity of the Greenwich and Woolwich Lower Road, in the parish of Greenwich, in the said county of Kent, passing thence wholly through the said parish of Greenwich, and terminating by a junction with the intended railway next hereinafter mentioned, at a point about 700 yards west of the railway from the River Thames

to the North Kent Railway, known as Mr. Angerstein's Railway, and referred to in the Angerstein Railway Act, 1851.

And a railway commencing, by a junction with the said North Kent Line of the South-Eastern Railway, at or near the Charlton Station of the said line, in the said parish of Charlton, passing thence from, in, through or into the several parishes or other places following, or one of them; that is to say, Charlton and Greenwich aforesaid, and terminating at, upon or near the River Thames at Blackwall Point, in the said parish of Greenwich.

And it is also proposed, by the said intended Act, to authorize the construction of a wharf, pier or jetty abutting upon and into the River Thames, with a floating or other stage or landing place, and other conveniences connected therewith, at or near the termination of the last-mentioned railway in the said parish of Greenwich, and also to authorize the establishment by the said Company of a steam ferry or communication between such wharf, pier or jetty, and any wharf, pier or piers, or landing places at or adjacent to Blackwall, in the county of Middlesex, and to authorize the said Company to purchase and use, or hire, steam and other vessels for such purpose.

And it is proposed by the said intended Act to authorize the said Company to make and maintain a carriage road running in a direction parallel with a portion of the intended railway firstly hereinbefore described; which road is intended to commence at or near a certain house numbered 25, occupied by Edwin Shalles, in London-street, in the town and parish of Greenwich, to be situate wholly within that parish, to pass across Burney-street, Crooms Hill, and across or near King-street and Park Row, and to terminate at or near a house at Maize Hill, occupied by H. D. Francis, Esq.

And it is also proposed, by the said intended Act, to authorize the said Company to remove and discontinue a certain existing bridge in the parish of St. Mary Magdalen, Bermondsey, in the county of Surrey, which carries a road called the St. James' Road over the line of the Bricklayers' Arms Branch of the South-Eastern Railway, and to authorize the crossing on a level by the said railway of the road now subsisting over the said bridge; and all such alterations in the line and levels of the said road and railway as may be necessary or proper for that purpose.

And it is also proposed, by the said intended Act, if necessary, to sanction and legalize the removal of the said bridge and the level crossing of the said road in the event of the said bridge, or any part thereof, having been removed before the passing of the intended Act.

And it is also proposed, by such Act, to stop up, alter or divert, whether temporarily or permanently, all such turnpike and other roads, highways, railways, tramways, aqueducts, canals, streams and rivers, within or adjoining the parishes, townships and places aforesaid, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said intended railways and works.

And it is also proposed, by the said intended Act, to take powers for the purchase of lands and buildings, by compulsion or agreement, for the purposes of the said intended railways, pier, wharf, jetty, alteration of road and other works, and for the diversion of a footpath hereinafter mentioned, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with such lands or buildings, or which would in any manner impede or interfere with the

construction, maintenance, or use of the said intended railways and other works, and to confer other rights and privileges.

And it is also proposed, by the said intended Act, to take powers for levying tolls, rates and duties in respect of the use of the said intended railways, wharf, pier or jetty, ferry and works, and to grant exemptions from the payment of such tolls, rates and duties, and to alter, vary or extinguish existing tolls, rates or duties.

And it is also proposed to divert and stop up a portion of a certain public footpath leading from Reigate to Nutfield, which footpath at present crosses the line of the South-Eastern Railway Company at or near the Redhill Station upon a level with such railway; and the proposed diversion of the said footpath is intended to commence in the foreign of Reigate, in the county of Surrey, at a point on the said footpath on the western side of the said railway, at the foot of the embankment upon which the said railway is constructed, to pass solely through the said foreign of Reigate, to run for twenty yards, or thereabouts, parallel with the said railway, and in a northerly direction, to pass under the said railway by means of a tunnel, and to terminate at or near the point where the present footpath leaves the eastern side of the said railway, near the said Redhill Station.

And notice is hereby further given, that maps, plans and sections, describing the direction, line or situation and levels of the said intended railways, pier, new road, alteration of road, diversion of footpath, and other works, and the lands in or through which the same are intended to be made, 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 for public inspection with the Clerk of the Peace for the county of Kent, at his office, in Maidstone, and with the Clerk of the Peace for the county of Surrey, at his office, in North-street, Lambeth; and that on or before the same day a copy of so much of the said plans, sections and book of reference as relates to each of the parishes in or through which the said railways, wharf, pier or jetty, roads, footpath and works are proposed to be made or altered, 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; and it is also proposed by the said intended Act to revive and extend the powers for the compulsory purchase of lands and houses for the purpose of enlarging the London Bridge Station of the South-Eastern Railway, on the north side thereof, and for widening and enlarging the line of the London and Greenwich Railway, and to extend the period for constructing and completing the said station and the said railway granted and limited by an Act, passed in the 10th and 11th years of her present Majesty, intituled "An Act to enable the South-Eastern Railway Company further to widen the London and Greenwich Railway, and to enlarge their London Bridge Station;" and to enable the said Company to exercise the said powers, and all other powers granted by the said Act with reference to the said station and railway for a further period.

And it is also proposed by the said intended Act to enable the South-Eastern Railway Company to apply any capital or funds now or hereafter belonging to them, or under the control of their directors, to the purposes aforesaid, or any of them, and also to raise additional capital for such purposes or any of them, by borrowing on mortgage or bond, or by the creation of new shares in their undertaking, either with or without prefe-

rence or privilege in the payment of interest or dividend, and to alter, extend, vary, amend, enlarge, consolidate or repeal all or any of the powers and provisions of the several Acts following relating to the South-Eastern Railway Company; that is to say: local and personal Acts, 6 William 4, cap. 75; 1 Vict. cap. 93; 2 Vict. cap. 42; 2 & 3 Vict. cap. 79; 3 Vict. cap. 46; 5 Vict. sess. 2, cap. 3; 6 & 7 Vict. caps. 51, 52 and 62; 7 Vict. cap. 25; 7 & 8 Vict. caps. 69 and 91; 8 & 9 Vict. caps. 167, 186, 197 and 200; 9 Vict. caps. 55, 56 and 64; 9 & 10 Vict. caps. 305 and 339; 10 & 11 Vict. caps. 104 and 230; 13 & 14 Vict. cap. 31; and 15 & 16 Vict. cap. 103.

And notice is hereby lastly given, that, on or before the 31st day of December in the present year, printed copies of the Bill for effecting the objects specified in this notice will be deposited in the Private Bill Office of the House of Commons.

Dated the third day of November 1852.

Tilleard, Sons, and Freeman, 34, Old Jewry.

South Eastern Railway (Reading Extension, &c.)
(Power to extend Reading, Guildford, and Reigate Railway to Great Western Railway at Reading, and to use the Station of the Great Western Railway there, or to Construct a separate Station; Power to apply 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 confer additional powers upon the South-Eastern Railway Company for the completion of the Reading, Guildford, and Reigate Railway, at Reading, and, if necessary, to repeal or alter any powers now possessed by them for effecting that object, and to enable the said Company to construct a short line of railway, with all proper works and conveniences connected therewith, commencing from and out of the Reading, Guildford, and Reigate Railway, at or near the present terminus thereof at Reading, in the parish of St. Lawrence, Reading, in the county of Berks, and terminating, at, in, or near the station of the Great Western Railway Company at Reading, in the same parish; and also to enable the South-Eastern Railway Company either to construct a separate station adjoining or near the said station of the Great Western Railway Company, or to enlarge, alter, or use that station, or to agree and enable the Great Western Railway Company to agree for the use thereof by the South-Eastern Railway Company; and the said intended railway and other works will be situate wholly within the said parish of St. Lawrence, Reading; and it is proposed by the said intended Act to take power to divert, alter, or stop up, whether temporarily or permanently, all such roads, streets, railways, canals, or streams within or adjoining the parish aforesaid, as may be necessary for the purposes of the said intended railway and other works.

And it is proposed by the said intended Act to take power to purchase lands and buildings, whether belonging to the Great Western Railway Company, or to any other company or person, by compulsion or agreement, and to repeal and alter such provisions, with respect to the Great Western Railway Company and their undertaking, of the Acts relating to the late Reading, Guildford, and Reigate Railway Company as are continued, notwithstanding the repeal of those Acts by "The South-Eastern and Reading, Guildford, and Reigate Railways Amalgamation Act, 1852," and to vary or extinguish all existing rights and privileges connected with any lands or buildings which

may be purchased by the South-Eastern Railway Company under the powers of the said intended Act, or which would in any manner impede or interfere with the maintenance and use of the said intended railway and other works, and to confer other rights and privileges.

And it is proposed by the said intended Act to take power to levy tolls, rates, and duties in respect of the use of the said intended railway and works, and to grant exemptions from the payment of such tolls, rates, and duties.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line or situation, and levels of the said intended railway and 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 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Berks, at his office, at Abingdon; and that on or before the same day a copy of the said plan, section, book of reference, and notice, will be deposited with the clerk of the said parish, at his residence.

And it is proposed by the said intended Act to enable the South-Eastern Railway Company to apply any capital or funds now or hereafter belonging to them, or under the control of their directors, to the purposes aforesaid, or any of them.

And notice is hereby also given, that on or before the 31st day of December in the present year, printed copies of the Bill for effecting the objects specified in this notice will be deposited in the Private Bill Office of the House of Commons.

And it is also proposed by the said intended Act to alter, extend, vary, amend, enlarge, consolidate, or repeal all or any of the powers and provisions of the several Acts following, relating to the South-Eastern Railway Company (that is to say), local and personal Acts: 6 Will. 4, cap. 75; 1 Vict. cap. 93; 2 Vict. cap. 42; 2 and 3 Vict. cap. 79; 3 Vict. cap. 46; 5 Vict. sess. 2, cap. 3; 6 and 7 Vict. caps. 51, 52, and 62; 7 Vict. cap. 25; 7 and 8 Vict. caps. 69 and 91; 8 and 9 Vict. caps. 167, 186, 192, and 200; 9 Vict. caps. 55, 56, and 64; 9 and 10 Vict. caps. 305 and 339; 10 and 11 Vict. caps. 104 and 230; 13 and 14 Vict. cap. 31; and 15 and 16 Vict. cap. 103; and also of the several Acts following, relating to the Great Western Railway Company (that is to say), local and personal Acts, 5 and 6 Will. 4, cap. 107; 6 Will. 4, 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. sess. 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. 48, 98, and 110; 14 and 15 Vict. caps. 48 and 81; and 15 and 16 Vict. caps. 125, 133, 140, 147, and 168.—Dated this third day of November 1852.

Tilleard, Sons, and Freeman, 34, Old Jewry.

South-Eastern Railway (Strood to Maidstone).
(Power to South-Eastern Railway Company to extend their North Kent Line from Strood to Maidstone, and to raise Capital for the purpose; 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 South-

Eastern Railway Company to make and maintain a railway, with all proper works and conveniences connected therewith, commencing from and out of the North Kent Line of the South-Eastern Railway, at or near the east end of the tunnel near the Strood terminus of the said North Kent Line, in the parish of Frindsbury, in the county of Kent, passing thence, through or into the parishes or other places following, or some of them (that is to say), Frindsbury, Strood, Cuxton, Halling, Holborough, Snodland, East Malling, Ditton, Aylesford, Allington, and Maidstone, all in the said county of Kent, and terminating at the present Maidstone station of the South-Eastern Railway, in the parish of Maidstone, by a junction with the existing Maidstone branch of the South-Eastern Railway.

And it is also intended by such Act to stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, highways, railways, tramways, aqueducts, canals, streams, and rivers within or adjoining the parishes, townships, and places aforesaid, as it may be necessary to cross, divert, alter, or stop up for the purpose of the said intended railway and works.

And it is also proposed by the said intended Act to take powers for the purchase of lands and buildings, by compulsion or agreement, for the purposes of the said intended railway and works, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with such lands or buildings, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, and to confer other rights and privileges.

And it is also proposed by the said intended Act to take power for levying tolls, rates, and duties in respect of the use of the said intended railway and works, and to grant exemptions from the payment of such tolls, rates, and duties, and to alter or vary existing tolls, rates, or duties.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line or situation and levels of the said intended railway and works, and the lands in or through which the same are intended to be made, 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 for public inspection with the Clerk of the Peace for the county of Kent, at his office, in Maidstone; and that on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said railway and works are proposed to be made, 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.

And notice is hereby also given, that, on or before the 31st day of December next, printed copies of the Bill relating to the objects mentioned in this notice will be deposited at the Private Bill Office of the House of Commons.

And it is also proposed by the said intended Act to enable the South-Eastern Railway Company to apply any capital or funds now or hereafter belonging to them, or under the control of their directors, to the purposes aforesaid, or to raise additional capital for such purposes, by borrowing on mortgage or bond, or by the creation of new shares in their undertaking, either with or without preference or priority in the payment of interest or dividend; and to alter, extend, vary, amend, enlarge, consolidate, or repeal all or any of the powers and provisions of the several Acts

following, relating to the South-Eastern Railway Company; that is to say, local and personal Acts, 6th Will. 4, c. 75; 1 Vict. c. 93; 2 Vict. c. 42; 2 and 3 Vict. c. 79; 3 Vict. c. 46; 5 Vict. sess. 2, c. 3; 6 and 7 Vict. cc. 51, 52, and 62; 7 Vict. c. 25; 7 and 8 Vict. cc. 69 and 91; 8 and 9 Vict. cc. 167, 186, and 200; 9 Vict. cc. 55, 56, and 64; 9 and 10 Vict. cc. 305 and 339; 10 and 11 Vict. cc. 104 and 230; 13 and 14 Vict. c. 31; and 15 and 16 Vict. c. 103.—Dated the third day of November 1852.

Tilleard, Sons, and Freeman, 34, Old Jewry.

South-Eastern Railway (Canterbury and Whitstable Railway Purchase Arrangements, Steam Boats, &c.)

(Confirmation of Agreement between the South-Eastern and Canterbury and Whitstable Railway Companies, for the Purchase of the Canterbury and Whitstable Railway, and Dissolution of Canterbury and Whitstable Railway Company—Power to Purchase Undertaking of, or guarantee Interest on Capital of, the South-Eastern and Continental Steam Packet Company—Power to Purchase, Hire and Use Steam Vessels—Power to apply and raise Capital for all the purposes aforesaid, and for general purposes of South-Eastern Railway Company—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to confirm and ratify an agreement, bearing date the fourteenth of October 1844, and made between the South-Eastern Railway Company and the Canterbury and Whitstable Railway Company, whereby an option of purchasing the Canterbury and Whitstable Railway (at present under lease to the South-Eastern Railway Company) is given to that Company, upon certain terms and conditions in the said agreement specified and set forth; and also to confirm any and every other agreement which may have been entered into between the said Companies or their directors with reference to such purchase; and also to authorise the South-Eastern Railway Company to purchase the undertaking of the Canterbury and Whitstable Railway Company. And it is proposed by the said intended Act to provide for the dissolution and winding-up of the affairs of the Canterbury and Whitstable Railway Company, and to alter, repeal, amend, ratify, re-enact and enlarge all or some of the powers granted to the said Companies respectively for and with respect to the purchase and sale of the said Canterbury and Whitstable Railway Company, and other the provisions of an Act of the 8th and 9th years of the reign of Her present Majesty, intituled "An Act to enable the South-Eastern Railway Company to alter and extend the Canterbury, Ramsgate and Margate Branch of the said South-Eastern Railway, and to make a branch therefrom to Deal, and to purchase the Canterbury and Whitstable Railway, and for other purposes;" and also to enable the South-Eastern Railway Company, after the said purchase, to levy tolls, rates and duties upon the said Canterbury and Whitstable Railway; and also 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 it is also proposed, by the said intended Act, either to enable the South-Eastern Railway Company to purchase the undertaking, and the whole of the steam and other vessels and boats, and all the property and effects of every descrip-

tion, of the joint stock company called the South-Eastern and Continental Steam Packet Company, and to enable that Company to sell the same for a sum in gross, or to accept in lieu of the shares in their capital preference or other shares of the South-Eastern Railway Company, and to authorise the creation and issue of preference or other shares of the South-Eastern Railway Company for that purpose, and, if necessary, to provide for the dissolution and winding-up of the affairs of the said Steam Packet Company, or to authorize and empower the South-Eastern Railway Company to guarantee a certain fixed rate of interest on the capital which has been or may have been paid up on the shares in the capital of the said Steam Packet Company.

And it is also proposed by the said intended Act to authorise and empower the South-Eastern Railway Company to contract with any Company or person for the purchase, construction or use of steam and other vessels and boats of every description, and to purchase, construct, hire and use the same, and to levy tolls, rates, and duties in respect of the same, and to alter existing tolls rates, and duties in respect of or affecting the same.

And it is also proposed, by the said intended Act to authorise the South-Eastern Railway Company to apply to the purposes aforesaid, or any of them, any funds now or hereafter belonging to them, or under the control of their Directors; and also to enable that Company to raise additional capital for all or any of the purposes aforesaid, and also for other the general purposes of the Company and of their undertaking, by borrowing on mortgage or bond, or by the creation of new shares in their undertaking, with or without preference or priority in the payment of interest or dividend, or by all or any of those means:

And notice is hereby further given, that printed copies of the Bill for carrying the aforesaid purposes into effect will, on or before the 31st day of December 1852, be deposited in the Private Bill Office of the House of Commons.

And it is proposed, by the said intended Act, to alter, amend, vary, consolidate, repeal, or re-enact all or some of the provisions of the following Acts relating to the South-Eastern Railway Company, or some of those Acts; that is to say, local and personal Acts, 6 Will. 4, cap. 75; 1 Vict. cap. 93; 2 Vict. cap. 42; 2 and 3 Vict. cap. 79; 3 Vict. cap. 46; 5 Vict. sess. 2, cap. 3; 6 and 7 Vict. caps. 51, 52 and 62; 7 Vict. cap. 25; 7 and 8 Vict. caps. 69 and 91; 8 and 9 Vict. caps. 167, 186, 197 and 200; 9 Vict. caps. 55, 56, and 64; 9 and 10 Vict. caps. 305 and 339; 10 and 11 Vict. caps. 104 and 230; 13 and 14 Vict. cap. 31; and 15 and 16 Vict. cap. 103; and also of the following Acts relating to the Canterbury and Whitstable Railway Company, or some of those Acts, (that is to say,) local and personal Acts, 6 Geo. 4, cap. 120; 7 and 8 Geo. 4, cap. 11; 9 Geo. 4, cap. 29; 5 and 6 Will. 4, cap. 82; and 8 and 9 Vic. cap. 197.

Dated the third day of November 1852.

Tilleard, Sons, and Freeman, 34, Old Jewry.

Salford Borough Extension and Improvement.

(For including Broughton, Pendleton, and part of Pendlebury in the Municipal Borough and within the limits of the Improvement and Waterworks Acts.—Amendment of Improvement and Waterworks Acts.—Power to raise Money.—Amendment of Manchester Corporation Waterworks Acts.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing session, for leave to introduce a Bill to alter and extend the boundaries of the municipal

borough of Salford, in the county palatine of Lancaster, as defined in the letters patent or charter of incorporation, bearing date the 16th day of April, in the 7th year of the reign of Her present Majesty, and to make the same co-extensive with the boundaries of the parliamentary borough of Salford, as settled and described in and by an Act of Parliament, made and passed in the session of the 2nd and 3rd years of the reign of His Majesty King William the Fourth, intituled "An Act to settle and describe the divisions of counties and the limits of cities and boroughs in England and Wales, in so far as respects the election of members to serve in Parliament;" or to include within the boundaries of the municipal borough the whole or part of the townships, districts, and places, comprised within the boundaries of the parliamentary borough, but not now comprised within the boundaries of the municipal borough, and to alter and amend such charter accordingly, and to substitute other provisions in lieu thereof, and to divide the townships, districts, and places, not now forming part of the municipal borough of Salford, but which, under the provisions of the proposed Bill, may be added to and constitute part of such municipal borough, into wards, and to make provision for the preparation of the first burgess list and for the revision thereof, and for the making and completing of the first burgess roll, and for the first election of aldermen, councillors, and ward assessors within such new wards, in such manner as may be necessary for carrying out the objects and purposes of the proposed Bill, and for doing all such other acts and things as may be deemed necessary for such objects and purposes.

And it is intended by the proposed Bill to extend to the whole or part of the townships, districts and places comprised within the said boundaries of the parliamentary borough of Salford, but not now comprised within the boundaries of the municipal borough, the several powers, provisions, matters and things, mentioned and contained in an Act, passed in the 6th and 7th years of the reign of His Majesty King William the 4th, chapter 76, intituled "An Act to provide for the regulation of Municipal Corporations in England and Wales," and in the several Acts which have been passed for amending, extending, enlarging, or explaining the same, and (if need be) all such Acts, or some of them, will be altered, amended, extended, or enlarged by the provisions intended to be inserted in the proposed Bill.

And it is also intended by the proposed Bill to extend to the whole or part of the townships, districts, and places comprised within the said boundaries of the parliamentary borough of Salford, but not now comprised within the boundaries of the municipal borough, the several powers, provisions, matters and things, mentioned and contained in and incorporated with the following Acts, local and personal, that is to say, "The Salford Improvement Act, 1830;" "The Salford Improvement Act, 1844;" and "The Salford Waterworks and Improvement Act, 1850;" and now applicable to the existing municipal borough only, and, so far as may be necessary, to repeal, amend, extend and enlarge the several Acts lastly hereinbefore referred to, or some portions thereof.

And it is also proposed to vest in the town council of the borough, as proposed to be extended, powers for making, altering, levelling, paving, soughing, sewerage, cleansing, lighting, and improving the streets and places within the townships of Broughton, otherwise Broughton-cum-Kersall (hereinafter called Broughton), Pendleton, and that part of Pendlebury lying within the

boundaries of the parliamentary borough of Salford, and for applying thereto the police regulations now in force within the borough of Salford, and for more efficiently watching the same townships, and part of a township, and to exempt the said townships and part of a township from all contribution to the rates levied for the support of the county police and from all other county rates, save and except such as are now leviabie within the borough of Salford, and to alter such county rates accordingly, and to extinguish the powers of every board or persons having now authority under any general Act to make, repair, cleanse, and light the streets and places within the said townships and part of a township, or having other powers to regulate and govern the said townships and part of a township, and to vest in the town council of the borough, by compulsion or by agreement, all their property and powers, and to alter the rates now levied within the said townships and part of a township, for any local purposes, and to authorize the town council of the borough to levy rates within the said townships and part of a township, for the purpose of making, levelling, paving, and sewerage the streets, and places therein, and for improving such townships and part of a township, and for supplying gas and water therein, and for other sanitary and necessary purposes, and to authorize the town council to levy within the said townships and part of a township, the rates which under the provisions of the Acts for regulating Municipal Corporations in England and Wales, and of the said Local and Personal Acts relating to the present municipal borough of Salford, they are authorized to levy within the borough of Salford, and generally under such restrictions as may be imposed by the said Bill, to have and exercise all such powers within the said townships, and part of a township, as the town council of the borough now have and exercise within the township of Salford, and that part of the township of Broughton lying south of the river Irwell, and, so far as may be necessary for the purposes of the proposed Bill, it is intended to alter the rates now leviabie within the existing borough, and the mode of assessing and collecting the same, and, if need be, to alter and amend the following Acts, public and general, viz.: An Act, passed in the 53rd year of the reign of King George the 3rd, chapter 72, and an Act, passed in the 8th year of the reign of Her present Majesty, chapter 21.

And it is also intended by the proposed Bill to confer upon and vest in the mayor, aldermen, and burgesses of the borough of Salford the right and power of conveying and supplying water to and within the whole or part of the townships of Broughton, Pendleton, and the said part of Pendlebury, and to extinguish the right of the mayor, aldermen, and burgesses of the borough of Manchester to supply water and levy water rates or rents within the whole or part of such townships and part of a township, and to authorize or require the mayor, aldermen, and burgesses of the borough of Manchester to sell to the mayor, aldermen, and burgesses of the borough of Salford, and to authorize the latter to purchase all the mains, pipes, and other works, of the mayor, aldermen, and burgesses of the borough of Manchester within the said townships and part of a township (not already purchased or acquired by the mayor, aldermen, and burgesses of the borough of Salford), and an additional supply of water for the inhabitants of the borough of Salford, as proposed to be extended, and to vest in the mayor, aldermen, and burgesses of the borough of Salford, all the existing rights of the mayor, aldermen, and

burghesses of the borough of Manchester within such townships and part of a township, with respect to the supply of water therein; and to enable the mayor, aldermen, and burgesses of the borough of Salford to supply water, and to charge and levy water rates and rents throughout the said townships and part of a township, and to extend to the said townships and part of a township the several powers and provisions with regard to the supply of water within the existing borough, contained in and incorporated with the said Salford Waterworks and Improvement Act, 1850; and also the several powers and provisions contained in the Acts relating to the Manchester Corporation Waterworks hereinafter referred to, or some of them; and to lay down within and throughout the said townships and part of a township, connecting pipes, main pipes, and other pipes necessary for conveying and supplying water within the said townships and part of a township; and to grant to the mayor, aldermen, and burgesses of the borough of Salford all such other powers, rights, and privileges as may be necessary for effecting all or any of the said objects and purposes; and for such objects and purposes, and other the objects and purposes of the proposed Bill, it is intended to amend, extend, enlarge, and partially repeal the several Acts relating to the Manchester Corporation Waterworks; that is to say: local and personal Acts, 49th George the 3rd, cap. 192, 53rd George 3rd, cap. 20, 56th George 3rd, cap. 12, 1st and 2nd George 4th, cap. 47, 4th George 4th, cap. 115, 4th Victoria, cap. 8, and 9th Victoria, cap. 10, and "The Manchester Corporation Waterworks Act, 1847," "The Manchester Corporation Waterworks Amendment Act, 1848," and "The Manchester Corporation Waterworks Second Amendment Act, 1851," and all or any Acts recited in any of such Acts.

And it is also intended to alter the mode in which the profits arising from the manufacture and supply of gas by the town council of the borough of Salford are now appropriated, and to permit the townships of Broughton and Pendleton, and that part of Pendlebury lying within the boundaries of the parliamentary borough, or such part thereof respectively as shall become part of the municipal borough of Salford, to participate in such profits in the mode to be provided for in and by the said Bill; and it is proposed to authorize the town council of the borough of Salford to supply gas for public and other purposes to and throughout the said townships and part of a township, and for that purpose to have and exercise within the said townships and part of a township the same powers with regard to the supply of gas which they now have and exercise within the municipal borough of Salford; and to charge and levy gas rates and rents within the said townships and part of a township, and to lay down within and throughout the same, main pipes and other pipes necessary for conveying and supplying gas to and within those townships and part of a township, and to purchase by compulsion the mains, lamp-posts, lamps, and other property, belonging to the inspectors of Broughton, Pendleton, and the said part of Pendlebury, laid down, set up, or used for supplying the inhabitants of Broughton, Pendleton, and the said part of Pendlebury, with gas; and to do all such other acts, and exercise such other powers, as may be necessary for the purposes aforesaid.

And it is also intended by the proposed Bill to apply to the townships, districts, and places comprised within the boundaries of the parliamentary borough of Salford, or some part thereof, all or some of the powers and provisions of "The Pub-

lic Health Act, 1848," and of any Act passed or to be passed for amending, extending, or enlarging the same, and also the powers and provisions of the "Nuisances Removal and Diseases Prevention Act, 1848," and of any Act passed or to be passed for amending, extending, or enlarging the same. And also the powers and provisions of "The Markets and Fairs Clauses Act, 1847," "The Gas Works Clauses Act, 1847," "The Waterworks Clauses Act, 1847," "The Commissioners Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," and "The Towns Police Clauses Act, 1847."

And it is intended by the proposed Bill to give to the mayor, aldermen, and burgesses of the borough of Salford all such other powers for the government, regulation, and sanitary improvement of the townships, districts, and places which are comprised within the boundaries of the parliamentary borough of Salford as may be deemed necessary; and to enable the mayor, aldermen, and burgesses of the borough of Salford, as extended by the proposed Bill, to raise money upon the security of the property, and of the tolls, rates, and duties already vested in them, or which they may acquire, or may be authorised to make and levy under the provisions of the proposed Bill; and to authorize them to levy tolls, rates, and duties in the townships, districts, and places comprised within the boundaries of the parliamentary borough of Salford; and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges, so far as the same may be necessary for, or may interfere with, the several objects and purposes of the proposed Bill.

And notice is hereby given, that printed copies of the said proposed Bill will, on or before the 31st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 1st day of November 1852.

Charles Gibson, Town Clerk.

London and Westminster Thames Viaduct Railway.

NOTICE is hereby given, that it is intended to apply to Parliament in the session of 1853, for leave to bring in a Bill to incorporate a Company and to give to that Company power to make and maintain a railway from London Bridge to Westminster Bridge upon a viaduct, to be constructed for the most part in or about the centre of the river Thames, and which said railway and viaduct will be situate in the several parishes and extra-parochial or other places following, or some of them; that is to say: St. Magnus the Martyr otherwise St. Magnus London Bridge, St. Michael Crooked-lane, St. Margaret New Fish-street, St. Martin Orgar otherwise St. Martin Orgars, St. Laurence Pountney otherwise St. Lawrence Pountney, Allhallows the Great, Allhallows the Less, St. Martin Vintry, St. Michael Paternoster Royal, St. James Garlick Hithe otherwise St. James Garlick Hythe, St. Michael Queenhithe, St. Mary Somerset, St. Mary Mounthaw, St. Peter Paul's Wharf, St. Bennet otherwise St. Benedict Paul's Wharf, St. Andrew by the Wardrobe, St. Ann Blackfriars otherwise St. Anne Black Friars, the extra-parochial place called the Bridewell Precinct, St. Brides otherwise St. Bridget, and the extra-parochial places called Whitefriars Precinct, the Inner Temple, and the Middle Temple, all in the city of London, the said Inner Temple, the said Middle Temple, St. Clement Danes, St. Mary le Strand, the extra-parochial place called the Manor of the Savoy and

of the Liberty of the Duchy of Lancaster called the Savoy Liberty otherwise the Precinct of the Savoy, St. Martin-in-the-Fields, and St. Margaret otherwise St. Margaret Westminster, in the county of Middlesex, St. Saviour otherwise St. Saviour Southwark, Christchurch otherwise Christchurch Blackfriars, St. Mary Lambeth, and the several districts of St. Andrews, All Saints, St. John the Evangelist and Trinity, in the said parish of St. Mary Lambeth, in the county of Surrey. And it is intended by the said Bill to enable the said Company to drive piles and construct such other works as may be necessary, in and upon the bed of the said river, to take and interfere with any existing pier or landing place between the said bridges, and to construct in connection with the said intended railway and viaduct, all such landing places, stations, jetties, piers, engines, and other works as may be found necessary or convenient in carrying into execution all or any of the powers of the said intended Bill.

And it is intended to take power by the said Bill to make lateral deviations in the construction of the said railway and viaduct from the line and situation thereof, as shown upon the plans hereinafter referred to, to the extent to be defined upon the said plans.

And the said Bill will also empower the said Company to construct all such works in, upon, or at the side of the following bridges, videlicet: London Bridge, Southwark Bridge, Blackfriars Bridge, Waterloo Bridge, Hungerford Bridge, and Westminster Bridge, as may be needful in constructing the said railway and viaduct; and in providing the necessary accommodation for the passing of passengers over such respective bridges to and from the said intended railway.

And notice is hereby given, that it is intended to apply for power, by the said Bill, to levy tolls, rates, and other charges, for and in respect of the said railway, to purchase lands and other property, by compulsion, and to alter, vary, and extinguish all existing rights and privileges connected with such lands and other property, or with the said river, and all other rights and privileges which would in any way interfere with the accomplishment of all or any of the objects contemplated by the said Bill.

And notice is hereby also given, that plans and sections describing the line and levels of the said intended railway and viaduct, with books of reference thereto, a published map with the line of the proposed railway delineated thereon, and also a copy of this notice will, on or before the 30th day of this instant November, be deposited for public inspection at the office of the Clerk of the Peace for the city of London at the Sessions House in the Old Bailey, at the office of the Clerk of the Peace for the county of Middlesex at the Sessions House Clerkenwell in that county, at the office of the Clerk of the Peace for the city and liberty of Westminster at the Sessions House last aforesaid, and at the office of the Clerk of the Peace for the county of Surrey in North-street Lambeth, in the said county, and that on or before the said 30th day of this instant November, a copy of so much of the said plans, sections, and books of reference as relates to the before mentioned parishes or places will be deposited together with a copy of the said notice with the Clerk of each such parish or place, at his residence. Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 31st day of December next.

Dated this 4th day of November 1852.

Rixon and Son, Solicitors, 11, King William-street, London.

Caledonian Railway.

(Branch from the Polloc and Govan Railway, to the Goods Station of the Glasgow Paisley and Greenock Railway at Glasgow.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the present session, for leave to bring in a Bill to empower the Caledonian Railway Company to make and maintain a branch railway, with all proper works and conveniences connected therewith, commencing by a junction with the Polloc and Govan Railway, now belonging to the said Company, at a point near the north-western end of the tunnel by which the said railway is carried under Eglinton Street of Glasgow, near Muirhouse toll-bar, and terminating at a point near the westmost Goods Shed in the Goods Station at Glasgow, of the Glasgow Paisley and Greenock Railway, also now belonging to the said Company; which proposed branch railway, and works connected therewith, will be wholly situate in the parish of Govan, city of Glasgow, and county of Lanark.

And notice is further given, that duplicate plans and sections, describing the line, situation, and levels of the said intended railway, and the lands, houses, and other property through which the same is intended to be made, and within the limits of deviation, as defined on the said plans, or which may be required to be taken for the purpose of the said works, together with a book of reference to such plans, containing the names of the owners' or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property, and a published map to a scale of not less than half an inch to a mile, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and a copy of this notice, as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November current, be deposited for public inspection in the office at Glasgow of the principal Sheriff Clerk of the county of Lanark; and that a copy of so much of the said plans, sections, and book of reference as relates to the said parish of Govan, with a copy of this notice, as published in the said Gazettes, will also, on or before the thirtieth day of November current, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the session clerk of the said parish, at the usual place of abode of such schoolmaster or session clerk.

And notice is further given, that it is intended by the said Bill to apply for power to deviate, in the construction of the said proposed railway, from the line and levels delineated on the plans and sections intended to be deposited as aforesaid, to such an extent as will be defined on the said plans, and provided by the said Bill; and also to cross, alter, divert, and stop up highways, roads, railways, bridges, streets, paths, passages, canals, sewers, and water-courses, so far may be necessary or expedient for the purpose of making, maintaining, and using the said proposed railway, or any of the works and conveniences connected therewith.

And it is further intended by the said Bill to empower the Caledonian Railway Company to purchase compulsorily the lands, houses, and other property required for the purposes aforesaid, and to levy tolls, rates, and charges, on and for the use of the said intended railway and the conveyance of traffic thereon; and to confer certain exemptions from the payment of such tolls, rates, and charges.

And it is further intended by the said Bill to empower the Caledonian Railway Company to raise a further sum of money for the purpose of constructing the said proposed railway and works, and to vary or extinguish all existing rights and

privileges which may in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And for these and other purposes it is intended by the said Bill to amend, so far as necessary, the several Acts relating to the Polloc and Govan Railway, passed respectively in the eleventh year of the reign of King George the Fourth, the first and second years of the reign of King William the Fourth, and the first, the eighth and ninth, and the ninth and tenth years of the reign of Her present Majesty; and also the several Acts relating to the Caledonian Railway Company, passed respectively in the eighth and ninth, the ninth and tenth, the tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, and the fourteenth and fifteenth years of the reign of Her present Majesty.

And notice is further given, that copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons, on or before the thirty-first day of December next.

Hope, Oliphant, & Mackay, Edinburgh.

Grahame, Weems, & Grahame, Westminster.

12th November, 1852.

Staffordshire Midland and Mineral Railway.

(Incorporation of Company; Construction of Railway from Cannock to Wednesbury, with a Branch to Walsall; another Branch to join the London and North Western Railway at or near Darlaston Green Forge, and another Branch to Bilston; Power to use the Derbyshire, Staffordshire, and Worcestershire Junction Railway; Powers to establish Mixed Gauge thereon, and on the said intended Railway and Branches; and Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the present Session for leave to bring in a Bill to make and maintain the railway and branches, or some of them, hereinafter described, with all proper works and conveniences connected therewith and approaches thereto respectively (that is to say):

First.—A railway commencing by a junction with the line authorised to be made by the Derbyshire, Staffordshire, and Worcestershire Junction Railway Act, 1847, at or near the highway leading from Cannock to Rugeley, numbered 195 on the Parliamentary plan of the said authorised line of railway referred to in the said Act, in the parish of Cannock, in the county of Stafford, and terminating by a junction with the Birmingham, Wolverhampton, and Dudley Railway, as at present authorised to be made, at or near a point adjacent to where the said last-mentioned railway crosses the South Staffordshire Railway, in the parish of Wednesbury, in the said county, and with the works and conveniences connected therewith to be made and maintained from, in, through, or into the several parishes, townships, and extra-parochial and other places of Cannock, Hednesford, Huntington, Leacroft, Churchbridge, Wyrley, Wyrley Magna otherwise Great Wyrley, Wyrley Bank, Landywood, Cheslyn Hay, Saredon, Shareshill, Hilton, Featherstone, Norton, Norton Canes, Norton-under-Cannock, Bloxwich, Great Bloxwich, Little Bloxwich, Birchhills, Walsall, Foreign of Walsall, Walsall Foreign, Walsall Borough, Essington, Essington Wood, Bushbury, Bushbury otherwise Byshbury, Bentley, Wednesfield, Wilenhall, Bilston, Wolverhampton, Darlaston, Wednesbury, Sedgley, Tipton, Tibbington otherwise Tipton, and Westbromwich, or some of them, all in the said county.

Secondly.—A branch railway, diverging from the line of the above described intended railway at or near James's Bridge, Oldfield Colliery, in the

parish of Walsall, in the said county of Stafford, and terminating at or near Bridgman Street, and at or near where the said street crosses the said South Staffordshire Railway, in the parish of Walsall, in the said county; and which said branch railway, with the works and conveniences connected therewith, will be made and maintained from, in, through, or into the several parishes, townships, extra-parochial and other places, of Bentley, Wolverhampton, Great Bloxwich, Little Bloxwich, Birchhills, Bloxwich, Saint Peter's Walsall, Saint Paul's Walsall, Walsall, Foreign of Walsall, Walsall Foreign, and Walsall Borough, or some or one of them, all in the said county.

Thirdly.—A branch railway, diverging from the line of the first above described intended railway at or near the said James's Bridge, Oldfield Colliery, in the parish of Walsall, in the said county, and terminating by a junction with the London and North Western Railway at or near the bridge carrying the public road leading from Darlaston Green to Bentley Farm, in the parish of Darlaston, in the said county, and which said thirdly described branch railway, with the works and conveniences connected therewith, will be made and maintained from, in, through, or into the several parishes, townships, extra-parochial and other places, of Bentley, Wolverhampton, Great Bloxwich, Little Bloxwich, Bloxwich, Walsall, Foreign of Walsall, Walsall Foreign, Walsall Borough, and Darlaston, or some or one of them, all in the said county.

Fourthly.—A branch railway diverging from the line of the first above described intended railway, in a field called the Five Acre Field, belonging to Samuel Smith, Esq., and occupied by Mr. George Wilkes, in the said parish of Wednesbury, and at or near that part of the turnpike road leading from Darlaston to Wednesbury, lying about 170 yards to the west of the place called "The Bull Stake," and terminating by a junction with the said Birmingham, Wolverhampton, and Dudley Railway, as authorised to be made at or near the point that railway crosses Old Meeting Street, in the township of Bilston, in the parish of Wolverhampton, in the said county, and which said fourthly described branch railway, with the works and conveniences connected therewith, will be made and maintained, from, through, or into the several parishes, townships, extra-parochial and other places of Wednesbury, Darlaston, Bilston, and Wolverhampton, or some or one of them, all in the said county.

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

And it is intended by the said Bill to take powers to incorporate a Company for the purpose of carrying into effect the proposed railway, branch railways, and works, and for the other objects and purposes set forth in this notice, or some part or parts thereof, and to empower such Company to purchase by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of such railway, branch railways, and works, and to vary or extinguish all rights and privileges in any manner connected with

the lands, tenements, and hereditaments so purchased or taken.

And it is also intended to empower the said Company, to be incorporated by the said Bill, to levy tolls, rates, or duties, for or in respect of the use of the said intended railway, branch railways, and works, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties, and to confer, vary, or extinguish other rights and privileges.

And it is intended to take powers to enable the said Company, to be incorporated by the said Bill, to use with their engines and carriages of every description, upon payment of such tolls, rates, and charges, or sums of money, and upon such other terms and conditions as shall be prescribed by the said Bill, the whole or any part of the line of railway now in course of construction, and authorized to be made by the said Derbyshire, Staffordshire, and Worcestershire Junction Railway Act, 1847, and to use all the stations, wharfs, watering places, tramways, sidings, junctions, cranes, works, and conveniences, now or hereafter belonging to or connected with such last-mentioned line of railway.

And it is also intended by the said Bill to make provision for the convenient interchange of traffic passing along such last mentioned railway to or from the said intended railway and branch railways, and to enable the said Derbyshire, Staffordshire, and Worcestershire Junction Railway Company, and the said Company to be incorporated by the said Bill, to enter into agreements for such purposes, and also to make and enter into arrangements and agreements with respect to the apportionment of the expenditure to be incurred, and the tolls, rates, and charges to be levied and made in respect of such traffic, and to alter all or any of the tolls, rates, duties, and charges authorized to be taken by the said Derbyshire, Staffordshire, and Worcestershire Junction Railway Company, and to vary or extinguish all rights and privileges which would in any manner impede the carrying into effect the objects aforesaid, and to confer other rights and privileges; and also to enable the said Company so to be incorporated, to levy tolls, rates, and duties over, upon, or in respect of the line of the said Derbyshire, Staffordshire, and Worcestershire Junction Railway Company.

And it is intended by the said Bill to take powers to enable the said Company so intended to be incorporated to construct their said intended railway and branch railways on such gauge or gauges as they may think proper, and to lay down rails or an additional rail, or an additional line or additional lines, on all or any part of the railways comprised in their said undertaking, in such manner as to form the broad gauge in addition to the narrow gauge.

And it is also intended to take powers to enable the said Company so intended to be incorporated, and the Derbyshire, Staffordshire, and Worcestershire Junction Railway Company, or either of them, and either jointly or severally, and at their joint or several expense, to lay down on all or any part of the railway comprised in the undertaking of the latter Company, rails of such gauge or gauges as they may think proper, and to lay down rails, or an additional rail, or an additional line, or additional lines, in such manner as to form thereon the broad gauge in addition to the narrow.

And it is intended by the said Bill to take powers to alter, amend, extend, enlarge, or repeal some of the powers and provisions of "The Derbyshire, Staffordshire, and Worcestershire Junction Railway Act, 1847."

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the said intended railway, branch railways, and works, showing the lines and

levels thereof, and the lands to be taken, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, a published map, showing the general course and direction of the said railway and branch railways, 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 said county of Stafford, at his office at Stafford, in the said county. And that on or before the 30th day of November instant, a copy 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 railway, branch railways, and works are proposed to be made; and also a copy of this notice, as published in the said London Gazette, will be deposited with the parish clerk of each such parish at his place of abode, or in case of an extra-parochial place, then with the parish clerk of some parish immediately adjoining thereto, at his place of abode; and that on or before the 31st day of December now next ensuing, printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this eleventh day of November, 1852.

Manchester and Salford Cattle Markets and Slaughterhouses.

Incorporation of Company, and Power for the Corporations of Manchester and Salford, or either of them, to purchase the Undertaking.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to introduce a Bill to incorporate a Company, and to authorize such Company to purchase, lease, erect, and maintain a market for the sale of cattle, and also slaughterhouses for the slaughtering and dressing of cattle, sheep, swine, and other animals for public consumption, and also layers for cattle, sheep, swine, and other animals, within the townships of Salford and Newton, in the parish of Manchester, or in one or both of such townships; and to make and construct such sheds and other buildings, approaches, and conveniences as may be necessary or convenient for those purposes.

And the Company also propose to establish, in connection with such markets and slaughterhouses a market or markets for the sale of raw hides and skins, and also buildings and places for the deposit and manufacture of offal, blood, tallow, garbage, and other products from animals, and all necessary storehouses, standings, weighing-machines, and buildings.

And it is intended to enable the Company to take tolls, rates, and rents for the use of any of the markets, slaughterhouses, layers, buildings, weighing-machines, and other conveniences proposed to be established by the Company, and to alter the existing tolls, rates, and rents now leviable or receivable in the market hereafter mentioned as being in the occupation of, or under lease to, the corporation of Salford, and to farm or lease such tolls, rates, and rents, and to lease stalls, storehouses, and other conveniences to any persons whomsoever, and to enable the Company to contract and agree for the sale or lease of their undertaking, or some portions thereof, to the corporation of Manchester and to the corporation of Salford, both or either of them, and to enable the said corporations, or either of them, to purchase, or take on lease the said undertaking, or some portions thereof, and if necessary, to raise money for those purposes.

And it is intended to prohibit the establishment of any other market for the sale of cattle within

five miles from the market or markets to be established by the Company, or within such other distances as may be defined by the proposed Bill, and to prohibit the slaughtering and dressing of cattle, swine, sheep, or other animals for public consumption within the boroughs of Manchester and Salford, and within a distance of one mile from the boundaries of such boroughs respectively, other than at the places to be provided by the Company, and also to prohibit within the last-mentioned limits other than at the places to be provided by the Company, the deposit, preparing, and manufacture of offal, blood, tallow, garbage, and other products from animals, and the melting of tallow, and provision will be made in regard to the carcasses of animals introduced in whole or in part for sale within the last-mentioned limits, which animals shall not have been slaughtered at the slaughterhouses established by the Company, so as to prevent any evasion of the use of such slaughterhouses, by levying rates in respect of such carcasses, or parts thereof, or by adopting such other means as Parliament may sanction; and it is intended to provide that all blood, dung, and other refuse arising from the markets and from the slaughtering and dressing of cattle, and from the cleansing and manufacturing the offal and other products of the animals, shall belong to the Company.

And it is intended to enable the Company to take, by compulsion or agreement, the cattle market situate in Cross-lane, in the said township of Salford, now in lease to, or in the occupation of, the corporation of Salford, or their tenants or sub-lessees, and also to take by compulsion such other lands and houses within the said townships of Salford and Newton, and elsewhere, as may be necessary for the enlargement of such market, and for the other objects and purposes of the Company.

And it is intended to authorize the corporations of Manchester and Salford respectively to inspect the markets, slaughterhouses, and other buildings and places to be provided by the Company, and to make bye-laws to be enforced within their respective boroughs for the more completely preventing the nuisances arising from the sale and slaughtering of cattle and other animals within such boroughs, and the dressing and manufacture of carcasses, offal, and other products therefrom.

And it is intended, so far as may be necessary, to amend, extend, and enlarge, or partially repeal "The Manchester General Improvement Act, 1851," and the several Acts therein recited, and "The Salford Waterworks and Improvement Act, 1850," and the several Acts therein recited.

And it is intended to confer upon the Company the powers contained in "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Markets and Fairs Clauses Act, 1847," and other powers.

And notice is hereby given, that printed copies of the proposed Bill will, on or before the 31st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 5th day of November 1852.

R. B. B. Cobbett, Solicitor, Manchester.

Manchester Division Stipendiary Magistrate.

(Amendment of the Acts 53rd George 3rd, chapter 72, and 8th Victoria, chapter 21.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing session, for leave to introduce a Bill to alter, amend, extend, enlarge, or repeal the provisions of the following Acts, public and general, viz.:

an Act, passed in the 53rd year of the reign of King George the 3rd, cap. 72; and an Act, passed in the 8th year of the reign of Her present Majesty, chapter 21, and to provide that for the purposes of the said Acts of the 53rd year of the reign of King George the 3rd, chapter 72, and of the 8th year of the reign of Her present Majesty, chapter 21, the townships of Broughton otherwise Broughton-cum-Kersall, hereinafter called Broughton, and Pendleton, and that part of the township of Pendlebury which is within the parliamentary borough of Salford, or some or one of them shall be deemed to be within the municipal borough of Salford, and to alter the times and places of sitting of the stipendiary magistrate acting under the provisions of those Acts for the transaction of business arising within those townships and part of a township, and his rights and duties, and the rights, duties, and salaries of the justices clerks appointed under the provisions of the last mentioned Act, and to alter the mode of appropriating the fees or a portion thereof now receivable in respect of business transacted by such stipendiary magistrate or by the clerk for divisional business, and to alter the amount chargeable upon and payable out of the borough fund of the borough, towards the salary of such stipendiary magistrate, and for the salary of the justices clerk for borough business, and to alter, increase, or diminish the borough rate of the said borough, as the case may be, and to alter the amount payable out of the funds by the last mentioned Act authorized to be raised for the salary of the justices clerk for divisional business, and to alter the rate now leviable under the provisions of the last mentioned Act by the Justices of the Peace, acting in and for the county of Lancaster, for the purpose of defraying the expenses of carrying that Act into execution, and the amount thereof, and the mode of assessing and levying the same; and to provide that such rate shall no longer be leviable within the townships of Broughton, Pendleton, and the said part of Pendlebury, and to alter the powers, duties, and jurisdictions of the last mentioned justices.

And notice is hereby given, that copies of the proposed Bill will, on or before the 31st day of December next, be deposited in the Private Bill Office of the House of Commons.—Dated this 1st day of November 1852.

Charles Gibson, Town Clerk of Salford.

Leominster Markets and Fairs.

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 empower the mayor, aldermen, and burgesses of the borough of Leominster, in the county of Hereford, to erect and maintain within the said borough or the suburbs thereof a market house or market place, or market houses or market places, with all proper approaches thereto and other conveniences, and to establish and maintain a market or markets therein for the sale of horses, cattle, pigs, sheep, butchers' meat, poultry, fish, vegetables, fruit, butter, corn, hay, hops, wool, and other articles, provisions, and animals usually sold at markets.

And by such Bill it is intended to take powers for the establishment, erection, and maintenance of a public slaughter house or slaughter houses, and other requisite conveniences for the use of persons attending the said market or markets, and of the inhabitants of the said borough; and to provide for the inspection of the said slaughter house or houses, and of the meat and other provisions and things to be offered for sale within the said borough.

And also to enlarge, widen, improve, and maintain the existing butter, poultry, pig, sheep, and corn markets, and the entrances and approaches thereto, or to sell and remove the same to some more convenient situation or situations, either within the said borough or the suburbs thereof.

And also to remove the markets and fairs now holden within the said borough or the suburbs thereof, or some of them, and to fix and appoint in what part of the borough of Leominster the cattle fair and market shall be held. And to make rules and by-laws for the management and regulation of all existing and future markets, market places, and fairs within the said borough and suburbs; and to prevent the holding of any fair, and the display and sale of horses and cattle, and the hawking and vending of goods, wares, and merchandise, butchers' meat, poultry, fish, butter, cheese, vegetables, fruit, corn, hay, hops, wool, and other articles and provisions usually sold at markets in the streets, passages, roads, or public places within the said borough and suburbs; and to regulate and remove carts, stalls, standings, and other causes of obstruction in the streets and public passages within the said borough.

And powers will be applied for in the said Bill to levy tolls, rates, rents, and duties for the use of the said intended and of the existing or improved markets or market places, and of the standage or stallage therein, and other conveniences connected therewith; and to alter or vary all or any of the tolls, rates, rents, or duties payable at or in respect of the existing markets, market places, and fairs within the said borough or suburbs, or to levy new tolls, rates, rents or duties in respect thereof; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, rents, or duties, or any other rights or privileges.

And also to purchase and rent lands and houses, either by compulsion or agreement, for all or any of the purposes of the said Bill, or of the Acts to be incorporated therewith; and to vary or extinguish all rights and interests connected with the lands or houses which would interfere with the execution of such purposes.

And also so far as may be necessary for such purposes to stop up, alter, construct, divert, take up, or remove any sewers, drains, pipes, and water-courses, and also to stop up, alter, or divert, whether temporarily or permanently, all streets, thoroughfares, roads, and footways which may interfere with the construction of or impede the use of the said market or markets. And to confer, vary, or extinguish other rights and privileges.

And it is also intended by the said Bill to empower the mayor, aldermen, and burgesses, for the purposes thereof, to sell so much of the property now vested in them, as they shall deem expedient, subject to the leases, if any, now existing thereon, or to borrow money upon the credit of the tolls, rates, duties, rents, and other profits arising from the present and proposed markets, market places, and fairs, and of the borough rate, and other property of the said mayor, aldermen, and burgesses.

And notice is hereby also given, that it is intended to incorporate in the said Bill, all or some of the powers of "The Lands Clauses Consolidation Act, 1845," "The Markets and Fairs Clause Act, 1847," and "The Companies Clauses Consolidation Act, 1845," and to insert therein all such other powers as may be deemed necessary for fully carrying into effect the several purposes mentioned in this notice. And also, if necessary, to amend, alter, or repeal all or some of the provisions of an Act, passed in the first year of the reign of Her present Majesty Queen Victoria, intituled "An

Act to amend an Act of the forty-eighth year of the reign of His Majesty King George the Third, relating to the improvement of the town of Leominster, in the county of Hereford."

And notice is hereby also given, that copies of the Bill relating to the objects aforesaid will be deposited on or before the thirty-first day of December 1852, in the Private Bill Office of the House of Commons.

Dated this 11th day of November 1852.

Thomas Sale, Town-Clerk, and *T. W. Davies*, Solicitors, Leominster.

Parratt and Walmisley, House of Lords, Parliamentary Agents.

ShIPLEY GAS.

(Amendment of Act; Increase and Regulation of Capital; Power to Borrow Money, to Erect New Works, and further powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, extend and enlarge the powers, provisions, and regulations, or some of them, of an Act passed in the session of Parliament holden in the tenth year of the reign of Her Majesty Queen Victoria, intituled "An Act for Lighting with Gas the township of Shipley, the village of Windhill, and the neighbourhood thereof, in the West Riding of the county of York," or otherwise to repeal the same; and to grant further other and extended powers, provisions, and regulations, in lieu thereof. And it is also intended to take powers in the said Act, to enable the Company to raise a further capital, by the creation and issuing of new shares, and also to borrow money by loan, mortgage, or otherwise, for the purposes of the said intended Act, and to regulate the existing capital of the Company, and to enable the Company to alter, vary, amend, and extinguish existing tolls, rates, or duties, and to levy in lieu thereof other tolls, rates, or duties; and to grant, confer, vary or extinguish exemptions from the payment of all such tolls, rates, and duties; and to enable the Company to build and erect further and other works for the purposes of the said intended Act, either in the said township of Shipley, or in the said village of Windhill, or in the township of Baildon, in the parish of Otley, in the West Riding of the county of York, or in some or one of the said townships or places, and also to light and supply with gas the said township of Baildon or some parts thereof; and to confer upon the said Company such other rights and privileges as may be necessary or expedient for the benefit of their undertaking, together with all powers, rights, and privileges, in such cases usual for effecting the purposes aforesaid.

And it is further intended to incorporate with the said Bill, so much of "The Lands Clauses Consolidation Act, 1845," as relates to the purchase of lands by agreement; and also all or some of the powers and provisions of "The Companies' Clauses Consolidation Act, 1845," and "The Gas Works Clauses Act, 1847."

And notice is hereby further given, that copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December next.

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

Hudson and Darlington, Bradford.
Solicitors to the Bill.

Sudlow and Gunnell,
18, Great George Street, Westminster,
Parliamentary Agents.

London and North Western Railway.
(Amendment of Acts; Extension of Powers for
Construction of Oldham Branch Railway;
Deviation of Line; and Alteration of Levels.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the session of 1853, 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): local and personal Acts, 8th and 9th Vic. caps. 36, 37, 43, 105, 112, 123, 156, and 198; 9th and 10th Vic. caps. 67, 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 328, 331, 359, 368, 369, 380, and 396; 10th and 11th Vic. caps. 73, 107, 114, 118, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11th and 12th Vic. caps. 58, 60, and 130; 12th and 13th Vic. cap. 74; 13th and 14th Vic. cap. 36; 14th and 15th Vic. caps. 28 and 94; and 15th and 16th Vic. caps. 98 and 105:

And it is proposed by the said intended Act to revive the powers granted for the purchase by compulsion of the lands and houses or some of them required for the branch railway by "The Huddersfield and Manchester Railway (Deviations and Alterations in Oldham Branch) Act, 1847," authorised and therein described as commencing at or by a junction with the main line of the Huddersfield and Manchester Railway at or near Shaw Hall Bank, in the township of Quick, in the West Riding of the county of York, and terminating at or in the town of Oldham, in the township of Oldham, in the parish of Prestwich-cum-Oldham, in the county of Lancaster, by a junction with the Mumps Extension of the Manchester and Leeds (now Lancashire and Yorkshire) Railway at or near Mumps Mill, and passing in, through, into, or along the several parishes, townships, extra-parochial and other places of Rochdale, Saddleworth, Quick, Lydgate, and Lees, in the West Riding of the county of York, and Ashton-under-Lyne, Prestwich-cum-Oldham, Knottlanes, Hartshead, Lees, and Oldham, Oldham above Town, and Oldham below Town, in the county of Lancaster, and to extend the time limited for the construction of said branch railway; and to make a diversion and alteration in the line and levels of the said branch railway within the several parishes, townships, and extra-parochial or other places aforesaid, or some of the same:

And powers will be taken by the said intended Act for the purchase, by compulsion or agreement, of lands and houses for the purposes thereof, and for altering, varying, or extinguishing all existing rights, powers, and privileges connected with such lands and houses, which would impede or interfere with the objects of the said intended Act; and also for crossing, varying, diverting, or stopping up permanently or temporarily all roads, streets, footpaths, and other ways, as it may be necessary to cross, vary, divert, or alter, in carrying the purposes of the said intended Act into execution; and also for levying tolls, rates, and duties upon or in respect of such proposed diverted and altered railway, and for granting exemptions therefrom; and also for abandoning such parts of the said railway as now authorised as may become unnecessary by reason of the proposed diversion or alteration:

And it is also proposed by the said intended Act to enable the London and North Western Railway Company to apply to the purposes aforesaid any moneys which they are now authorised to raise, or to raise a further sum of money.

No. 21383.

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And notice is hereby further given, that a published map, and plans and sections describing the proposed diversion and alteration in the line and levels of the said branch railway, 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, on or before the thirtieth day of November 1852, with the Clerk of the Peace of the county of Lancaster, at his office at Preston, and with the Clerk of the Peace of the West Riding of the county of York, at his office in Wakefield; and that copies of so much of the said plans, sections, and book of reference as relates to the several parishes, townships, and extra-parochial places in or through which the said railway is proposed to be made, together with a copy of this notice, as published in the London Gazette, will be deposited, on or 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 any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at the place of abode of such parish clerk.

And notice is hereby further given, that printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the thirty-first day of December in the present year.

Dated this 11th day of November 1852.

Samuel Carter,
Swift and Wagstaff, } Solicitors.

London and North-Western Railway.
(Amendment of Acts; Railway from Shrewsbury to Newtown, with a Branch to Oswestry; Power to make Working Arrangements with the Shrewsbury and Hereford Railway Company; use of Joint Station at Shrewsbury).

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 ninth and tenth years of the reign of Her present Majesty, intituled "An Act to consolidate the London and Birmingham Grand Junction and Manchester and Birmingham Railways," and the several other Acts distinguished in the Queen's printers' copies of the local and personal Acts, as 8th and 9th Vic. caps. 36, 37, 43, 105, 112, 123, 156, 198; 9th and 10th Vic. caps. 67, 80, 82, 152, 182, 184, 192, 193, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 328, 331, 359, 368, 369, 380, and 396; 10th and 11th Vic. caps. 73, 107, 114, 118, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11th and 12th Vic. caps. 58, 60, and 130; 12th and 13th Vic. cap. 74; 13th and 14th Vic. cap. 36; 14th and 15th Vic. caps. 28 and 94; and 15th and 16th Vic. caps. 98 and 105.

And it is proposed by the said intended Act to authorize the London and North Western Railway Company to make and maintain the railways following, with all proper works and conveniences connected therewith respectively (that is to say):

A railway, commencing at the Joint Railway Station at Shrewsbury, belonging jointly to the Shrewsbury and Birmingham Railway Company, the Shrewsbury and Chester Railway Company, the Shrewsbury and Hereford Railway Company, and the Shropshire Union Railways and Canal

Company, in the Castle Foregate, in the parish of Saint Mary, in the town of Shrewsbury and county of Salop, and passing thence, in, through, or into, the several parishes, townships, extra-parochial and other places following, or some of them (that is to say): Castle Ward Without, Castle Ward Within, Castle Foregate Shrewsbury, the borough of Shrewsbury, Shrewsbury Castle, Saint Michael within the Castle of Shrewsbury, Shrewsbury Castle and demesnes, the Royal Free Chapel of Saint Michael Shrewsbury, Saint Mary Shrewsbury, Stone Ward Without Shrewsbury, Holy Cross and Giles Shrewsbury, Saint Julian Shrewsbury, Pulley, Abbey Foregate Shrewsbury, the Abbey parish Shrewsbury, Coleham, Shrewsbury, Sutton, Meole Brace, Moole Brace, Meole, Brace Meole, liberties of Shrewsbury, Red Barn, Kingsland, Raddlebrook, Radbrook, Nobold, Copthorn Frankwell, Saint Chad Shrewsbury, Crow Meole, Newton and Edgebold, Newton, Edgebold, Edgeboldton, Woodcote and Horton, Woodcote Horton, Horton, Horton-lane, Shelton and Oxon, Bicton and Calcott, Hanwood, Great Hanwood, Little Hanwood, Onslow, Pontesbury, Sarscote, Sascott, Horton, Cruckton, Saint Alkmund Shrewsbury, Saint Alkmund Shrewsbury, Dinthall, Dinthill, Denthall, Preston Montford, Shoothill, Ford, Ford in Alberbury, Ford and Alberbury, Cross Gates, Alberbury, Bicton and Alberbury, Bicton Alberbury, Alberbury Benthall, Benthall Shrawardine, Rowton and Amerson, Rowton, Rowton and Ambaston, Rowton and Amaston, Little Shrawardine, Shrawardine, Wattlesborough in Alberbury, Eyton, Cardiston, Carson, the Hayes, Wattlesborough in Cardiston, Lower Wood, the Red Abbey, the White Abbey, all in the county of Salop; Alberbury, Bicton and Alberbury, Pecknall, Pentre, the Pentre, Coedway, Guraefy, Gurnefy, Gwernethy, Gwernefy, Crew Green, Bawsley, Bausley, Ballesley, chapelry of Criggion, chapelry of Cruggion, Criggion, Cruggion, Llandissillio, Llandysilio, Haughton, Domgay, Domgae, Gwernfelle, Rhantregynwen, Rantynghwen, Rantynghwen, Rhysnant, Rhusnant, Llandrinio, Penryn Fechan, Penthrin Fechan, Penthrin Vechan, Penvyn Fechan, Buttington, Trewern, Trewerne, Hope and Clutterwood, Hope and Cletterwood, Hope, Clutterwood, Cletterwood, Guilsfield, Guildsfield, Pool Quay, Gungrog, Welshpool upper division, Welshpool middle division, Welshpool lower division, Welsh town, Welshpool, the Pool, Pool, Pooltown, Welchtown, Dysserth, Trallwngollen, Tyddyn-Prydd, Stredalfedan, Stredalfedan, Llanerchydol, Llanerchydol, Coffronydd, Cyfronydd, Trefnant-fechan, Gungogfaw, Gungrog-vechan, Gungrog-fechan, Gungrogfawr, Worthen, Leighton, Berriew, Brithdir, Brithdin, Upper Allt, Lower Allt, Berriew, Frydd Penthrin, Ffrydd, Penywerne, Keel, Vaenor Issa, Vaynor Issa, Vaenor Ucha, Vaynor Ucha, Gowthmill, Garthmill, Keel-Cochwyn, Keelcochwyn, Penthrin, Brincamisir, Kefnwernfa, Llivoir, Divior, Trwstewelin, Trwstewelin, Llandinior, Llandinir, Forden, Kedewen, Cadewen, Betws, Betus, Bettws, Caedewen, Betws Kedewen, Betws Kydewen, Uchedre, Ucheldre, Dolvorwin, Dolforwyn, Garthgallin, Garthgellin, Llanerthion, Llanrithion, Llanrithion, Llanrithion, Castle Caer-Enion, Castell Caer Enion, Castle Caereinion, Trehelig, Forden, Forden, Woodluston, Woodlaston, Woodbaston, Mumlin, Mumlyn, Thornbury, Kilkewydd, Bellon, Llandyssill, Llandyssil, Bryntalch, Rhandir, Bolbro, Balbro, Brwnywood, Llammerewig, Llanmerwig, Llanllwchairn, Llanllwchair, Aberbechan, Kilcower, Gwestyd, Gwestyd, Hendidley, Pentygloddfen, Newtown, Newtown upper and lower division,

Llanfair Dmffryn, Dyffryn, Dyffrin Llanfair, Kerry, Moughtrey, Newtown, Llanllwchairn, Scaffell, Aberhafesp, Penstrowed, and Penystrowed, and terminating near to the new parish church at Newtown, on the west side thereof, in the town and parish of Newtown, in the county of Montgomery.

And also a railway, with all proper works and conveniences connected therewith, commencing by a double junction with the said main line on the western side thereof, one of such junctions being at or near Middle Farm, in the township of Criggion, otherwise Cruggion, in the parish of Alberbury, otherwise Bicton Alberbury, in the county of Montgomery, and the other of such junctions being at a point situate at the distance of about half a mile to the eastward of Middle Farm aforesaid, in the same township and parish, passing thence in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say): Alberbury, Bicton Alberbury, Criggion, Cruggion, Llandrinio, Dyther Llanerchkeela, Penthrin-Vechan, Penthrin Fechan, Penthrin Fawr, Trederwen, Trederwan, Trederyan, Llandysilio, Gwernfelle, Haughton, Rusnant, Rhusant, Rhusnant, Dongay, Domgay, Domgae, Bryn Mawr, all in the county of Montgomery; Llanymynech, Llanymynach, Llwyntidman, Treprenal, Llanyblodwell, Brynn, Bryn, Tanatt, Abertanatt, Lynclys, Blodwell, Knockin, Woolston, Osbaston, Oswestry, liberties of the town of Oswestry, Llanforda, Trefarclawdd, Trefarclawdd, Trevelclawdd, Cynynion, Caenyinion, Pentrygaer, Pentrygaer, Tan-coed-y-gaer, Crickheath, Treffach, Aston, Hisland, Wootton, Sweeney, Weston, Cotton, Maesbury, Moreton, Morton, Middleton and Trefonnen, Trefonen, all in the county of Salop, and terminating by a junction with the Oswestry Branch of the Shrewsbury and Chester Railway, at or near the terminus of such branch near the station in the town of Oswestry, in the parish of Oswestry, in the county of Salop.

And it is intended by the said Act to take power to stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, parish roads, footways, streets, and other highways, rivers, streams, brooks, sewers, pipes, canals, reservoirs, navigations, waters, and watercourses, bridges, railways, or tramroads within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, which it may be necessary to stop up, alter, or divert by reason of the construction of the said intended railway, branch railways, and works, or any of them.

And notice is hereby further given, that on or before the thirtieth day of November, one thousand eight hundred and fifty-two, duplicate plans and sections of the said railways and works, together with books of reference thereto, and also a published map with the lines 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 Salop, at his office at Shrewsbury, in the said county of Salop; and with the Clerk of the Peace for the county of Montgomery, at his office at Welshpool, in the said county of Montgomery; and on or before the said thirtieth day of November, one thousand eight hundred and fifty-two, a copy of so much of the plans and sections as relates to each parish in or through which the said railways and works are intended to be made, together with a book of reference thereto, 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 usual place of

abode, and on or before the said thirtieth day of November, one thousand eight hundred and fifty-two, a copy of so much of the plans and sections as relates to each extra-parochial place, 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 usual place of abode.

And notice is hereby further given, that it is intended by the said Act to enable the London and North Western Railway Company to purchase lands and buildings, by compulsion or agreement, for the purposes of the said intended railways and works, or any of them, and to vary or extinguish all existing rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid, and also to levy tolls, rates, and duties, upon or in respect of the said railways and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish, exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is also proposed in and by the said Act, to authorise the London and North Western Railway Company to apply to all or any of the purposes aforesaid any money which they are now authorised to raise, and to raise a further sum of money.

And it is also intended by the said Act to enable the London and North Western Railway Company, and the several companies interested in the station at Shrewsbury belonging, or alleged to belong, jointly to the Shrewsbury and Birmingham, Shrewsbury and Chester, and Shrewsbury and Hereford Railway Companies, and the Shropshire Union Railways and Canal Company, to make agreements for and concerning the use of such station, together with the watering-places, sidings, platforms, booking-offices, warehouses, and other buildings and conveniences connected therewith, or such portion thereof as may be necessary; and also with the several and respective Companies interested for and concerning the use of and passage over, with engines, carriages, and waggons, such portions of the lines of railway belonging to the said Shrewsbury and Birmingham, Shrewsbury and Chester, and Shrewsbury and Hereford Railway Companies, and the Shropshire Union Railways and Canal Company respectively, or any or either of them, as may be necessary for the use of such station, or any part thereof, and for and concerning the amount of rates, tolls, or other charges which shall be paid for the use of the before-mentioned portions of railways, station, works, and conveniences, or any of them; and also, if need be, to alter the tolls, rates, and charges now authorised to be levied and demanded by the before-mentioned Companies, or any of them, for the use of the said portions of railways, station, works, and conveniences, or any of them. And for carrying into effect all or any of the above objects, and so far as may be necessary for such purposes, but not further or otherwise, it is intended by the said Act to alter, extend, amend, and enlarge, and if need be, to repeal, all or some of the powers and provisions of the several Acts following relating to the Shrewsbury and Birmingham Railway Company, or some of them (that is to say): local and personal, 9 and 10 Vic. caps. 307 and 308; 10 and 11 Vic. cap. 80; 11 and 12 Vic. cap. 133; 12 and 13 Vic. cap. 85; and 15 and 16 Vic. cap. 165.

And also of the several Acts following relating to the Shrewsbury and Chester Railway Company (that is to say): local and personal, 7th and 8th

Vic. cap. 99; 8th and 9th Vic. caps. 42 and 115; 9th and 10th Vic. caps. 250, 251, 274 and 275; 10th and 11th Vic. cap. 144; 12th and 13th Vic. cap. 55; 14th and 15th Vic. cap. 131, and 15th and 16th Vic. cap. 166.

And also of the several Acts following relating to the Shrewsbury and Hereford Railway Company (that is to say): local and personal, 9th and 10th Vic. cap. 325; and 13th and 14th Vic. cap. 26.

And also of the several Acts following relating to the Shropshire Union Railways and Canal Company (that is to say): local and personal, 9th and 10th Vic. caps. 304, 322, and 323; and 10th and 11th Vic. cap. 236.

And notice is hereby further given, that printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the thirty-first day of December in the present year.

Dated this tenth day of November 1852.

S. Carter, | Solicitors,
Swift and Wagstaff, | Westminster.

London and North Western Railway.

(Amendment of Acts; Railway from near Wellington to Coalbrookdale and Ironbridge; with Branch to Hadley Station.)

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1853, 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): local and personal Acts 8th and 9th Vic. caps. 36, 37, 43, 105, 112, 123, 156, and 198; 9th and 10th Vic. caps. 67, 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 328, 331, 359, 368, 369, 380, and 396; 10th and 11th Vic. caps. 73, 107, 114, 118, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11th and 12th Vic. caps. 58, 60, and 130; 12th and 13th Vic. cap. 74; 13th and 14th Vic. cap. 36; 14th and 15th Vic. caps. 28 and 94; and 15th and 16th Vic. caps. 98 and 105.

And it is proposed by the said intended Act to authorise the London and North Western Railway Company to make and maintain a railway, with all proper works and conveniences connected therewith, commencing at or near the point of junction of the Shrewsbury and Birmingham and Shropshire Union Railways in the township and parish of Wellington, in the county of Salop, 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): Wellington, Hadley, Leegomery, Ketley, Arleston, Lawley Bank, Dawley, Dawley Magna, Dawley Green, Great Dawley, Little Dawley, the Horsehays, Coalbrook-Dale, Coalbrookdale, and Madeley, all in the county of Salop, and terminating about two hundred yards to the eastward of the turnpike gate at Coalbrookdale, in the parish of Madeley, in the county of Salop.

And also a branch railway diverging out of the last mentioned railway near Lightmoor, in the parish of Dawley, in the county of Salop, passing thence in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them (that is to say): Dawley, Dawley Magna, Madeley and Ironbridge, all in the county of Salop, and terminating near the Bedlam Furnaces in Ironbridge, in the parish of Madeley, in the county of Salop.

And also another branch railway diverging out of the first mentioned railway near the Ketley

Furnaces, in the township of Ketley, in the parish of Wellington, 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): Ketley, Leegomery, Arleston, Hadley, and Wellington, all in the county of Salop, and terminating by a junction with the Shropshire Union Railway, at or near the Hadley station, in the township of Hadley, and parish of Wellington, in the county of Salop.

And it is also proposed by the said intended Act to enable the 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 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 water-courses within the aforesaid parishes, townships, extra-parochial and other 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 aforesaid, or which would in any manner impede or interfere with any of the objects aforesaid, and to confer other rights and privileges, and to enable the London and North Western Railway Company to apply to all or any of the purposes aforesaid any moneys which they are now authorised to raise, or to raise a further sum of money.

And notice is hereby further given, that a published map, and plans and sections describing the lines and levels of the said proposed railways, 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 on or before the thirtieth day of November 1852, with the Clerk of the Peace of the county of Salop at his office in Shrewsbury, and that copies of so much of the said plans, sections, and book of reference as relates to the several parishes, townships, and extra-parochial places in or through which the said intended railways and works are proposed to be made, together with a copy of this notice, as published in the London Gazette, will be deposited on or 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 any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at the place of abode of such parish clerk.

And notice is hereby further given, that printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the thirty-first day of December in the present year.

Dated this 11th day of November 1852.

Samuel Carter,
Swift and Wagstaff, } Solicitors.

London and North Western Railway.
(Amendment of Acts; Railway from near Tring to Oxford; with Branches at Oxford.)

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 Printers' copies of the Local and Personal Acts, as 8th and 9th Vic. caps. 36, 37, 43, 105, 112, 123, 156, and 198; 9th and 10th Vic. caps. 67, 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 328, 331, 359, 368, 369, 380, and 396; 10th and 11th Vic. caps. 73, 107, 114, 118, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11th and 12th Vic. caps. 58, 60, and 130; 12th and 13th Vic. cap. 74; 13th and 14th Vic. cap. 36; 14th and 15th Vic. caps. 28 and 94; and 15th and 16th Vic. caps. 98 and 105:

And it is proposed by the said intended Act to authorise the London and North Western Railway Company to make and maintain a railway, with all proper works and conveniences connected therewith, commencing by a junction with the main line of the London and North Western Railway, at about seven hundred yards south of the bridge by which the road from Tring to Pitstone Green is carried over the London and North Western Railway, in the parish of Marsworth, in the county of Buckingham, 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): Aylesbury, Marsworth, Pitstone, Pightlesthorne, Nettleden, Ivinghoe, Cheddington, Eddlesborough, and Astrope, in the county of Buckingham; Tring, Elstrobe, Aldbury, Wilstone, Long Marston, Betlow, Astrope, and Puttenham, in the county of Hertford; Draitone, Drayton, Beauchamp, Buckland, Hulcot, Saint Leonard's, Ashton Clinton, Aston Clinton, Wendover, Weston Turville, Burcot in Bierton, Burcot, Bierton, Broughton, Walton, Aylesbury with Walton, Aylesbury, Stoke Mandeville, Hartwell with Southwarp, Hartwell with Sedrup, Hartwell, Stone with Bishopstone, Stone, Kimblewick, Little Kimble, Great Kimble, Waldridge, Waldridge Marsh, Moreton, Westlington, Aston Mullins, Aston Mullings, Dinton with Ford and Upton, Dinton, Towersey, Cuddington, Aston Sandford, Haddenham, Kingsey, Long Crendon, Shabbington, Ickford, and Worminghall, in the county of Buckingham; Henton, Hempton, Winnall, Chinnor, Thame Park, North Weston, Moreton, Morton, Priestend, Emington, Old Thame, New Thame, Thame, Aldbury, Tiddington, Draycott, Ickford, Waterstock, Thomley, Waterperry, Holton, Chilworth, Great Milton, Cuddesdon, Shotover, Wheatley, Forest Hill, Forrest Hill, Stanton Saint John, Barton, Headington, Elsfield, Kingsmill, Marston, Kingsweir, Wolvercote, Woolvercote, Yarnton, Wornton, and Cassington, in the county of Oxford, and Saint Clement, Holywell, Saint Giles, Saint Thomas, Walton Osney, Walton Godstow, Portmeadow, Godstow, and Binsey, in or near the city of Oxford, in the county of Oxford, and terminating by a junction with the main line of the Oxford, Worcester, and Wolverhampton Railway, near the point where the embankment of the Oxford, Worcester, and Wolverhampton Railway is formed, as uniting, or intended to unite, with the line of the Great Western Railway, between Oxford and Rugby, in the parish of Wolvercote otherwise Woolvercote, in the county of Oxford:

And also a branch railway to form a junction with the Buckinghamshire Railway, such branch to be situate wholly in the parish of Saint Giles, in the county of Oxford, which junction line will diverge out of the proposed main line on the western side of and near to the Oxford Canal, and will terminate by a junction with the Buckinghamshire Railway, about eight hundred and eighty yards north of the wooden bridge over the existing railways, (which bridge forms part of the road leading in a westwardly direction from the Anchor public-house at Hayfields Hutt into Portmeadow.) And also another branch railway for the purpose of forming an additional junction with the Buckinghamshire Railway, which last mentioned branch railway will diverge from the proposed main line about two hundred and seventy yards to the west of the point where such main line is intended to cross the turnpike road from Oxford to Woodstock, thence passing in, through, or into the several parishes, townships, and extra-parochial places of Saint Giles, Saint Thomas, Wolvercote, Woolvercote, or some or one of them, all in the county of Oxford, and will terminate by a junction with the Buckinghamshire Railway at about five hundred and fifty yards south of the before mentioned wooden bridge :

And it is proposed by the said intended Act, for the purposes of the said intended railways, to use, and also to enlarge and widen, and lay down additional rails upon a portion of the existing Aylesbury Branch of the London and North Western Railway :

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 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 and privileges in any manner connected with the lands and buildings proposed to be purchased or taken for the purposes aforesaid, or which would in any manner impede or interfere with any of the objects aforesaid, and to confer other rights and privileges, and to enable the London and North Western Railway Company to apply to all or any of the purposes aforesaid any moneys which they are now authorised to raise, or to raise a further sum of money :

And notice is hereby further given, that a published map, and plans and sections, describing the lines and levels of the said proposed railways, 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 on or before the thirtieth day of November, one thousand eight hundred and fifty-two, with the Clerk of the Peace of the county of Hertford, at his office in Saint Alban's, in the said county of Hertford, and with the Clerk of the Peace of the county of Buckingham, at his office in Aylesbury, in the said county of Buckingham, and with the Clerk of the Peace of the county of Oxford, at his office in Oxford, in the said county of Oxford ; and that copies of so

much of the said plans, sections, and book of reference as relates to the several parishes, townships, and extra-parochial places in or through which the said intended railways and works are proposed to be made, together with a copy of this notice, as published in the London Gazette, will be deposited on or 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 any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at the place of abode of such parish clerk :

And notice is hereby further given, that printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the thirty-first day of December in the present year.

Dated this first day of November 1852.

Samuel Carter,
Swift and Wagstaff, } Solicitors.

Putney Bridge and Pier Company.

(Incorporation of Company—Erection of Bridge and Pier—Powers to remove Existing Fulham and Putney Bridge—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 incorporate a Company for making and maintaining a new bridge across the River Thames, to connect the town of Putney, in the County of Surrey, with the town of Fulham, in the county of Middlesex, with roads or approaches thereto, which said works will commence at or near to the point where Church-street, and High-street unite, in the parish of Fulham, otherwise All Saints Fulham, in the county of Middlesex, and will terminate at or in the High-street in the parish of Putney, otherwise Saint Mary Putney, in the county of Surrey, at or near to the south-western corner of the Church-yard, belonging to the Church of Saint Mary, Putney, in the county of Surrey, together with a pier or landing-place in the River Thames, in connexion with and at a convenient part of the said intended bridge, at or near one of the piers thereof, and in the position shown upon the plans, hereinafter referred to, for the landing and embarking of passengers and goods, and with all necessary roads, approaches, conveniences, and other works in connexion with the said intended new bridge and pier, which bridge, pier, and works will be made and pass from, in, through, or into the several parishes, townships, extra-parochial and other places following. or some of them, that is to say, Putney, otherwise Saint Mary Putney, and the bed or soil of the River Thames in the county of Surrey and Fulham, otherwise All Saints, Fulham, and the bed or soil of the River Thames in the county of Middlesex.

And notice is hereby further given, that it is intended to apply for powers in the said Bill for the compulsory purchase and taking of lands, houses, or other hereditaments, and to vary or extinguish all existing rights or privileges in any manner connected with any lands, houses, bridges, or hereditaments, which may be purchased or taken, or which would in any manner interfere with the construction, maintenance, and use of the said intended bridge, pier, and works. Also to take powers to cross, stop up, alter, or divert, whether temporarily or permanently, all such roads, approaches, aqueducts, bridges, ferries, landing-places, sewers, streams, watercourses, and pipes in the several parishes, townships, or places aforesaid, which it may be deemed necessary or

convenient to be crossed, stopped up, altered, or diverted for the purposes of the said intended works, or any of them.

And notice is hereby further given, that it is intended by the said Bill to confer powers upon the Company to be incorporated, compulsorily to purchase or acquire the bridge now across the Thames between Fulham and Putney aforesaid, called or known as "Fulham and Putney Bridge," and the approaches thereto, and the toll-houses thereof, and to vest in the Company to be incorporated as aforesaid all the powers, property, rights of ferry and other rights, estate, interests, and effects, real or personal, of the commissioners, trustees, or Company or proprietors, or any body or bodies, person or persons therein; and to pull down and remove the said present bridge, and to stop up the roads, avenues, and approaches thereto, and to repeal, alter, or amend the Acts of Parliament following, relating to the same, that is to say, an Act of the twelfth year of the reign of His Majesty King George the First, intituled "An Act for building a bridge cross the river of Thames from the town of Fulham, in the county of Middlesex, to the town of Putney, in the county of Surrey," and an Act of the first year of the reign of his Majesty, King George the Second, intituled "An Act to explain and amend an Act made in the twelfth year of the reign of His late Majesty, King George the First, for building a bridge cross the river of Thames, from the town of Fulham, in the county of Middlesex, in the town of Putney, in the county of Surrey, and for making the said Act more effectual." And also the provisions of all royal charters (if any) which may have been granted in relation to the said bridge.

And it is further intended to apply for powers in and by the said Bill, to levy tolls, rates, and duties, upon or in respect of the said intended new bridge, pier, approaches, and Works, to alter existing tolls, rates, or duties, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and duties, and other rights or privileges.

And notice is hereby further given, that on or before the 30th day of November 1852, a duplicate plan and section of the said intended bridge, pier and works, together with a book of reference thereto, 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 Surrey, at his office in North-street, Lambeth, in the said county, and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green, in the county of Middlesex; and that on or before the said 30th day of November 1852, a copy of the said plan, section, and book of reference, and a copy of the said Gazette notice will be deposited with the parish clerks of each of the parishes aforesaid, at their respective places of abode; and that printed copies of the said Bill will, on or before the thirty-first day of December 1852, be deposited in the Private Bill Office of the House of Commons.

Dated this third day of November 1852.

Few and Co. Covent Garden.

London and North Western and London and Blackwall Railways.

(Purchase of Branch to Haydon Square; Additional Station Land there; 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, enlarge, or to repeal all or some of the powers and provisions of the several Acts of Par-

liament, 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 printers' copies of the local and personal Acts, as 8th and 9th Vic. caps. 36, 37, 43, 105, 112, 123, 156, 198; 9th and 10th Vic. caps. 67, 80, 82, 152, 182, 184, 192, 193, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 328, 331, 359, 368, 369, 380, and 396; 10th and 11th Vic. caps. 73, 107, 114, 118, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11th and 12th Vic. caps. 58, 60, and 130; 12th and 13th Vic. cap. 74; 13th and 14th Vic. cap. 36; 14th and 15th Vic. caps. 28 and 94; and 15th and 16th Vic. caps. 98 and 105:

And it is intended to apply for powers in the said Act to enable the London and Blackwall Railway Company to sell or demise for any term of years, and the London and North Western Railway Company to purchase or take on lease a certain branch railway, with the works and conveniences connected therewith, now in course of construction by the London and Blackwall Railway Company, commencing by a junction with the line of the London and Blackwall Railway, at or near the west-end of Chamber-street, in the parish of Saint Mary Matfelon, otherwise White-chapel, in the county of Middlesex, and terminating at or near certain warehouses on the north side of Haydon-square, in the parish of Holy Trinity in the Minories, in the county of Middlesex, upon such terms and conditions as have been or may be agreed upon or prescribed by the said Act; and to enable the London and North Western Railway Company to exercise all the powers and privileges now exercisable by the London and Blackwall Railway Company, over or in connection with the said branch railway and works, and to assume such of the liabilities of the last-mentioned Company as may be agreed upon or provided by the said intended Act; and also to enable the London and North Western Railway Company to levy tolls on the said branch railway:

And it is proposed by the said intended Act to enable the London and North Western Railway Company to purchase by agreement and to hold lands and buildings at or near the terminus of the said branch railway in Haydon-square aforesaid:

And it is also proposed by the said intended Act to enable the London and North Western Railway Company to apply any capital or funds, now or hereafter belonging to them, or under the control of their directors, to the purposes aforesaid, or any of them; and also to raise additional capital for such purposes, or any of them:

And for the purposes aforesaid, but not further or otherwise, it is intended to amend and enlarge some of the powers and provisions of the several Acts following relating to the London and Blackwall Railway, or some of them (that is to say): An Act passed in the 6th and 7th years of the reign of his late Majesty King William the Fourth, intituled, "An Act for making a railway from the Minories to Blackwall, with branches, to be called the Commercial Railway," and the several other Acts following, distinguished in the Queen's printers' copies of the local and personal Acts, as 1 Vic. cap. 133; 3 Vic. cap. 95; 4th Vic. cap. 12; 5th Vic. cap. 34; 8th and 9th Vic. cap. 203; 9th and 10th Vic. cap. 273; 11th and 12th Vic. caps. 90 and 91; 12th and 13th Vic. cap. 73;

13th and 14th Vic. cap. 90; 14th Vic. cap. 28, being The London and Blackwall Railway (branch to Haydon-square) Act, 1851; and the 14th Vic. cap. 30.

And notice is hereby further given, that printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the thirty-first day of December in the present year.

Dated this first day of November 1852.

S. Carter,

Swift and Wagstaff,

30, Great George-street, Westminster.

Staines, Wokingham, and Woking Junction
Railway.

(Incorporation of Company for making a Railway from Staines to Wokingham and Woking; Power to use parts of London and South Western, and Reading, Guildford, and Reigate Railways; and Amendment of Acts relating thereto.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the session of 1853, for an Act to authorize the construction and maintenance of a railway from Staines, in the county of Middlesex, to Wokingham, otherwise Oakingham, in the county of Berks, and Woking, in the county of Surrey, commencing by a junction with the Windsor branch of the London and South Western Railway, near the bridge which carries the Staines and Hampton turnpike road over the said railway, and about 200 yards from the station at Staines, in the parish of Staines and county of Middlesex, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places following or some of them (that is to say):—Staines, in the county of Middlesex; Egham, Thorpe, Chobham, and Windlesham, in the county of Surrey; Sunning Hill, Old Windsor, Winkfield, Warfield, Bracknell, East Hampstead, otherwise Easthampstead, and Binfield, in the county of Berks; Wokingham, otherwise Oakingham, in the county of Wilts; and Wokingham, otherwise Oakingham, in the county of Berks; and terminating at Wokingham, otherwise Oakingham, in the county of Berks, by a junction with the line of the Reading, Guildford, and Reigate Railway, at about two hundred yards south-east of the Wokingham station of such railway, in the parish of Wokingham, otherwise Oakingham, and county of Berks, and diverging from the said intended line between Staines and Wokingham, at an allotment on Egham Common, belonging to the minister, churchwardens, and overseers of the poor of the parish of Egham, and others, and numbered 44 in the award of the Commissioners under the "Egham Inclosure Act," passed in the year 1814, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Egham, Chertsey, Chobham, Horsell, and Woking, in the county of Surrey, and terminating at Woking by a junction with the main line of the London and South Western Railway, about two hundred and thirty yards south-west of the bridge carrying the said railway over the high road leading from Horsell to Woking, and about five hundred yards south-west of the Woking station, in the parish of Woking, in the county of Surrey, together with all proper works and conveniences connected therewith, and approaches thereto.

And it is also proposed by the said intended Act, to take power to stop up, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and watercourses of every description, natural or artificial, within or

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

And it is also proposed by the said intended Act, to incorporate a Company for the purpose of carrying the said intended undertaking into effect, and to take powers for the purchase of lands and buildings, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from the payment of such tolls, rates, and duties.

And it is further proposed by the said intended Act, 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 undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections, describing the direction, line, and levels of the said intended railway and works, and the lands which may be taken for the purposes of 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 for public inspection with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell; with the Clerk of the Peace for the county of Berks, at his office in Abingdon; with the Clerk of the Peace for the county of Wilts, at his office at Wilton; and with the Clerk of the Peace for the county of Surrey, at his office in Lambeth; 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 parish or extra-parochial place, in or through which the said intended railway and works are proposed to be made, together with a copy of this notice, as published in the London Gazette, will be deposited as follows (that is to say):—in the case of a parish, with the parish clerk of such parish, at his residence; and in the case of an extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence; and that printed copies of the Bill relating to the objects specified in this notice will, on or before the 31st day of December next, be deposited in the Private Bill Office of the House of Commons.

And notice is hereby further given, that it is proposed by the said intended Act to give to the Company to be thereby incorporated, power to run and pass over with their own engines and carriages, or with engines and carriages using or passing over the said intended railway, such portions of the lines of railway belonging to the London and South Western Railway Company, as are situate between the termini of the said proposed railway at Staines and Woking respectively, and the Waterloo Road and Nine Elms stations of the London and South Western Railway Company; and also to run and pass over, in like manner, so much of the line of the Reading, Guildford, and Reigate Railway, as lies between the terminus of the proposed railway at or near Wokingham, and the town of Reading, together with the watering places and water sidings, stations, platforms, booking and other offices, warehouses, buildings, conveniences, and accommodations, upon or near to the portions aforesaid, of the said lines of railway belonging to the London and South Western Railway Company and South Eastern Railway Company, and to fix and determine the amount of rates, tolls, or charges which shall be paid by the said intended Company

for the use by them of the before mentioned portions of railway stations, works, and conveniences, or any of them; and also, if need be, to alter and limit the tolls, rates, and charges now authorized to be levied and demanded by the before mentioned Companies, or either of them, for the use of the said portions of railway stations, works, and conveniences, or any of them; and so far as may be necessary for the purposes aforesaid, it is proposed by the said intended Act, to alter, amend, and enlarge some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them, relating to the London and South Western Railway Company, Reading, Guildford, and Reigate Railway, or South Eastern Railway Company; that is to say, 4 and 5 William IV., cap. 88; 1 Victoria, cap. 71; 1 and 2 Victoria, cap. 27; 2 Victoria, cap. 28; 4 and 5 Victoria, caps. 1 and 59; 7 and 8 Victoria, caps. 5, 63, and 86; 8 and 9 Victoria, caps. 86, 88, 93, 107, 121, 165, and 185; 9 and 10 Victoria, caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Victoria, caps. 57, 58, 88, 96, 97, 115, 145, 243, 244, 249, 273, and 297; 11 and 12 Victoria, caps. 75, 85, 87, 89, 125, and 157; 51 George III., cap. 196; 12 and 13 Victoria, caps. 33 and 34; 13 and 14 Victoria, cap. 24; 14 and 15 Victoria, cap. 83; 6 William IV., cap. 75; 1 Victoria, cap. 93; 2 Victoria, cap. 42; 2 and 3 Victoria, cap. 79; 3 Victoria, cap. 46; 5 Victoria, sess. 2, cap. 3; 6 and 7 Victoria, caps. 51, 52, and 62; 7 Victoria, cap. 25; 7 and 8 Victoria, caps. 69 and 91; 8 and 9 Victoria, caps. 167, 186, 197, and 200; 9 Victoria, caps. 55, 56, and 64; 9 and 10 Victoria, caps. 305 and 339; 10 and 11 Victoria, caps. 104 and 230; 13 and 14 Victoria, cap. 31; and 15 and 16 Victoria, cap. 103.

Dated the 8th day of November, 1852.

Hodgson, Concanen, and Noyes,
5, Lincoln's Inn Fields.

Great Western, Shrewsbury and Birmingham, and Shrewsbury and Chester 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 present session, for an Act to enable the Great Western Railway Company, the Shrewsbury and Chester Railway Company, and the Shrewsbury and Birmingham Railway Company, or any two of them, 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 or may have been mutually agreed upon, by or on behalf of the said three Companies respectively, or as may be fixed, ascertained, and determined by the said intended Act with reference to the conduct, management, interchange, 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 three respective Companies; and for enabling the said three several 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 three 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 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 & 6 Wm. IV. cap. 107; 6 Wm. IV. caps. 36, 38, 77, & 79; 1 Vict. caps. 91 & 92 (1837), and 24 & 26 (1838); 2 Vict. cap. 27; 3 Vict. cap. 47; 3 & 4 Vict. cap. 105; 4 & 5 Vict. cap. 41; 5 Vict. sess. 2, cap. 28; 6 Vict. cap. 10; 7 Vict. cap. 3; 7 & 8 Vict. cap. 68; 8 & 9 Vict. caps. 40, 53, 155, 156, 184, 188, 190, & 191; 9 Vict. cap. 14; 9 & 10 Vict. caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, & 402; 10 and 11 Vict. caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, & 242; 11 & 12 Vict. caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, & 159; 13 Vict. caps. 6 & 7; 13 & 14 Vict. caps. 44, 98, & 110; 14 & 15 Vict. caps. 48 & 81; and 15 & 16 Vict. caps. 125, 133, 140, 145, 147, & 168:

Also, the Acts relating to the Shrewsbury and Birmingham Railway Company (that is to say) Local and Personal Acts, 9 & 10 Vict. caps. 307 & 308; 10 & 11 Vict. cap. 80; 12 and 13 Vict. cap. 85; and 15 & 16 Vict. cap. 165:

Also, the Acts relating to the Shrewsbury and Chester Railway Company (that is to say) Local and Personal Acts, 7 & 8 Vict. cap. 99; 8 & 9 Vict. caps. 42 & 115; 9 & 10 Vict. caps. 250, 251, 274, & 275; 10 & 11 Vict. cap. 144; 12 & 13 Vict. cap. 55; 14 & 15 Vict. cap. 131; and 15 & 16 Vict. cap. 146:

And notice is hereby further given, that on or before the 31st day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November 1852.

W. O. & W. Hunt.
R. & W. G. Roy.
H. Kelsall.

Sunderland Dock.

(Extension of Time for Completion of Works; Increase of Capital, 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 extend the time limited by the Sunderland Dock Amendment Act, 1849, for the completion of the said dock, and works connected therewith. And it is intended to take powers to enable the said Sunderland Dock Company to increase their capital, and raise a further sum of money for the purpose of completing and perfecting their works, either by borrowing on mortgage or bond, or by creating new shares in the Company of such an amount, in such number, and with such preferences or priorities as to dividend or otherwise, as the said Company shall deem expedient, or to raise such additional capital or sum by all or any of such means. And also to enable the said Sunderland Dock Company to grant leases, and to enter into agreements for leases for terms of years, of parcels of land belonging to the said Company. And it is intended for all or any of the purposes aforesaid to amend, extend, enlarge, and if need be, to repeal some of the powers and provisions of the Sunderland Dock Act, 1846, and The Sunderland Dock Amendment Act, 1849.

And notice is hereby further given, that on or before the thirty-first day of December next, printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons.—Dated this third day of November 1852.

J. J. and G. W. Wright, Solicitors,
Sunderland.

London and Westminster Thames Railway.
(For making a Railway along and above the channel of the Thames from London Bridge to Westminster Bridge.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for incorporating a Company under the title of the "London and Westminster Thames Railway Company," and to authorize such Company to make and maintain the following line of railway, together with all necessary stations, approaches, roads, and other works and conveniences connected therewith (that is to say), a railway (with a footpath along the side thereof) to be called "The London and Westminster Thames Railway," to be carried along a viaduct supported by cast-iron piles driven into or fixed in the bed of the said river, at such a convenient distance from the northern bank thereof, and at such an elevation above Trinity high-water mark as may not interfere with the navigation or traffic on the said river, or with the wharves, manufactories, warehouses, and other buildings on the banks thereof; which railway will commence at or near the Old Swan Wharf, near the north end of London Bridge, in the parish of St. Magnus the Martyr, in the city of London and county of Middlesex, and from thence run in a westerly direction, following the course of, and within or over the bed or channel of the said River Thames, and will terminate at or near Bridge-court, near the north-east end of Westminster Bridge, in the parish of St. Margaret's, in the city and liberties of Westminster and said county of Middlesex.

Also to make and maintain for the accommodation of the traffic on the said railway, the following stations and conveniences connected therewith, namely; a station at or near the Old Swan Wharf, at the said London-bridge terminus of the said railway; a station at or near the west steps of the Southwark-bridge, in the parish of St. Martin's Vintry, in the said city of London; another at or near Saint Paul's Wharf, in the parish of St. Peter, Paul's Wharf, in the said city; another at or near the City Pier of Blackfriars-bridge, in the parish of St. Ann, Blackfriars, in the said city; another at or near Eagle Wharf at the end of Essex-street, Strand, in the parish of St. Clement Danes, in the said city of Westminster; another at or near the East Stairs of Waterloo-bridge, in the precinct of Savoy, in the said city of Westminster; another at or near the Steamboat Pier at Hungerford Suspension or Charing Cross-bridge, in the parish of St. Martin-in-the-Fields, in the said city; another at Bridge-court, at or near the said Westminster-bridge terminus of the said railway, in the said parish of St. Margaret's, in the said city and liberties of Westminster, which said railway, stations, approaches, roads, and other works, will pass from, in, through, or into the following parishes or extra-parochial places, or some of them, (that is to say,) St. Magnus the Martyr, St. Martin Orgars, St. Lawrence Pountney, Allhallows the Less, Allhallows the Great, St. Martin's Vintry, St. James Garlick Hithe, St. Michael Queenhithe, St. Mary Somerset, St. Peter Paul's Wharf, St. Benet Paul's Wharf, St. Andrew by the Wardrobe, St. Ann's, Blackfriars, Bridewell, St. Brides, Whitefriars, Inner Temple, Middle Temple, St. Clements, St. Mary-le-Strand, Savoy St. Clements, St. Martin's-in-the-Field, St. Margaret's, all in the cities and liberties of London and Westminster, and county of Middlesex.

And power will also be taken (compulsorily or by agreement) to alter the present position, structure, or levels, of the several piers or landing-places, and the approaches thereto, in the line and direction, and between the termini, of the said railway and works, or some of them; or to take

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down and remove the same, and to erect others in their stead, with new accesses and approaches thereto.

And powers will also be taken to stop up, alter, or divert, temporarily or permanently, all public roads, piers, stairs, causeways, wharfs, foot-paths, cuts, channels, pipes, drains, or conduits, on the line of the said intended railway and works, or that it may be necessary to stop up, alter, or divert, in the construction thereof.

And by the said intended Act, the following powers will be conferred on the said Company.

First. To purchase compulsorily, lands, houses, and hereditaments, for the said railway, stations, and works, and to vary or extinguish any rights or privileges connected with the same, or any other rights and privileges which may in any way obstruct, impede, or interfere with the construction and use of the said railway, stations, and other works.

Second. To levy tolls, rates, and duties for the use of the said railway stations and works, and to grant exemptions from the same.

Third. To raise capital and to borrow money for the purposes of the said undertaking.

And with the said Act will be incorporated "The Companies Clauses Consolidation Act, 1845," "The Railway Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," or such parts thereof as may be necessary.

And notice is hereby further given that duplicate plans and sections describing the lines and levels of the said railway, stations, and works above-mentioned, and the lands and houses intended to be taken for the same, and books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands and houses, together with a published map showing the general line and direction of the said railway and works, and a copy of this notice as published in the London Gazette, will, on or before the 30th of November instant, be deposited with the Clerk of the Peace for the county of Middlesex, in his office, at the Sessions House, Clerkenwell, in the said county, and at the office of the Clerk of the Peace for the city of London, at the Sessions House, in the Old Bailey, and at the office of the Clerk of the Peace for the city and liberty of Westminster, at the Sessions House in Westminster and Clerkenwell, aforesaid; and on or before the said 30th of November a copy of so much of the said plans and sections as relates to each of the said parishes, from, through, or into which the said railway and works are to be made, together with a book of reference thereto, and a copy of the said Gazette Notice, will be deposited with the parish clerk of each such parish at their respective places of abode.

And on or before the 31st day of December next, copies of the Act to be applied for as aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 3rd day of November, 1852.

Law, Holmes, Anton, and Turnbull,
Fludyer-street, Westminster,
Parliamentary Agents.

South Staffordshire Railway.

(Extension of Powers to purchase Lands for and to construct the Cannock, Wyrley, and Norton Branch Railways; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the present session for an Act to extend the time or revive the powers granted to the South Staffordshire Railway Company for the purchase by compulsion of the lands and houses required for the construction of the three branch railways by "The South Staffordshire Railway Act, 1847,"

authorised and therein described, and to extend the time limited for the construction of the said several branch railways :

And notice is hereby further given, that it is also proposed by the said intended Act to enable the South Staffordshire Railway Company to apply any capital or funds now or hereafter belonging to them or under the control of their directors to the purposes aforesaid, or any of them, and also to raise additional capital :

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 (that is to say) : local and personal Acts, "The South Staffordshire Junction Railway Act, 1846;" "The Trent Valley, Midland, 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 notice is hereby further given, that printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the thirty-first day of December in the present year.

Dated this ninth day of November 1852.

Swift and Wagstaff,
30, Great George Street, Westminster.

Great Western Railway.

Power to run over the Shrewsbury and Birmingham railway, the Shrewsbury and Chester railway, the Shrewsbury and Hereford railway, the Birkenhead, Lancashire, and Cheshire junction railway, and the Chester and Holyhead railway; and to lay down additional rails for the broad gauge on those lines of railway; to acquire station ground at Birkenhead; to acquire, or guarantee interest on, stock in the Shrewsbury and Birmingham, Shrewsbury and Chester, and Shrewsbury and Hereford railway companies; to make arrangements with Birkenhead dock trustees, and Birkenhead dock company; to increase capital; to close transfer register; and to amend acts.

Notice is hereby given, that application is intended to be made to parliament in the present session, for an act to enable the Great Western railway company to run over and use, with their own engines, carriages, and waggons, or with engines, carriages, and waggons coming to or from the Great Western railway, the several lines of railway following, or some of them, or some part or parts thereof respectively: (that is to say) the Shrewsbury and Birmingham railway, the Shrewsbury and Chester railway, the Shrewsbury and Hereford railway, the Birkenhead, Lancashire, and Cheshire junction railway, and the Chester and Holyhead railway, and also the stations, sidings, watering-places, and other works and conveniences belonging to or connected with the said several lines of railway respectively.

And it is proposed by the said intended act to authorize and empower the Great Western railway company to lay down one or more additional rails on the Shrewsbury and Birmingham railway, the Shrewsbury and Chester railway, the Shrewsbury and Hereford railway, and the Birkenhead, Lancashire and Cheshire junction railway, and so much or such parts of the Chester and Holyhead railway as connect the Shrewsbury and Chester railway with the Birkenhead, Lancashire and Cheshire junction railway, near the city of Chester, and with the joint railway station at Chester, or any or either of them, or any part thereof respectively, for the purpose of admitting of the passage along the said railways of engines and carriages adapted to the broad gauge, as well as engines and carriages

adapted to the narrow gauge, and to make such alterations in the stations and platforms, sidings, and other accommodations on the said railways, or any or either of them, or any part thereof respectively, as may be necessary for the convenient working of the same respectively on the broad, in addition to the narrow gauge.

And it is proposed by the said intended Act to fix or make other provision for determining the amount of rate, toll, charge, or other consideration which shall be paid by the said Great Western railway company for the use by them of the before-mentioned railways, stations, works, and conveniences, or any of them; and also, if need be, for the purposes aforesaid, to alter and limit the tolls, rates, and duties now authorized to be levied and demanded for the use of the said several railways, stations, and works, or any of them; and to enable the Great Western railway company to levy or receive tolls, rates, and charges in respect of the traffic conveyed by them upon or over the before-mentioned railways, or any of them.

And it is also proposed by the said intended Act to enable the Great Western railway company to purchase by compulsion or otherwise, for the purpose of station and other accommodation at Birkenhead, certain lands and houses in the township of Tranmere, in the parish of Bebbington, and in the extra-parochial place of Birkenhead, or one of them, in the county of Chester, lying on the east side of the Birkenhead, Lancashire, and Cheshire junction railway, and between that railway and the turnpike road called the old Chester road, leading from Chester to Birkenhead, and to lay down thereon rails, to form a connection between the said Birkenhead, Lancashire, and Cheshire junction railway, and the station and other accommodation to be provided on the said lands, 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 use thereof, 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; and also to enable the Great Western railway company to levy tolls, rates, and duties for and in respect of the use of the said intended lands and works, and to grant exemptions from such tolls, rates, and duties.

And notice is hereby given, that maps and plans, and sections, 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 Chester, at his office in Chester; and that a copy of so much of the said plans, sections, and books of reference, as relates to the parish of Bebbington, 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 the parish of Bebbington, at his residence; and that a copy of so much of the said plans, sections, and books of reference as relates to the said extra-parochial place of Birkenhead, and also of the said Gazette notice, will be deposited on or before the same day with the parish clerk of the adjoining parish of Bebbington, at his residence.

And it is also proposed by such intended act to enable the Great Western railway company and the trustees of the Birkenhead docks, and also to enable the Great Western railway company and the Birkenhead dock company, to enter into such

arrangements and agreements with respect to the use and appropriation of a portion or portions of the docks, wharfs, staiths, railways, landing-places, warehouses, and other lands and works of or belonging to the said trustees and dock company respectively, by and to the Great Western railway company, or for the accommodation of their traffic, and upon such payments, terms, and conditions as may be mutually agreed on between the Great Western railway company and the said trustees and dock company respectively.

And it is also proposed by the said intended act to empower the Great Western railway company to acquire and hold a portion of the capital stock of the Shrewsbury and Birmingham railway company, the Shrewsbury and Chester railway company, and the Shrewsbury and Hereford railway company, or either of them, or to guarantee interest on any portion of the capital stock of the said Companies, or any or either of them.

And it is also proposed by the said intended act to enable the Great Western railway company to apply to the purposes of the said intended act, or some of them, such portion of their corporate funds as they shall think expedient, and to raise a further sum of money for all or any of such purposes 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 authorise or direct.

And it is also proposed by the said intended act to authorise the Great Western railway company, or their directors, to close the registers of transfers of shares and stock in the said company, at and for such period prior to any meeting of the company as may be provided in and by the said intended act.

And it is also proposed by the said intended Act to alter the tolls, rates, and charges now leviable or demandable upon the Great Western railway, or some part or parts thereof, and to authorise the levying of other tolls, rates, and charges upon the said railway, and to alter, amend, extend, and in part repeal certain of the provisions of the acts affecting the Great Western railway company hereinafter mentioned, relative to the levying of tolls, rates, and charges upon or in respect of the use of the Great Western railway, and the traffic thereon, and to the conduct and management of such traffic.

And it is also proposed by the said intended Act, if need be, to alter, amend, extend, 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) acts directly or indirectly affecting the Great Western railway company (local and personal) 5 and 6 Will. IV, cap. 107; 6 Will. IV, caps. 36, 38, 77, and 79; 1 Vict. caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic., session 2, cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., cap. 68; 8 and 9 Vic., caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vic., caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 48 and 81; and 15 and 16 Vic., caps. 125, 133, 140, 145, 147, and 168: acts relating to the Shrewsbury and Birmingham railway company, (local and personal) 9 and 10 Vic., caps. 307 and 308; 10 and 11 Vic., cap. 80; 12 and 13 Vic., cap. 85; and 15 and 16 Vic., cap. 165; acts relating to the Shrewsbury and Chester railway company, (local and personal) 7 and 8 Vic., cap. 99; 8 and 9

Vic., caps. 42 and 115; 9 and 10 Vic., caps. 250, 251, 274, and 275; 10 and 11 Vic., cap. 144; 12 and 13 Vic., cap. 55; 14 and 15 Vic., cap. 131; and 15 and 16 Vic., cap. 146; acts relating to the Shrewsbury and Hereford railway company, (local and personal) 9 and 10 Vic., cap. 325; 13 and 14 Vic., cap. 26; and 15 and 16 Vic., cap. 168: acts relating to the Birkenhead, Lancashire, and Cheshire junction railway company, (local and personal) 1 Vic., cap. 107; 3 Vic., cap. 2; 8 and 9 Vic., cap. 99; 9 and 10 Vic., cap. 91; 10 and 11 Vic., caps. 222 and 223; and 15 and 16 Vic., cap. 167: also acts relating to the Chester and Holyhead railway company, (local and personal) 7 and 8 Vic., cap. 65; 8 and 9 Vic., cap. 33; 10 and 11 Vic., caps. 147, 162, and 238; 11 and 12 Vic., cap. 60; 12 and 13 Vic., cap. 41; 13 and 14 Vic., cap. 111; 14 Vic., cap. 21; and 14 and 15 Vic., caps. 21 and 131: the act relating to the Mold railway, (local and personal) 10 and 11 Vic., cap. 162: acts relating to the commissioners and trustees of the Birkenhead docks, (local and personal) 7 and 8 Vic., cap. 79; 8 and 9 Vic., cap. 4; 10 and 11 Vic., caps. 264 and 265; 11 and 12 Vic., cap. 144; and 13 and 14 Vic., cap. 100: also acts relating to the Birkenhead dock company, (local and personal) 8 and 9 Vic., cap. 60; and 11 and 12 Vic., cap. 9.

And notice is hereby also given, that on or before the thirty-first day of December next, printed copies of the intended bill will be deposited in the Private Bill Office of the House of Commons.

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

W. O. and W. Hunt,

3, Whitehall Place, 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 present 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 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 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 authorize the Great Western Railway Company to guarantee to the shareholders, or any of them, in the Shrewsbury and Birmingham Railway Company, and the Shrewsbury and Chester Railway Company, or either of them, the payment of interest on their shares, at a rate to be agreed on, or to make such other arrangements with such shareholders as may be thought fit.

And it is also proposed, if need be, for the several purposes aforesaid, to alter, amend, and extend, 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 William IV., cap. 107 ; 6 Wm. 4, 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, session 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 242 ; 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, and 110 ; 14 and 15 Victoria, caps. 48 and 81 ; and 15 and 16 Victoria, caps. 125, 133, 140, 145, 147, and 168 ; 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 ; 12 and 13 Victoria, cap. 85 ; and 15 and 16 Victoria, cap. 165 ; 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 ; and 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 ; and 15 and 16 Victoria, cap. 146 :

And notice is hereby also given, that on or

before the 31st day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 10th day of November 1852.

W. O. and W. Hunt.

R. and W. G. Roy.

H. Kelsall.

Caledonian Railway.

(Connecting Branch with the Edinburgh and Glasgow Railway near Glasgow :—Branches to Harbours of Greenock and Port Glasgow :—Extension of Glasgow Barrhead and Neilston Direct Railway to Crofthead, and acquisition of Land :—Erection of Hotel, Warehouses, and Offices at Glasgow :—Funding of Debenture Debt :—and Amendment or Repeal and Consolidation of Acts.)

NOTICE is hereby given, That application is intended to be made to Parliament, in next session, for leave to bring in a Bill to empower the Caledonian Railway Company to make, complete, and maintain the following lines of railway, or one or more of them, and all proper works and conveniences in connection therewith, viz. :—

First, A branch railway, commencing by a junction with the line of railway belonging to the Caledonian Railway Company, which extends from the Glasgow Garnkirk and Coatbridge Railway, to or near to Buchanan Street of Glasgow, at a point near to where the said line of railway is crossed by Dobbie's Loan in the city of Glasgow, and terminating by a junction with the Edinburgh and Glasgow Railway at a point near the Cowlairst Station of that railway ; which proposed branch railway will be situate in the Barony parish of Glasgow, the Inner High Church parish of Glasgow, and the city and royal burgh of Glasgow, all in the county of Lanark :—

Secondly, A branch railway, commencing by a junction with the Glasgow Paisley and Greenock Railway, at a point near and to the west of the first bridge over the said railway to the east of Greenock, and terminating at a point in Rue End Street of Greenock, near the south-east corner of the Victoria Harbour, all in the East Church parish of Greenock, and county of Renfrew :—

Thirdly, A branch railway, commencing by a junction with the Glasgow Paisley and Greenock Railway, at a point near the store of the Gourcock Rope-work Company at Port Glasgow, and terminating on or near the quay of Port Glasgow, at a point near and to the east of the smith-works of John Laird and Sons, all in the parish of Port Glasgow, and county of Renfrew :—

Fourthly, A line of railway, already partially constructed, in continuation of the existing line of the Glasgow Barrhead and Neilston Direct Railway, commencing by a junction with the said existing line, at a point at or near the seventh mile-post from Glasgow on the said last-mentioned line, and terminating at a point at or near to Crofthead, all in the parish of Neilston, and county of Renfrew :

And notice is farther given, That duplicate plans and sections, describing the lines, situation, and levels of the said intended works, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said plans, or which may be required to be taken for the purpose of such works, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property, and a published map to a scale of not less than half an inch to a mile, with the lines of the proposed railways delineated thereon, so as to show their general course and direction, and a

copy of this notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November current, be deposited for public inspection in the office at Glasgow of the principal sheriff clerk of the county of Lanark, and in the offices at Greenock and Paisley respectively of the principal sheriff clerk of the county of Renfrew; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes and royal burgh before specified, with a copy of this notice as published in the said Gazettes, will also, on or before the thirtieth day of November current, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the session clerk of each such parish, at the usual place of abode of each such schoolmaster or session clerk, and with the town clerks of the said royal burgh at their office in Glasgow:—

And notice is farther given, That it is intended by the said Bill to apply for power to deviate in the construction of the said several works, from the lines and levels delineated on the plans and sections intended to be deposited as aforesaid, to such an extent as will be defined on the said plans, and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, rivers, canals, streams, sewers, and watercourses, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said several works, or any of the conveniences connected therewith:—

And it is farther intended by the said Bill to empower the Caledonian Railway Company to purchase compulsorily the lands, houses, and other property required for the purposes aforesaid, and to levy tolls, rates, and charges, on and for the use of the said intended works, and to confer certain exemptions from the payment of such tolls, rates, and charges.

And it is farther intended by the said Bill to make provision for vesting absolutely in the Caledonian Railway Company, and enabling the said company to sell and dispose of certain lands, a right to which has been acquired by the Glasgow Barrhead and Neilston Direct Railway Company, and is comprehended in the lease of the undertaking of that company to the Caledonian Railway Company; and for altering the amount of the annuity payable by the last-named company to the Glasgow Barrhead and Neilston Direct Railway Company under "The Caledonian Railway Arrangements Act, 1851;" so as to reconcile the twenty-sixth and thirty-first sections of that Act; and for enabling the said companies respectively to execute all agreements, conveyances, and other deeds which may be necessary for effecting the said objects, or in relation thereto.

And it is further intended by the said Bill to empower the Caledonian Railway Company to erect a hotel, warehouses, offices, and other buildings, at their station near Buchanan Street in the city of Glasgow, and to acquire such lands as may be necessary for that purpose.

And it is farther intended by the said Bill to empower the Caledonian Railway Company from time to time to convert the whole or any part of the debt, which they may at the time have borrowed or be authorised to borrow upon mortgage or bond, into debenture stock, bearing a fixed preferential dividend or perpetual annuity, at such rate or rates per centum per annum as may from time to time be determined by the said company, within such limits as may be prescribed by the said Bill; and it is intended to make such provisions in the said Bill as may be expedient for the issuing, regulation, and transference of the said debenture stock, and for securing and en-

forcing the payment of the said dividend or annuity:—

And it is farther intended by the said Bill to empower the Caledonian Railway Company to raise a farther sum of money for the purpose of constructing the works before set forth, or some of them; and to vary or extinguish all existing rights and privileges which may in any manner impede or interfere with the objects aforesaid or any of them, and to confer other rights and privileges.

And for these and other purposes it is intended by the said Bill to amend the Acts after-mentioned or some of them, that is to say, "The Caledonian Railway Act, 1845," and the following Acts relating to the Caledonian Railway Company and the Glasgow Barrhead and Neilston Direct Railway Company, viz. (local and personal), 7 George IV., chapter 103; 7 and 8 George IV., chapter 88; 10 George IV., chapter 107; 11 George IV., chapters 62 and 125; 1 and 2 William IV., chapter 58; 4 William IV., chapter 41; 1 Victoria, chapters 100, 116, and 118; 1 and 2 Victoria, chapter 60; 2 and 3 Victoria, chapter 58; 3 and 4 Victoria, chapters 107 and 123; 4 Victoria, chapters 5 and 11; 6 and 7 Victoria, chapter 49; 7 and 8 Victoria, chapters 87 and 98; 8 and 9 Victoria, chapters 31, 160, and 192; 9 and 10 Victoria, chapters 142, 143, 188, 201, 206, 229, 249, 314, 329, 334, 379, and 395; 10 Victoria, chapters 22, 23, and 24; 10 and 11 Victoria, chapters 82, 90, 95, 168, 169, 172, and 237; 11 and 12 Victoria, chapters 73, 78, 121, and 148; 12 and 13 Victoria, chapters 67 and 90; and 14 and 15 Victoria, chapters 99 and 134; or to repeal the said several Acts, or some of them, and to re-enact and consolidate the powers and provisions thereof, or such of them as may be thought expedient, with such amendments thereon and additions thereto as may be required for carrying into effect the objects aforesaid, or as may otherwise be deemed necessary.

And notice is farther given, that copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons, on or before the thirty-first day of December next.

Hope, Oliphant, & Mackay, Edinburgh.

Grahame, Weems, & Grahame, Westminster.
1st November, 1852.

Milford Haven Docks.

(Incorporation of Company for making Docks at Milford Haven; Power to South Wales and Great Western Railway Companies to become Proprietors in, to appoint Directors, and to enter into Agreements; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the present session, for an Act to make and maintain a Dock or Docks, with suitable piers, walls, locks, gates, bridges, arches, quays, landing-places, avenues, approaches, wharves, depôts, warehouses, buildings, reservoirs, works, and conveniences connected therewith, at or near to Milford Haven, and upon or near the Estuary or Pill called Pennar Pill, or Pennar Mouth, and the lands adjoining the same; which said dock or docks, approaches, and works, or some of them, will extend or pass to, from, through, or into, or be made and maintained within the parishes, townships, hamlets, and extra-parochial places following, or some of them: (that is to say) Saint Mary Pembroke, Saint Michael's Pembroke, Monkton or Saint Nicholas, the Priory, Rhoscrowther, and Pwllcroghan, all in the county of Pembroke:

And it is also proposed by such intended Act

to incorporate a Company for the purpose of carrying into effect the said intended Act, with powers to raise the necessary capital for the construction of the same, and to purchase or take on lease, by compulsion or agreement, such lands, quarries, rocks, waters, houses, forelands, wharves, shores, premises, and property, 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 to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands and houses and other property 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 docks, piers, walls, warehouses, approaches, 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, sluices, 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 docks, piers, walls, warehouses, approaches, and works; and also to levy tolls, rates, dues, duties, and charges for and in respect of the use of the said intended docks, piers, walls, warehouses, approaches, and works; and to grant exemptions from such tolls, rates, dues, duties, and charges as may be deemed expedient:

And notice is hereby given, that maps, plans, and sections of the said intended docks, approaches, 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 30th day of November in the present year, with the Clerk of the Peace for the county of Pembroke, at his office in Haverfordwest; 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 docks, approaches, 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 in the present year, with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial lands, with the clerk of some adjoining parish:

And it is also proposed by such intended Act to enable the South Wales Railway Company and the Great Western Railway Company, or either of them, if they see fit, to become proprietors in and to take shares in such Company, and to raise a sum of money for and in aid of such purpose by mortgage of or creation of shares in their undertaking, and to guarantee interest on such shares or on the capital of such Company, and to appoint certain directors therein:

And it is also proposed by such intended Act to enable the Company to be thereby incorporated, and the South Wales Railway Company and the Great Western Railway Company, or either of them, if they see fit, to enter into such arrangements and agreements with respect to the use by the South Wales Railway Company and the Great Western Railway Company, or either of them, of the said intended docks, piers, walls, warehouses, and the works connected therewith or any part thereof, and for the payment of tolls, rates, and duties, or a composition for such tolls, rates, and duties, for the use and enjoyment of such docks, piers, walls, warehouses, and works, or any part thereof, as may be mutually agreed on between them:

And it is also proposed by such intended Act,

if need be, to alter, amend, enlarge, and in part repeal all or some of the powers and provisions of the Acts following, or some of them: (that is to say) 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 South Wales Railway Act, 1852, the Vale of Neath Railway Act, 1846, the Vale of Neath Railway (Amendment) Act, 1847, the Vale of Neath Railway (Amendment) Act, 1848, the Vale of Neath Railway Act, 1852, the Waterford, Wexford, Wicklow, and Dublin Railway (Amendment) Act, 1848, the Great Western Railway Act, 1851, the Briton Ferry Dock and Railway Act, 1851; also, 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 & 6 William IV., cap. 107; 6 William IV., caps. 36, 38, 77, & 79: 1 Vic., caps. 91 & 92 (1837), and 24 & 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 & 4 Vic., cap. 105; 4 & 5 Vic., cap. 41; 5 Vic., Sess. 2, cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 & 8 Vic., cap. 68; 8 & 9 Vic., caps. 40, 53, 155, 156, 184, 188, 190, & 191; 9 Vic., cap. 14; 9 & 10 Vic., caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, & 402; 10 & 11 Vic., caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, & 242; 11 & 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, & 159; 13 Vic., caps. 6 & 7; 13 & 14 Vic., caps. 44, 98, & 110; 14 & 15 Vic., caps. 48 & 81; and 15 & 16 Vic., caps. 125, 133, 140, 145, 147, & 168:

And notice is hereby also given, that copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 31st day of December next.

Dated the 10th day of November 1852.

W. O and W. Hunt, 3, Whitehall Place.

Denton, Kinderley, and Domville, New-square, Lincoln's-inn.

Corris, Machynlleth, Aberdovey, and Towyn Railway.

Line from Penrhyn, in the parish of Pennal-issa, to Aberdovey and Towyn, with Branches.—Incorporation of the Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the present session for an Act to authorise the construction and maintenance of the railway and branch railways hereinafter described, with all proper works, approaches, and conveniences connected with the same; that is to say: a railway commencing in the township of Pennal-ucha, in the parish of Pennal, at or near a farm-house, called or known as Penrhyn, at a field numbered 64 on the plans of the Corris, Machynlleth, and River Dovey Tramroad, deposited with the Clerk of the Peace for the county of Merioneth, at his office, at Broneryri, in the said county, using the route of the said tramroad westward (excepting the deviations hereinafter named), to a point called Panteidal, in the parish of Towyn, numbered 62 on the same plans, and continuing westward from the last-mentioned point, past Aberdovey; and terminating at the southern side of a road diverging westward from the village of Towyn to the sea-shore; which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, or other places following, or some of them; that is to say: Pennal-ucha, Pennal-issa, Pennal Cynfalfawr, Cefnrhas-

ucha, Cefnrhas-canol, Cefnrhas-issa, Danddyffryn, Faenol, and Towyn, all in the county of Merioneth. Also a branch railway, commencing in the parish of Pennal, at or near a farm there, called or known as Penrhyn, at a field numbered 64 on the aforesaid plans, and proceeding southward from the above point, crossing the River Dovey and the turnpike road from Machynlleth to the Dovey Bridge, and forming a junction with the proposed Shrewsbury and Aberystwith Railway in a field northward of the Machynlleth National School House, and eastward of the turnpike road from Machynlleth to the Dovey Bridge, passing through the township or place and parish following; that is to say: Pennal-ucha, in the county of Merioneth, and the township of the town and liberties of Machynlleth, in the parish of Machynlleth, in the county of Montgomery. Also a branch railway out of the above described line from Panteidal, through Aberdovey to Towyn, commencing at or near a point upon the River Dovey shore, about a quarter of a mile east of a point of a rock at Aberdovey, called Penhelig Point, and continuing westward along the river shore on to a dock wall proposed to be erected to inclose Penhelig Bay, the above branch being in the parish of Towyn, in the county of Merioneth. And it is proposed by the said intended Act to take powers to deviate from the line of the Corris, Machynlleth, and River Dovey Railway or Tramroad, as set forth in the plans deposited with the Clerk of the Peace for the county of Merioneth, as aforesaid, and therein numbered as next hereinafter mentioned, and in manner following; that is to say, from No. 68 in Pennal-ucha to No. 81 in Pennal-issa, from No. 81 in Pennal-issa to No. 86 in Pennal-issa, from No. 88 in Pennal-issa to No. 95 in Pennal-issa, from No. 96 in Pennal-issa to No. 109 in Pennal-issa, from No. 114 in Pennal-issa to No. 121 in Pennal-issa, from No. 40 to No. 53, which last-mentioned deviation is in the parish of Towyn and townships of Cynfalawr and Cefnrhas-ucha, and from No. 59 to No. 62 in the township of Cefnrhas-ucha and parish of Towyn. And it is proposed by the said intended Act to take powers to form Penhelig Bay into a dock by erection of a wall from Penhelig Point, and extending westward about sixteen chains, and then continuing in a north-western direction to the shore, with suitable gates for locking in the water at high flood. And it is proposed by the said intended Act to take powers to stop up, alter, enlarge, widen, or divert, whether temporarily or permanently, all turnpike and other roads and highways, railways, tramways, especially the said Corris, Machynlleth, and River Dovey Railway or Tramroad, aqueducts, canals, streams, and rivers within the several parishes, townships, or other places before-mentioned, or any of them, which it may be necessary or expedient to stop up, alter, or divert, by reason of the construction of the said intended works, or any of them. And it is also intended by the said Act to incorporate a Company, for the purpose of carrying into effect the objects aforesaid, and to enable such Company to purchase lands and houses by compulsion or agreement for the purposes of their undertaking, and to levy tolls, rates, and duties in respect of the use of the said intended railway, or branch railways and works, and to grant certain exemptions from the payment of such tolls, rates, and duties. And it is 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 for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways

and works, or any of them, and to confer other rights and privileges. And notice is hereby further given, that maps, plans, and sections describing the direction and line or situation and levels of the said proposed railway, and branch railways and works, and the lands which may be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, 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 Merioneth, at his office, at Broneyri, in the said county, and with the Clerk of the Peace for the county of Montgomery, at his office, at Welshpool, in the said last-mentioned county, on or before the 30th day of November instant: and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the railway, and branch railways, and works are intended to be made, together with a copy of this notice, will be deposited with the parish clerk of each such parish, at his place of abode, and that copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December next.

Dated this 11th day of November 1852.

*Tatham, Upton, Upton, and Johnson, 20,
Austin-friars, London, and Wm. Williams
Jones, Machynlleth, Solicitors to the under-
taking.*

Caledonian Railway.

(Revival of Powers and Extension of Time for Compulsory Purchase of Lands for certain of the Works authorized by "The Caledonian Railway, Dumfries-shire and Cumberland Branches Act, 1847.")

NOTICE is hereby given, that application is intended to be made to Parliament, in next Session, for leave to bring in a Bill to revive the powers and extend the time granted by "The Caledonian Railway (Dumfries-shire and Cumberland Branches) Act, 1847," for the compulsory purchase of the lands, houses, and other property required for the purpose of making and maintaining the following branch railways and works connected therewith, authorized by the said Act, and described therein as follows:—viz.

A branch railway from the Caledonian Railway at a point in the parish of Kirk Andrews-upon-Esk, on the south side of the river Sark, near to where the said railway crosses the said river, through the parishes of Kirk Andrews-upon-Esk, Arthuret, and Canobie, to or near to Canobie Colliery in the last-named parish; and three side branches from the said branch railway, one thereof from a point near Smalmston in the parish of Kirk Andrews-upon-Esk, through the said parish and the parish of Arthuret, to or near to the town of Longtown in the last-named parish; another of the said side branches from a point in the parish of Arthuret, near the eastern boundary of the farm of Bush, through the said parish and the parish of Kirk Andrews-upon-Esk, to a point in the last-named parish on the side branch last described, near where the same crosses the river Esk; and the third of the said side branches from a point near the site of the late schoolhouse of Blackbank, to, and to communicate with, the Caledonian railway near Mossband Hall,—all in the parish of Kirk Andrews-upon-Esk.

And notice is further given, that it is intended by the said Bill to vary or extinguish all rights and privileges which would interfere with the

object aforesaid, and to confer all rights and privileges necessary or expedient for effecting the said object, or in relation thereto.

And notice is further given, that it is intended by the said Bill to continue and amend the said Act, or some of the powers and provisions thereof, and so far as necessary to amend the several other Acts relating to the Caledonian Railway Company, passed in the sessions of Parliament held respectively in the eighth and ninth, the ninth and tenth, the tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, and the fourteenth and fifteenth years of the reign of her present Majesty.

And notice is further given, that copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons, on or before the thirty-first day of December next.

Hope, Oliphant, and Mackay, Edinburgh.

Grahame, Weems, and Grahame, Westminster.
1st November, 1852.

Great Yarmouth Wellington Pier.

(Incorporation of Company ; Construction of Works ; Power to Sell or Lease.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to introduce a Bill to incorporate a company, and to enable such company to make, construct, and maintain a pier or landing place and promenade in the parish, town, and borough of Great Yarmouth, in the county of Norfolk, to be called the Wellington Pier, commencing upon a certain piece of waste ground belonging to the mayor, aldermen, and burgesses of the said borough of Great Yarmouth, near to the southerly end of a certain terrace or esplanade belonging to the Victoria Building Company, and known as the Victoria Terrace and Esplanade, and thence extending in an easterly direction into the sea, and terminating at a distance of six hundred and fifty feet or thereabouts from the commencement thereof, and which said pier, landing place, or promenade, and the works connected therewith, will be situate wholly within the said parish, town, and borough, and the bed or shore of the sea immediately adjoining such parish, town, and borough.

And it is intended to make and maintain in connection with the said pier, all such jetties, groins, terraces, esplanades, parapets, landing places, bathing places, communications, approaches, and other works, as may be deemed necessary or convenient for the purposes and objects aforesaid.

And it is intended by the said Bill to take powers to purchase, by compulsion or by agreement, lands and other hereditaments, and to alter, vary, or extinguish all existing rights and privileges which would in any way impede or interfere with the objects of the proposed Bill or any of them, and to confer, vary, or extinguish other rights, privileges, and exemptions.

And it is intended to apply for powers to levy tolls, rates, and duties for and in respect of the use of the said pier, landing place, and promenade, and other works and conveniences ; and to confer, vary, or extinguish, exemptions from payment of tolls, rates, and duties.

And it is intended to empower the Company to sell or lease their undertaking to any person or corporation.

And it is intended to incorporate in the said Bill some or all of the provisions of the following Acts, that is to say : " The Companies Clauses Consolidation Act, 1845," " The Lands Clauses Consolidation Act, 1845," " The Commissioners Clauses Act, 1847," and " The Harbours, Docks, and Piers Clauses Act, 1847."

And notice is further given, that plans and sections (in duplicate) of the proposed works, and a book of reference to such plans, together with a copy of this Notice, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county of Norfolk, at his office in Aylsham, in the said county of Norfolk, and with the Clerk of the Peace for the said borough of Great Yarmouth, at his office in Great Yarmouth.

And that copies of the said plans, sections and book of reference, together with a copy of this notice, will, on or before the thirtieth day of November instant, be deposited with the parish clerk of Great Yarmouth aforesaid, at his place of abode in Great Yarmouth aforesaid.

And notice is hereby given, that on or before the thirty-first day of December next, printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the first day of November, 1852.

Reynolds and Palmer, Solicitors for the Bill.

Pendleton, Swinton, Irlams o' th' Height, Gilda Brook, and Irlam, and Agecroft Districts of Turnpike Road. (Continuation of Term, and Amendment, or Repeal of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to continue the term, and to alter, amend, and enlarge the powers and provisions of an Act passed in the seventh year of the reign of His Majesty King George IV., entitled " An Act for more effectually repairing and improving several roads leading to and from the town of Salford, through Pendleton, and other places therein mentioned, in the county palatine of Lancaster, and several other roads therein mentioned, and for making and maintaining certain diversions or new lines of road to communicate therewith, or to repeal the said Act, and grant other powers instead thereof ; and it is also proposed to take power to levy tolls, rates, and duties, and to alter or vary the tolls, rates, or duties, authorized to be collected by the same Act ; and to confer, vary, and extinguish exemptions from the payment of tolls, rates, or duties, and other rights, or privileges : and also to amalgamate, or to authorize the trustees to amalgamate all or any of the districts of roads comprised in the same Act, and to make certain alterations in the application of the tolls authorized to be collected by the same Act, and of the other sums of money received, or to be received upon, or in respect of the said turnpike roads, or some of them : and also to make further or other provisions and arrangements in reference to the mortgage debts, owing on security of the tolls authorized to be collected on the same roads, and to extinguish, alter, or vary the rights and remedies of the mortgagees : and it is also intended to authorize the trustees to widen the road within the said Pendleton district, or some portion thereof, to a greater extent than is now allowed under the provisions of the general Acts for regulating turnpike roads in England and Wales ; and to exercise with regard to such widening, the same powers as may be exercised by the trustees of turnpike roads for the purpose of widening roads to the extent permitted by those Acts. And notice is hereby also given, that printed copies of the said proposed Bill will, on or before the thirty-first day of December next, be deposited in the Private Bill Office of the House of Commons.

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

Beever and Darwell, Solicitors, Manchester.

Harwich Docks and Pier.

(Reclamation of Land on River Stour, and power to enter into arrangements with the Harwich Corporation and the Eastern Union and Eastern Counties Railway Companies.)

NOTICE is hereby given, that it is intended to apply to Parliament in the session of 1853, for leave to bring in a Bill to incorporate a Company, and to give to such Company power to make and maintain all or some of the following, amongst other works, in the several parishes of St. Nicholas Harwich, Dovercourt, and Ramsay, in the county of Essex:—1. To reclaim from the sea, drain, embank, and enclose all or some part of the slob or mud lands on the River Stour, between Ramsay Ray otherwise Ray Island, in the said parish of Ramsay, and that part of the town of Harwich which is called Bath Side, which said lands are in the before-mentioned parishes. 2. To make and maintain in the said parishes of St. Nicholas Harwich, and Dovercourt, or in one of them, a pier or jetty (with all necessary works and conveniences) into the said harbour from the said reclaimed land, at a point about two furlongs north-west of the said Bath Side battery. 3. To form a tidal basin in, adjoining, or next to the said reclaimed land, and near and opposite to the Bath Side battery at Harwich, and for that purpose to make such excavations, and to construct such works in the harbour at Harwich, and the foreshore thereof, as may be necessary. 4. To construct in the said parishes of St. Nicholas Harwich, and Dovercourt, a dock or docks on part of the said lands so to be reclaimed, with entrances from the said dock or docks into the before-mentioned tidal basin, and also to construct all necessary quays, piers, graving docks, bridges, basins, slips, yards, wharfs, warehouses, buildings, and other works and conveniences in connexion with such dock or docks. 5. To alter, divert, and stop up all such streams, drains, and cuts (particularly a certain stream called Ramsay River, and the outlet thereof into the River Stour, and also a certain cut called Pattrick's Cut), which may be required to be altered, or diverted, or stopped up in the construction of the before-mentioned works, or any of them. And it is intended by the said Bill to vest the before-mentioned lands, when reclaimed, in the said Company; to enable them to purchase lands and other property by compulsion; to alter, vary, and extinguish all existing rights and privileges in and over such lands and other property, and in and over the foreshore of the said harbour or the said river, which would in any manner interfere with the objects aforesaid, or any of them; and to levy tolls, rates, and duties in respect of the before-mentioned works. And it is also intended by the said Bill to enable the mayor, aldermen, and burgesses of the borough of Harwich, the Eastern Union Railway Company, and the Eastern Counties Railway Company, any or either of them, to contract and agree with the said intended Company as to the construction and maintenance of the before-mentioned works or any part thereof, and to contribute funds towards the construction of all or any of the said works, out of any monies belonging to them or under their control. And it is further intended by the said Bill to enable the said mayor, aldermen, and burgesses, and the said railway companies respectively, to enter into any contract or agreement with respect to the substitution of any part of the said intended works for any work at Harwich, which the said mayor, aldermen, and burgesses, or the said Eastern Union Railway Company, are authorized to construct, or for the transfer to the said intended Company of all or any of the powers which are now vested in the said mayor, aldermen, and burgesses, or in the said railway company at

No. 21383.

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Harwich aforesaid. And notice is hereby given, that it is intended by the said Bill to alter and amend the powers and provisions of "The Harwich Improvement Quays and Pier Act, 1851," also of the following Acts relating to the Eastern Union Railway Company; namely, the 7 & 8 Vict. cap. 85; 8 & 9 Vict. caps. 94 and 97; 9 Vict. cap. 53; 9 & 10 Vict. caps. 97 and 280; 10 Vict. cap. 19; 10 & 11 Vict. caps. 137, 174, and 225; 12 & 13 Vict. cap. 92; 13 & 14 Vict. cap. 54; 14 & 15 Vict. cap. 58; and 15 & 16 Vict. cap. 148: and also the following Acts relating to the Eastern Counties Railway Company; viz., the 6 & 7 William IV. caps. 103 and 106; 1 & 2 Vict. cap. 81; 2 & 3 Vict. caps. 77 and 78; 3 Vict. cap. 52; 4 Vict. caps. 14 and 21; 4 & 5 Vict. cap. 42; 6 Vict. cap. 28; 7 Vict. caps. 19, 20, and 35; 7 & 8 Vict. caps. 62 & 71; 8 & 9 Vict. caps. 85, 110, 201, and 203; 9 & 10 Vict. caps. 97, 205, 258, 345, and 367; 10 & 11 Vict. caps. 92, 156, 157, 158, and 235; and 15 & 16 Vict. caps. 30, 33, 51, and 108. And notice is hereby also given, that on or before the 30th day of November instant, duplicate plans and sections of the proposed works, and books of reference thereto, containing the names of the owners, lessees, and occupiers of the property to be taken, and also a copy of this notice, will be deposited for public inspection at the office of the Clerk of the Peace for the county of Essex, at Chelmsford, and that on or before the same day a copy of the said plans, sections, books of reference, and notice, will be deposited with the respective parish clerks of St. Nicholas Harwich, Dovercourt, and Ramsay, at their respective places of abode. Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 31st day of December next.—Dated this 13th day of November, 1852.

Edwd. Chapman, Solicitor, Harwich.

Furness Railway Company.

(Purchase and transfer of Pile Pier, and other Property—Power to raise Additional Capital—Creation of New Shares, or Stock for Liquidation of Debenture Debt, and of Preference Shares—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act or Acts for confirming and carrying into effect all or any present or future arrangements, agreements, or awards, made or entered into by or between, or for or on behalf of the proprietor or proprietors of the Pile Pier, in the parish of Dalton in Furness, in the county palatine of Lancaster, and the Furness Railway Company, with reference to the acquisition, by purchase, lease, or otherwise, by, and the transfer to that Company of Pile Pier, Roe Island, and the lands, works, wharves, houses, property, estate, and effects, of or belonging to such proprietor or proprietors, adjoining or near to Pile Pier aforesaid, and to Rampside, in the said parish and county, or any estate, term, or interest therein, and for vesting the same, and the undertaking, powers, rights, and privileges of such proprietor or proprietors, or any of them, in the Furness Railway Company; and for enabling the Furness Railway Company to hold, exercise, and enjoy the same properties, estates, interests, powers, rights, and privileges; and to levy tolls, rates, and duties, upon or in respect of the said Pier and other property, and to alter existing tolls, rates, and 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 to make all such other provisions as may be requisite or proper for any of the purposes of the intended Act or Acts.

And it is also proposed by the intended Act or Acts, to take powers to enable the Furness Railway Company to raise by borrowing on mortgage or bond, or by the creation of new shares or stock in their undertaking, or otherwise, and either with or without preference or priority in payment of interest or dividend, any capital which they may require for the several purposes of the intended Act or Acts, and to authorise the application of any funds now or hereafter belonging to the Furness Railway Company, or under the control of their directors, to such purposes, or any of them, and also to alter and vary the existing provision or provisions, in reference to the qualification of directors in the said Company, and to make other provisions in lieu thereof.

And it is also proposed by the intended Act or Acts to enable the Furness Railway Company to vary or extinguish their debenture debt, or some part thereof, and also their preference shares, capital, or stock, or some part thereof; and to make further provision with respect to their capital or stock, and to create new share-capital or stock, and to guarantee any redeemable or irredeemable, preferential, or other interest or dividend thereon, or on any part thereof.

And it is also proposed by the intended Act or Acts to repeal and re-enact or amend, all or some of the powers and provisions of the several Acts following, or some of them, directly or indirectly, relating to the Furness Railway Company and Pile Pier: (that is to say) local and personal Acts, 6 and 7 Vic., cap. 42; 10 Vic., cap. 6; 7 Vic., cap. 22; 9 and 10 Vic., cap. 279; 11 and 12 Vic., cap. 35; and 11 and 12 Vic., cap. 126.

And notice is hereby further given, that printed copies of the Bill relating to the objects aforesaid, will be deposited, on or before the 31st day of December 1852, in the Private Bill Office of the House of Commons.

Dated this 12th day of November 1852.

Runcorn and Weston Canal.

Construction of Canal to connect the Duke of Bridgewater's Canal at Runcorn, with the River Weaver Navigation, and Powers to take water from the Duke of Bridgewater's Canal.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for making and maintaining a Cut or Canal commencing at or near the most south-westerly end of Francis Dock, in the township of Runcorn, belonging to the trustees under the will of the late Most Noble Francis, Duke of Bridgewater, and forming part of, or connected with the Duke of Bridgewater's Canal, and terminating by a junction with the Weston Canal, or River Weaver Navigation, at or near its most north-western extremity at Weston Point; together with all proper and necessary basins, quays, locks, wharfs, lauding, and shipping places, warehouses, and other works and conveniences connected therewith, which said intended canal and other works, will pass from, in, through, or into the townships of Runcorn, (otherwise Higher Runcorn and Lower Runcorn,) and Weston, both in the parish of Runcorn, in the county of Chester. And it is intended by the said Bill to apply for powers to cross, and to divert, alter, or stop up, either temporarily or permanently, all such streets, lanes, passages, footpaths, highways, turnpike and other roads, streams, sewers, pipes, waters, and watercourses, within the parish and townships aforesaid, as it may be necessary or expedient to cross, divert, alter, or stop up, for the purpose of constructing or maintaining the said intended canal and other works, or any of them, and also to deviate in the construction of the said intended canal, and other works respectively, to

such an extent as will be shown or defined on the plans hereinafter referred to. And it is also intended by the said Bill to apply for powers to take for the purposes of the said intended canal, a supply of water from the said Duke of Bridgewater's canal, and the said dock connected therewith, and also (as flowing, directly or derivatively, into the said Duke of Bridgewater's Canal,) from the canals or navigations, commonly called or known by the names of the Trent and Mersey or Grand Trunk Canal, the Rochdale Canal, the Leeds and Liverpool Canal, the Macclesfield Canal, the Peak Forest Canal, the Ashton Canal, the Huddersfield Canal, the Manchester and Salford Junction Canal, the Lancaster Canal, the Ellesmere and Chester Canal, and the Middlewich Branch of the Ellesmere and Chester Canal, by diverting such water directly from the said Duke of Bridgewater's Canal, or the said dock connected therewith, into the same intended canal, at its proposed junction with the said Duke of Bridgewater's Canal and Dock; and to enable the trustees of the late Duke of Bridgewater, and the trustees of the River Weaver Navigation, respectively, to enter into arrangements with reference to the remuneration or compensation to be made to them respectively, as well for such supply of water, as for the proposed junction with, and use of the respective navigations, docks, basins, locks, wharfs, and warehouses, of and belonging to them respectively. And it is further intended by the said Bill to take powers for the compulsory purchase of all lands, houses, and other hereditaments, which may be required for the purposes of the said intended canal and other works, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands and hereditaments proposed to be purchased or taken for the same, and also all rights and privileges which would in any manner impede or interfere with the construction, maintenance, or use, as well of the said intended canal and works, as of the docks, basins, canals, and navigations of the said trustees of the late Duke of Bridgewater, and the said trustees of the River Weaver Navigation respectively; and to confer other rights, or privileges, and to levy tolls, rates, or duties on and for the use of the said intended canal, and works and conveniences connected therewith, and also on and for the use of the said docks, basins, canals, and navigations of the said trustees of the said late Duke of Bridgewater, and of the trustees of the River Weaver Navigation, respectively, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties. And it is also intended by the said Bill to alter, amend, extend, enlarge, or repeal, so far as may be necessary for carrying into execution the purposes of the said Bill, the powers and provisions, or some of the powers and provisions, of the several Acts of Parliament, following, relating to the Duke of Bridgewater's canal, or some of them, that is to say,—Local and Personal Acts, 32 George 2nd, cap. 2; 33 George 2nd, cap. 2; 2 George 3rd, cap. 2; 35 George 3rd, cap. 44; and also of the several Acts of Parliament relating to the River Weaver Navigation, or some of them, that is to say,—Local and Personal Acts, 7 George 1st, cap. 10; 33 George 2nd, cap. 49; 47 George 3rd, cap. 82; 6 George 4th, cap. 29; 10 George 4th, cap. 70; 3rd and 4th Victoria, cap. 124; and also to grant other powers and provisions in lieu thereof respectively. And notice is hereby further given, that on or before the 30th day of November, 1852, duplicate plans and sections of the said intended canal and other works, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses proposed to be taken for the

same, 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 said county of Chester, at his office at Chester; and that, on or before the same day, a copy of the said plans, sections, and book of reference, and also a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of the said parish of Runcorn, at his usual place of abode. And notice is hereby further given, that on or before the 31st day of December next, printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this third day of November, 1852.

Slater and Heelis, Solicitors, Manchester.

Hawick and Carlisle Railway.

(Incorporation of Company, with power to make a Railway from the North British Railway at Hawick to join the Caledonian Railway near to Carlisle, and running powers over portion of Caledonian Railway).

NOTICE is hereby given, that application is intended to be made to Parliament, in the present session, for leave to bring in a Bill for the purposes following, or some of them, that is to say, to authorize the construction and maintenance of a railway from the terminus of the Hawick Branch of the North British Railway, in the parish of Wilton, in the county of Roxburgh, to and to join the line of the Caledonian Railway, at or near to Crookdyke, in the parish of Rockcliffe, and county of Cumberland, which said proposed railway is intended to pass from, in, through, or into, the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Wilton, Cavers, Hawick, and Teviothead, in the county of Roxburgh; Ewes, Langholm, and Canobie, in the county of Dumfries; Kirk-Andrews-upon-Esk, Kirk-Andrews-Middle, and Kirk-Andrews-Nether, Arthuret, Castletown, Longtown, Lineside, Kirklington, West Linton, Rockcliffe, and Churchtown, in the county of Cumberland. And it is intended by the said Bill to incorporate a Company for the purposes aforesaid, with power to raise a capital and borrow a sum of money therefor, and to take powers to stop up, alter, or divert, either temporarily or permanently, all works, highways, and roads, streams, rivers, canals, and other works, situate within the parishes, townships, extra-parochial, and other places aforesaid, as it may be necessary to stop up, alter, or divert, for the purposes of, or during the construction of, the said proposed railway: And also powers for the compulsory purchase of lands, houses, and other heritages, and for the levying of tolls, rates, and duties, on and for the use of the said intended railway, and the works and conveniences to be connected therewith.

And notice is further given, That it is also intended by the said Bill to give to the said Company, thereby to be incorporated, power to use and pass over with their own engines and carriages, or with engines and carriages using or passing over their own lines of railway, or any of them, so much of the line of the said Caledonian Railway authorized to be made under the provisions of "The Caledonian Railway Act, 1845," and "The Caledonian Railway (Carlisle Deviation) Act, 1846," as is situate between the point where the said railway joins the Caledonian Railway, in the parish of Rockcliffe and county of Cumberland, and the junction of the said Caledonian Railway with the Lancaster and Carlisle Railway, in or near the city of Carlisle, in the county of Cumberland; and also to use the stations of the Caledonian Railway Company, together with the

watering places, and water and other sidings, platforms, booking and other offices, warehouses, buildings, conveniences, and accommodations, of or belonging to the Caledonian Railway Company, upon or adjoining to the said portion of their railway, upon such terms and conditions, and on payment of such tolls, rates, and charges, or other consideration as may be agreed upon between the said two Companies, or as shall be provided for and determined by or under the said intended Bill; and to alter the tolls, rates, and charges leviable in respect of the said portion of the Caledonian Railway.

And it is proposed by the said Bill, so far as may be necessary for such last-mentioned purpose, to alter, amend, extend, and enlarge the powers and provisions of the several Acts of Parliament following, or some of them, relating to the Caledonian Railway Company, that is to say, (local and personal,) 8 and 9 Victoria, cap. 162; 9 and 10 Victoria, caps. 229, 249, 314, 329, 379, and 395; 10 Victoria, caps. 22, 23, and 24; 10 and 11 Victoria, caps. 82, 169, 172, and 237; 11 and 12 Victoria, caps. 73, and 121; 12 and 13 Victoria, caps. 67, and 90; and 14 and 15 Victoria, caps. 99, and 134.

And notice is further given, that it is intended by such Bill to empower the Company (thereby to be incorporated) to enter into an agreement with the North British Railway Company for working and maintaining the said intended railway and works, and touching the remuneration for the traffic passing upon the said North British Railway to or from the said intended railway, and that on such terms and conditions, and for such consideration as may have been, or may be agreed upon, between the said Company and the Company so intended to be incorporated, or the promoters of the undertaking: And also to authorise and empower the said North British Railway Company to enter into such agreement; and so far as may be necessary for the purposes aforesaid, to amend the provisions of the several Acts of Parliament relating to the North British Railway, that is to say, the Local and Personal Acts 7 George IV., chap. 98; 10 George IV. chap. 122; 4 and 5 William IV., chap. 71; 7 and 8 Victoria, chap. 66; 8 and 9 Victoria, chaps. 82 and 164; 9 and 10 Victoria, chaps. 73 and 74; 10 and 11 Victoria, chap. 136; 11 and 12 Victoria, chap. 25; and 14 and 15 Victoria, chap. 27.

And notice is further given, That it is intended by the said Bill to vary or extinguish all such rights and privileges as may, in any manner, interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

And notice is further given, that a published map, on a scale of not less than half-an-inch to the mile, with the line of railway delineated thereon, so as to show its general course and direction, and duplicate plans and sections, describing the lines, situations, and levels, of the said intended railway, and the lands, houses, and other property in the line of the said railway and works, or within the limits of deviation, as defined on the said plans, or which may be taken for the purposes of such Railway, and of the works to be connected therewith; together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, and a copy of this notice as published in the London Gazette and Edinburgh Gazette, will be deposited for public inspection on or before the thirtieth day of November, one thousand eight hundred and fifty-two, in the office of the principal sheriff-clerk in Edinburgh for the county of Roxburgh; in the office of

the principal sheriff-clerk in the town of Dumfries for the county of Dumfries; and with the clerk of the peace for the county of Cumberland, at his office in the city of Carlisle; and that a copy of so much of the said plans, sections, and books of reference, as relates to the several parishes in and through which the said proposed railway is intended to pass, together with a like copy of this notice, published as aforesaid, will also be deposited on or before the said 30th day of November, with the schoolmaster if any, and if there be no schoolmaster, with the session-clerk of each of the said parishes in Scotland, and with the parish-clerks of such of the said parishes as are situated in England, at the respective residences of such schoolmasters, session-clerks, and parish-clerks; and, in the case of any extra-parochial place, with the parish clerk of some parish adjoining thereto, at his place of abode.

And notice is hereby given, that a printed copy of the said proposed Bill, annexed to the petition therefor, together with other printed copies of the said proposed Bill, will be deposited in the Private Bill Office of the House of Commons, on or before the thirty-first day of December next.

Dalmahoy and Wood, W. S., Edinburgh.

G. and T. W. Webster, Duke-street, Westminster.

Edinburgh, 9th November, 1852.

The Birkenhead Railway.

(Incorporation of Company for making a Railway to connect the Shrewsbury and Chester Railway with the Port of Birkenhead, with a Branch to the General Railway Station at Chester.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the present session, for an Act to make and maintain the several railways following, or some of them, with all proper stations, sidings, works, and conveniences connected therewith, and approaches thereto; (that is to say), First, a railway commencing by a junction with the line of the Shrewsbury and Chester Railway, at or near the Passenger Station of the Shrewsbury and Chester Railway at Saltney, in the parish of Saint Mary on the Hill, in the county of the city of Chester, and terminating at or near Gleave's Hotel, in Birkenhead, adjoining or near to the Woodside Ferry, in the extra-parochial chapelry or township of Birkenhead, and county of Chester, such proposed railway passing from, through, or into, or being situate within, the several parishes, townships, and extra-parochial places following, or some of them; (that is to say), Saint Mary on the Hill, the Holy and Undivided Trinity, Saint Martin and Saint Oswald, in the county of the city of Chester, and the Holy and Undivided Trinity, Blacon-cum-Crabwall, Crabwall, Backford, Great Mollington, Saint Mary on the Hill, Little Mollington, Lea, Shotwick, Great Saughall, Little Saughall, Capenhurst, Woodbank, Shotwick, Puddington, Burton, Neston, Ness, Ledsham, Willaston, Eastham, Little Sutton, Childer, Thornton, Hooton, Raby, Great Neston, Little Neston, Thornton Hough, Thornton Mayow, Poulton Lancelyn, Poulton-cum-Spittal, Spittal, Bromborough, Brimstage, Bebbington, Higher Bebbington, Lower Bebbington, Storeton, and Birkenhead, in the county of Chester; Second, a railway commencing by a junction with the said intended railway, at or near Cottage Street, otherwise Garden Lane, in the parish of Saint Oswald, in the county of the city of Chester, and near the point where the Chester and Holyhead Railway crosses under the said Cottage Street, otherwise Garden Lane, and terminating at or near the north-western wing of the General Railway Station at Chester, and

which railway will pass through or into or be situate within the several parishes, townships, and extra-parochial places following, or some of them; (that is to say), Saint Oswald and Saint John the Baptist, in the county of the city of Chester, and Plemondestall and Hoole, in the county of Chester; Third, a junction line of railway, commencing by a junction with the said first-mentioned intended line of railway at or near the point where a certain street called Grosvenor Street joins that portion of the Chester, Neston, and Woodside Ferry District of Roads which leads from Chester to Woodside, in the parish of Bebbington, in the county of Chester, and distant fourteen miles or thereabouts from the city of Chester, and terminating by a junction with the Birkenhead, Lancashire, and Cheshire Junction Railway, at or near a point which is about 150 yards north of the Rock Lane Station on the said Birkenhead, Lancashire, and Cheshire Junction Railway, and which railway will pass through or into or be situate within the several parishes, townships, and extra-parochial places following, or some of them; (that is to say), Bebbington, Higher Bebbington, Lower Bebbington, and Tranmere, in the county of Chester; Fourth, an Extension Railway from the Woodside Terminus of the said first above-mentioned intended railway, to connect with the lines of railway belonging to the Birkenhead Dock Trustees, at a point at or near the southern extremity of the Morpeth Dock, and which extension railway will be wholly situate within the said extra-parochial chapelry or township of Birkenhead, in the county of Chester.

And it is proposed by such intended Act to incorporate a company for the purpose of carrying into effect the said intended railways, approaches, and works, or some of them, or some part or parts thereof, and to take powers for the purchase of lands and houses by compulsion or agreement, for the purposes of the railways, approaches, 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, approaches, 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, 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, approaches, and works; and also to enable the said Company to lay down the mixed gauge upon the said intended railways, and to levy tolls, rates, and charges, for and in respect of the use of the said intended railways, approaches, and works, and to grant exemptions from such tolls, rates, and charges.

And notice is hereby given, that maps, plans, and sections of the said intended railways, approaches, 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, in the present year, with the respective Clerks of the Peace for the county of the city of Chester, and the county of Chester, at their respective offices 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, approaches, 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, in the present year, with the parish clerk of each

such parish at his residence; and that a copy of so much of the said plans, sections, and book of reference, as relates to the said extra-parochial place of Birkenhead, and also of the said Gazette notice, will also be deposited on or before the 30th day of November, in the present year, with the clerk of the parish of Bebbington, being a parish immediately adjoining to such extra-parochial place of Birkenhead, at his residence.

And notice is hereby also given, that, on or before the 31st day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 10th day of November, 1852.

*W. O. & W. Hunt.
R. & W. G. Roy.
Henry Kelsall.*

Preston Gas.

(Amendment of Act—Powers to supply with Gas Preston, Fishwick, Penwortham, Walton-in-le-Dale, Ribbleton, Lea Ashton Ingol and Cottam, and Fulwood—Increase of Capital.)

NOTICE is hereby given, that application is intended to be made to Parliament in the session of one thousand eight hundred and fifty-three, for an Act to alter, amend, and enlarge the powers and provisions of the Preston Gas Act, being an Act passed in the session of Parliament held in the second and third years of the reign of Her present Majesty, intituled "An Act for incorporating the Preston Gas Light Company, and for better lighting with gas or otherwise the parliamentary borough of Preston, and the townships and places therein mentioned, in the county of Lancaster," or otherwise to repeal the provisions of the said Act, and to make other provisions instead thereof.

And it is proposed by the said intended Act to confer upon the company incorporated by the said Preston Gas Act, or which may be incorporated by the said intended Act, all necessary powers for manufacturing and supplying Gas within the parliamentary borough of Preston aforesaid, and the several parishes, townships, or places following (that is to say):—The parish of Penwortham, the township of Walton-in-le-Dale in the parish of Blackburn, the townships of Ribbleton and Lea Ashton Ingol and Cottam, in the parish of Preston, and the township of Fulwood in the parish of Lancaster, all in the said county of Lancaster, and which may be necessary or proper for enabling them to lay down and construct mains, pipes, and other works for affording such supply of gas; and to authorize the Company incorporated, or to be incorporated as aforesaid, to sell and dispose of coke and all and every product and products, refuse, or residuum arising, or to be obtained from the materials used in or necessary for the manufacture of gas.

And it is proposed by the said intended Act to authorize the Company incorporated, or to be incorporated as aforesaid, to raise, by the creation of shares and by mortgage, further sums of money, and to contract or agree with any body or bodies, politic or corporate, person or persons, for lighting or supplying with gas the several roads, streets, ways, lanes, bridges, or other public passages and places, churches, chapels, manufactories, shops, warehouses, houses, or buildings within the said borough, parishes, townships, and places, or any of them, and to levy rents and charges within the said borough, parishes, townships, and places; and to purchase lands and buildings by agreement for the purposes of their works.

And it is also proposed to vary or extinguish all rights and privileges which would impede or

interfere with carrying into full and complete effect the objects and purposes of the said intended Act, and to confer other rights and privileges.

And notice is hereby also given, that copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the thirty-first day of December next.

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

Gorsts and Birchall, Solicitors for the Bill.

Wellington and Severn Junction Railway.

(Incorporation of Company for making a Railway from Wellington to Coalbrookdale, and an extension to Broseley, and running powers over the Shrewsbury and Birmingham Railway.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to make and maintain the railways hereinafter mentioned, or one of them, or some part or parts thereof, together with all proper works and conveniences connected therewith and approaches thereto, (that is to say)—

First,—A railway commencing by a double junction with the Shrewsbury and Birmingham Railway in the parish of Wellington in the county of Salop, at or near to Ketley, and passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say—Wellington, Hadley, Ketley, Lawley, Arleston, Watling Street, Dothill, The Rock, Lawley Bank, Malinslec, Dawley Bank, Dawley, Dawley Green, Dawley Magna, Dawley Parva, Horsehays, Little Wenlock, Doseley, Lightmoor, Lightmoor Furnaces, Frame Lane, Madeley, Coalbrook, Coalbrookdale, Coalbrookdale Works, Ironbridge, Saint Luke's Ironbridge, all in the county of Salop, and terminating at or near to the Iron Works of the Coalbrookdale Company, at Coalbrookdale, in the parish of Madeley, in the said county of Salop.

Second,—A railway commencing by a junction with the said first-mentioned intended railway at or near the said Iron Works of the Coalbrookdale Company, at Coalbrookdale, in the said parish of Madeley, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say—Dawley, Dawley Magna, Dawley Parva, Doseley, Madeley, Coalbrook, Coalbrookdale, Ironbridge, Saint Luke's Ironbridge, River Severn Bed and Shores of the River Severn, Benthall, Benthall Edge, Broseley, and Jackfield, all in the county of Salop, and terminating at or near the tollgate, on the south side of the Ironbridge, in the parish of Broseley, in the said county of Salop.

And it is proposed by such intended Act to incorporate a Company for the purpose of carrying into effect the said intended railways, approaches, and works, or some of them, or some part or parts thereof, and to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes of the railways, approaches, 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, approaches, 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, 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, approaches, and works,

and also to levy tolls, rates, and charges for and in respect of the use of the said intended railways, approaches, and works, and to grant exemptions from such tolls, rates, and charges.

And notice is hereby given, that maps, plans, and sections of the said intended railways, approaches, 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 30th day of November, in the present year, 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 books of reference as relates to each of the parishes in or through which the said intended railways, approaches, 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, in the present year, with the parish clerk of each such parish, at his residence.

And notice is hereby also given, that on or before the 31st day of December next printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

And it is intended in and by the said Act to apply for power for the Company to be thereby incorporated to use so much of the Shrewsbury and Birmingham Railway as lies between the station on that Railway at Wellington and the aforesaid point of junction of the said firstly described intended railway with the Shrewsbury and Birmingham Railway, and to use the stations and other conveniences connected with such portion of the Shrewsbury and Birmingham Railway, upon such terms and conditions as shall be contained in the said intended Act.

And for the purposes aforesaid it is intended to amend, extend, alter, and vary some of the powers and provisions of the several Acts relating to the Shrewsbury and Birmingham Railway, or some of them, that is to say—local and personal 9 and 10 Vic. caps. 307, 308; 10 and 11 Vic. cap. 80; 12 and 13 Vic. cap. 85; 15 and 16 Vic. cap. 165.

Dated this 10th day of November, 1852.

Rob. D. Newill, Solicitor, Wellington, Salop.

Dorchester and Exeter (Coast Extension) Railway.

(Incorporation of Company for making Railway from Dorchester to Exeter.—Power to take Tolls.

—Running Power over part of Wilts, Somerset, and Weymouth Railway, and adaptation to Narrow Gauge.—Arrangements with and Subscriptions and Guarantees with Great Western, Bristol and Exeter, South Devon, London and South Western, and Frome, Yeovil, and Weymouth Railway Companies; 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 incorporate a Company for making and maintaining a railway to commence in the parish of Fordington, in the county of Dorset, by a junction with the Southampton and Dorchester line of the London and South Western Railway Company, at or near to the Dorchester Station of the said Southampton and Dorchester line, and to terminate in the district of Saint James, in the parish of Saint Sidwell, in the county of the city of Exeter, in a certain field belonging to Stephen Brunskill, and now or late in the occupation of John Heal, adjoining to the old turnpike-road leading from the city of Exeter to Tiverton, in the county of Devon, together with proper and convenient stations, sidings, approaches, and other works and conveniences connected therewith, which said intended railway and works are intended to be made or pass from, in, through, or into the several parishes, townships, extra-parochial and other places follow-

ing, or some of them (that is to say): Fordington, Holy Trinity, Dorchester, Martin's Town, otherwise Winterbourne Saint Martin, Winterbourne Steepleton, Winterbourne Abbas, Little Bredy, Kingston Russell, Long Bredy, Litton Cheney, Chilcombe, Saint Lukes, Sterthill, Shipton Gorge, Burton Bradstock, Bothenhampton, Bridport, Walditch, Symondsburry, Allington, Lodgers, Netherbury, Whitchurch, Canonicorum, Marshwood, Bettiscombe, Chardstock, in the county of Dorset; Thorncombe, Hawkchurch, Dalwood, and Stockland, in the counties of Dorset and Devon, or one of them; Axminster, Kilmington, Colyton, Shute, Widworthy, Offwell, Cotleigh, Monkton, Honiton, Buckereil, Gittisham, Ottery Saint Mary, Tallaton, Whimble, Broad Clist, Honiton's Clist, Pinhoe, Heavitree, in the county of Devon; Saint James and Saint Sidwell, in the county of the city of Exeter.

And it is intended by the proposed Bill to confer upon the Company to be thereby incorporated, all necessary powers for effecting the purposes following (that is to say): to stop up, alter, divert, cross, or break up, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, sewers, pipes, mains, drains, and watercourses within the before-named parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary or desirable to stop up, alter, divert, cross, or break up, for any of the purposes of the intended Bill.

To purchase, by compulsion or otherwise, lands, houses, and hereditaments, for the purposes of the intended Bill, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

To levy tolls, rates, and duties, upon or in respect of the intended railway and works, and to confer exemptions from the payments thereof, and other rights and privileges.

And it is also intended by the said Bill to empower the Company to be thereby incorporated, to run over, work, and use, with their engines, carriages, and other stock, such part of the authorized line of the Wilts, Somerset, and Weymouth Railway, as lies adjacent to, and is intended to form a junction with the said Southampton and Dorchester line, in the said parish of Fordington, being a length of three furlongs or thereabouts, and the stations, watering-places, sidings, and other works and conveniences connected therewith, and to adapt the same part of the Wilts, Somerset, and Weymouth Railway, if necessary, for the engines and carriages of the intended Company, by laying down rails on a different gauge thereon, and also to empower the intended Company to enter into, and carry into effect, contracts, agreements, and arrangements with the Great Western Railway Company, and the Frome, Yeovil, and Weymouth Railway Company, or with either of those Companies, for the construction, maintenance, working, and using by the intended Company of the last-mentioned part of the Wilts, Somerset and Weymouth Railway, and the stations, watering-places, sidings, and other works and conveniences connected therewith, and for the exercise by the intended Company of all or any of the powers of those Companies with reference thereto, and for enabling the said intended Company to levy tolls, rates, and duties upon or in respect thereof.

And it is also intended by the said Bill to empower the Great Western Railway Company, the Bristol and Exeter Railway Company, the Frome, Yeovil, and Weymouth Railway Company, the South Devon Railway Company and the London and South Western Railway Company, or any or either of those Companies, to take and hold

shares in, and subscribe for or towards the said intended railway and works, or any part thereof, and to guarantee to the intended Company such interest, dividend, annual or other payments as may be agreed upon between them. And also to enable the before-named Companies, any or either of them, and the intended Company, to enter into, and carry into effect, contracts, agreements, and arrangements, for, or with reference to the construction, maintenance, working, and using by the before-named Companies, or any or either of them, of the intended railway and works, or any part thereof, and with reference to the regulation and management of the traffic thereon; the collection, payment, division, appropriation, and distribution of the tolls, and other income and profits arising therefrom, the supply, use, and repairs of engines, carriages, and other stock for the same, and the employment of officers and servants. And to enable any or either of the before-named Companies to raise further capital for those purposes, by the creation of new shares or stock in their undertakings, with or without any guarantee, preference, or priority in payment of interest or dividend, or other privileges attached thereto, and to borrow further monies.

And it is also intended by the said Bill (so far as may be necessary for the purposes thereof) to alter and amend the several Acts of Parliament following, or some of them, that is to say—local and personal Acts 5 & 6 William 4, chapter 107; 6 William 4, chapters 36, 38, 77, and 79; 7 William 4 and 1 Victoria, chapters 91 and 92; 1 and 2 Victoria, chapters 24 and 26; 2 and 3 Victoria, chapter 27; 3 and 4 Victoria, chapters 47 and 105; 4 and 5 Victoria, chapter 41; 5 Victoria (session 2) chapter 28; 6 Victoria, chapter 10; 7 Victoria, chapter 3; 7 and 8 Victoria, chapter 68; 8 and 9 Victoria, chapters 40, 53, 155, 156, 184, 188, 190, and 191; 9 Victoria, chapter 14; 9 and 10 Victoria, chapters 126, 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Victoria, chapters 60, 72, 76, 91, 101, 109, 149, 154, 226, and 243; 11 and 12 Victoria, chapters 28, 59, 74, 77, 82, 95, 131, 133, 135, 157, 158, and 159; 13 and 14 Victoria, chapters 6, 7, 44, and 110; 14 and 15 Victoria, chapters 48, 74, and 81; and 15 and 16 Victoria, chapters 133, 140, 147, and 168; and any other Acts relating to the Great Western Railway Company; 15 and 16 Victoria, chapter 125, relating to the Frome, Yeovil, and Weymouth Railway Company; the Wilts, Somerset, and Weymouth Railway Act, 1845; the Wilts, Somerset, and Weymouth Railway Amendment Act, 1846; and the Wilts, Somerset, and Weymouth Railway Deviation Act, 1847; also the (local and personal) Acts 6 William 4, chapter 36; 1 and 2 Victoria, chapter 26; 3 Victoria, chapter 47; 4 and 5 Victoria, chapter 41; 8 and 9 Victoria, chapter 155; 9 and 10 Victoria, chapter 181; 11 and 12 Victoria, chapters 28, 77, and 82; 14 Victoria, chapter 22; 15 and 16 Victoria, chapter 9; and any other Acts relating to the Bristol and Exeter Railway Company; also the local and personal Acts 7 and 8 Victoria, chapter 68; 9 and 10 Victoria, chapter 402; 10 and 11 Victoria, chapter 242; and 14 and 15 Victoria, chapter 53; and any other Acts relating to the South Devon Railway Company; also the local and personal Acts 4 and 5 William 4, chapter 88; 1 Victoria, chapter 71; 1 and 2 Victoria, chapter 27; 2 Victoria, chapter 28; 4 and 5 Victoria, chapters 1 and 59; 7 and 8 Victoria, chapters 5, 63, and 86; 8 and 9 Victoria, chapters 86, 88, 93, 107, 121, 165, and 185; 9 and 10 Victoria, chapters 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Victoria, chapters 57, 58, 88, 96, 97, 115, 145, 243, 244, 249, 273, and 297; 11 and 12 Victoria, chapters 75, 85, 87, 89, 125, and 157; 51 George 3, chapter 196; 12

and 13 Victoria, chapters 33 and 34; 13 and 14 Victoria, chapter 24; and 14 and 15 Victoria, chapter 83; and any other Acts relating to the London and South Western Railway Company; and to alter the tolls, rates, and duties by those Acts, or some of them, authorized to be taken, and to confer, vary, or extinguish exemptions from the payment thereof.

And notice is hereby also given, that on or before the 30th day of November 1852, duplicate plans and sections of the intended railway and works, together with a book of reference to such plans, a published map with the line of the intended railway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection at the office of the Clerk of the Peace for the county of Dorset, at Sherborne, in that county, and also at the office of the Clerk of the Peace for the county of Devon at the Castle at Exeter, in the said county of Devon; and also at the office of the Clerk of the Peace for the county of the city of Exeter in that city. 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 parish and extra-parochial place in or through which the said railway and works, or any part thereof, will be made or pass, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish, with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence; and that on or before the 31st day of December 1852, printed copies of the intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this third day of November 1852.

Hodgson, Concanen and Noyes,
Solicitors for the Bill.

Llanidloes and Newtown Railway.

(Incorporation of Company for making a Railway from Llanidloes to Newtown.)

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 all usual powers for making and maintaining a railway, with the necessary stations, conveniences, approaches, and works connected therewith, commencing in or near to a certain pasture field called Erwfongam, situate in the township of Cilmachallt otherwise Cilfachallt, in the parish of Llanidloes, in the county of Montgomery, the property of, or reputed to belong to the Right Honourable Edward Pyrcce Lloyd Lord Mostyn, and in the occupation of Thomas Cleaton, and terminating in or near to a certain field situate at the back, or on the south side of, and adjoining to a dwelling-house and premises, the property of, or reputed to belong to, and in the occupation of George Green, in the parish of Newtown, in the said county of Montgomery, which said intended railway, and the works connected therewith will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial places following, or some of them (that is to say): Llanidloes, Cilmachallt, otherwise Cilfachallt, Morfodion, Hengynwydd Fach, Llandinam, Hengynwydd, Fawr, Dethenidd, Gwernerin, Maesmawr, Llanwnnog, Caersws, Penstrowed, Aberhafesp, Llanllwchaiarn, Scafell, Gwestydd, Newtown upper and lower divisions, and Newtown, all in the said county of Montgomery.

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

other roads, streets, highways, railways, tramways, aqueducts, canals, streams, and rivers within or adjoining the parishes or townships and places aforesaid as may be necessary for the purposes of the said intended railway and works.

And it is also intended by such Act to take powers for the purchase of lands and buildings by compulsion or agreement for the purposes of the said intended railway and works, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with such lands or buildings, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, and to confer other rights and privileges.

And it is also intended by such Act to take powers for levying tolls, rates, and duties in respect of the use of the said intended railway and works, and to grant exemptions from the payment of such tolls, rates, and duties.

And notice is hereby further given, that maps, plans, and sections describing the direction, lines, and levels of the said intended railway and works, and the lands and houses in or through which the same are intended to be made, 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 for public inspection with the Clerk of the Peace for the county of Montgomery at his office at Welshpool, in the said county of Montgomery, and that on or before the same thirtieth day of November a copy of so much of the said plans, sections, and books of reference as relates to any parish in or through which the said intended railway and works are proposed to be made, will (together with a copy of this notice) be deposited for public inspection with the parish clerk of that parish at his place of abode, and in case of any extra-parochial place, with the parish clerk of the next adjoining parish, at his residence, and that on or before the thirty-first day of December next copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 2nd day of November 1852.

S. B. Somerville, 48, Lincoln's-inn-fields,
Solicitor for the Bill.

Wakefield Borough Market.

(Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1853, for an Act to amend "The Wakefield Borough Market Act, 1847," and "The Wakefield Borough Market (Amendment) Act, 1850;" and to authorize the Wakefield Borough Market Company incorporated by the first mentioned Act, to raise a further sum of money by the creation of preference shares and by mortgage or otherwise.

And notice is hereby also given, that copies of the Bill will be deposited at the Private Bill Office, on or before the 31st day of December next.—Dated the eleventh day of November 1852.

John Sykes, Secretary.

The Life Association of Scotland.

(Formerly the Edinburgh and Glasgow Assurance, Reversion, and Trust Company.)

Farther Incorporating and Conferring Powers.

NOTICE is hereby given, that application is intended to be made to Parliament in the present session, for leave to bring in a Bill farther or of new to incorporate the Life Association of Scotland, to enable the said Association to sue and be sued, and to hold and transfer property, heritable and moveable, real and per-

sonal, in the name of the said Association, or of one or more of the co-partners or shareholders, directors, or officers thereof; to increase the capital stock of the said Association; to alter, amend, and enlarge the powers and provisions, as well of the contract of co-partnership of the said Life Association of Scotland (formerly the Edinburgh and Glasgow Assurance, Reversion, and Trust Company), as of the royal charter granted to the said Life Association of Scotland (which charter is dated the 26th day of April, 1841, and is passed under the Seal appointed by the Treaty of Union to be used in Scotland in place of the Great Seal thereof); and the laws, bye-laws, rules and regulations of the said Association, and, so far as necessary, to confirm the same, and to make new laws, bye-laws, rules and regulations in respect to the said Association and its capital stock, officers, business, and affairs; to vary or extinguish existing rights and privileges of the said Association, and the co-partners or shareholders, directors and officers thereof, and to confer other powers, rights, and privileges.

And notice is also given, that printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 31st day of December next.

Dated the 13th day of November 1852.

Walther and Melville, Writers to the Signet, Edinburgh.

James Turner, 30, Great George-street,
Westminster, London.

Tamer Valley Railway.

(Incorporation of Company, and Powers to Construct Railway from near Horse Bridge to Colstock.)

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, with all proper stations, bridges, piers, wharves, communications, and works connected therewith, to commence at or near Horse Bridge, in the parish of Stoke Climsland, in the county of Cornwall, and to terminate at or near the town or village of Calstock, in the parish of Calstock, in the said county of Cornwall, which said railway 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): Stoke Climsland and Calstock, in the said county of Cornwall; and it is intended to apply for powers in the said intended Act to make lateral deviations from the line of the proposed works to the extent or within the limits defined upon the plans hereinafter mentioned or referred to, and also to cross, divert, alter, or stop up all such turnpike roads, parish roads, and other highways, streams, canals, creeks, arms or branches of the sea, navigations, aqueducts, sewers and pipes, railways and tramroads within the said parishes, townships and extra-parochial, and other places aforesaid, or any or either of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said intended railway and works.

And notice is hereby given, that it is intended by the said Act to incorporate a Company for the purpose of carrying into effect the proposed railway and works, and to obtain powers for the compulsory purchase of lands and houses, and other hereditaments, and to vary or extinguish all rights or privileges in any manner connected with the lands, houses, rivers, streams, or hereditaments proposed to be taken or interfered with for the purposes aforesaid, and also powers to levy tolls, rates, or duties upon, or in respect of the said

intended railway and works, and to alter existing tolls, rates, or duties, and to borrow money, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the said railway and works, describing the line and levels of the said railway, together with a book of reference thereto, and a published map with the intended line of railway delineated thereon, showing the general course and direction thereof, 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 Cornwall at his office at Saint Austle, in the said county of Cornwall, on or before the thirtieth day of November instant; and on or before the said thirtieth day of November instant a copy of so much of the said plans and sections as relates to each of the aforesaid parishes respectively, in or through which the said railway and works are intended to be made or varied, 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 notice is hereby also given, that on or before the thirty-first day of December one thousand eight hundred and fifty-two, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

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

Vallance and Vallance, Solicitors, Essex-street, Strand, London.

Thomas Harvey, Parliamentary Agent, Great St. Helen's, London.

Birkenhead, Lancashire, and Cheshire Junction; Great Western, Shrewsbury and Birmingham, and Shrewsbury and Chester Railway Companies.

(Lease and Amalgamation; Revision of Tolls; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to parliament in the present session, for an Act to alter, amend, extend, and enlarge the powers and provisions of the Act relating to the Birkenhead, Lancashire, and Cheshire Junction Railway Company (local and personal) 15 and 16 Vict., cap. 167:

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; 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 242; 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; and 15 and 16 Vict., caps. 125, 133, 140, 145, 147, and 168:

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 15 and 16 Vict., cap. 165:

And also the several Acts relating to the

No. 21383.

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Shrewsbury and Chester Railway Company: (that is to say) local and personal, 7 and 8 Vic., cap. 99; 8 and 9 Vic., 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; 15 and 16 Vict., cap. 146; 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 present 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, upon such terms and conditions as may have been or may be agreed upon between the said companies, or any or either of them, or as may be fixed, ascertained, and determined in and by the said intended Act, 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, upon such terms and conditions as aforesaid, 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 the said intended Act will confirm all existing agreements between the said several companies, or any of them, in reference to the granting and accepting of such lease:

And the said intended Act will authorize and provide for the amalgamation and consolidation into one undertaking, upon such terms and conditions as may have been or may be agreed upon between the said several companies, or as may be fixed, ascertained, and determined in and by the said intended Act, of the undertakings of the Birkenhead, Lancashire, and Cheshire Junction Railway Company, and the undertakings of the Great Western Railway Company, the Shrewsbury and Birmingham Railway Company, and the 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 the said intended Act will confirm all existing agreements between the said companies, or any of them, in reference to such amalgamation and consolidation:

And the said Act will also, if thought fit, provide for 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 for conferring such exemptions from the payment of such tolls, rates, and duties, or any of them, as may be necessary or expedient:

And notice is hereby also given, that on or before the thirty-first day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 10th of November, 1852.

W. O. & W. Hunt.
R. & W. G. Roy.
H. Kelsall.

Whitehaven and Furness Junction Railway.
(Branches to Whitehaven Harbour and to Ravens-
glass Harbour; Power to raise additional
Capital; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for making and maintaining the branch railways or tramways herein-after mentioned, or some of them, with all proper shipping-places, piers, works, and conveniences connected therewith, and approaches thereto, respectively (that is to say):

First. A branch railway, or tramway, commencing by a junction with the Whitehaven and Furness Junction Railway, in the township of Preston Quarter and parish of Saint Bees, in the county of Cumberland, at or near the present railway station adjoining to Preston-street, in the township and parish aforesaid, and terminating at, upon, or near to the north-west end of the quay or pier called "The Old Tongue," within the port or harbour of Whitehaven, and situated in the township of Whitehaven, in the said parish of Saint Bees, and which said intended branch railway or tramway will be wholly situate within the said townships of Preston Quarter and Whitehaven, and the said parish of Saint Bees:

Second. A branch railway, or tramway, commencing by a junction with the said first-mentioned branch railway or tramway, in the said township of Whitehaven and parish of Saint Bees, at or near the yard called "The Patent Slip Yard," and near the Custom-house, and extending thence along the street called East Strand to the port or harbour of Whitehaven, and terminating at or near to the north-west end of the quay or pier called "The New Tongue," within the port or harbour of Whitehaven, in the said township of Whitehaven, and which said lastly-described intended branch railway or tramway will be wholly situate in the said township of Whitehaven, and parish of Saint Bees:

Third. A branch railway, commencing by a junction with the Whitehaven and Furness Junction Railway, at or near to a certain place called the Walls Bridge, in the parish of Muncaster, in the said county of Cumberland, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Muncaster, Bootle, Ravenglass, the estuary of the River Esk, and the sands and sea shore called Ravenglass Sands, all in the county of Cumberland, and terminating at a point adjacent to the channel of the river Esk, and upon or near to the sands situate at the south end of the town street of Ravenglass, in the said parish of Muncaster.

And it is 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, highways, streets, paths, passages, railways, tramways, aqueducts, canals, streams, rivers, and watercourses within the aforesaid parishes, townships, 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 branch railways, tramways, 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 branch railways or tramways 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 or maintenance and use of the said intended branch 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 said intended branch railways, tramways, and works, or any or either of them, 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 intended by the said Act to alter, amend, extend, enlarge, or repeal the provisions of the several Acts following, or some of them, relating to the Whitehaven and Furness Junction Railway Company (that is to say): Local and Personal Acts 8 and 9 Victoria, cap. 100; 9 and 10 Victoria, cap. 320; and 11 and 12 Victoria, cap. 80.

And notice is hereby further given, that provision will be made in the said intended Act to authorise the Whitehaven and Furness Junction Railway Company to carry the said intended works into effect, and for such purpose, and also for the general purposes of their undertaking, to raise a further sum of money, either by the creation of new shares or upon debenture or bond, or otherwise, and in either case upon such terms and conditions as shall be stated in the said intended Act.

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections of the said proposed branch railways, tramways, and works, together with books of reference to such plans, with a published map, showing the general course and direction of the said proposed branch railways, tramways, 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 Cumberland, at his office, at Carlisle, in the same county, and on or before the said thirtieth day of November instant, a copy of so much of the said plans and sections as relates to each parish in or through which the said proposed branch railways, tramways, 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 notice is hereby also given, that on or before the thirty-first day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this third day of November 1852.

R. and W. G. Roy, London, } Solicitors.
John Musgrave, Whitehaven, }

Middop otherwise Midhope Inclosure.
Amendment of Act; Further Provisions as to
the Appointment of a Commissioner.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to amend and extend an Act, passed in the fifty-eighth year of the reign of King George the Third, intituled "An Act for inclosing lands in Middop otherwise Midhope, in the parish of Ecclesfield, in the county of York," to provide for the appointment of a commissioner or commissioners to carry the said Act into execution, to repeal so much of the said Act as confers the power of appointing commissioners upon the major part in value of the proprietors of lands and tenements within the manor and township or

hamlet of Middop otherwise Midhope, in the chapelry of Bradfield, in the parish of Ecclesfield, in the county of York, or their respective agents; and also so much of the said Act as requires the appointment of the commissioner to be approved by the lord or lords of the said manor before such commissioner shall Act in the execution of that Act.

And powers will also be applied for in the said Bill to levy rates or assessments on the owners or proprietors of estates within the said manor and township or hamlet, to vary the rates or assessments authorized by the said Act; to confer, vary, or extinguish exemptions from the payment of any such rates or assessments; to repeal so much of the said Act, as exonerates Godfrey Bosville, his heirs or assigns from any rate or assessment, and to confer, vary, or extinguish other rights and privileges.

And notice is hereby also given, that printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December next.—Dated this 1st day of November 1852.

Jo. Clarke, Sherburn,
Wm. Shepher, Barnsley,
Solicitors for the Bill.

Manchester and Bury New Turnpike Road.
(Continuation of Term.—Repeal or Amendment of 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 the powers and provisions of an Act of Parliament, passed in the 7th year of the reign of King George the Fourth, intituled "An Act for making and maintaining a road from the top of Hunt's Bank, in the town of Manchester, in the county of Lancaster, to join the present Manchester and Bury Turnpike Road, in Pilkington, in the said county," and to continue and extend the term granted by the said Act, or any further term granted by any subsequent Act, or to repeal the said Act, either wholly or in part, and create a further term and make further provisions with reference to the said road or some part thereof.

And powers will be taken in the proposed Bill to continue or alter the tolls, rates, or duties granted by the said Act, or some of them, to levy new tolls, rates, or duties, to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties to pay off compound or make other arrangements with reference to the mortgages, debts, and other charges on the said road, or tolls, to vary or extinguish some of the rights, privileges, and remedies of the mortgagees and other creditors thereon, and to confer, vary, or extinguish other rights and privileges. And notice is hereby lastly given, that printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December now next ensuing.—Dated this 3rd day of November 1852.

W. R. Gibson, Solicitor for the proposed Bill.

Price's Patent Candle Company.
Additional Capital.—Amendment of Acts.—Restricting liability of Shareholders.

NOTICE is hereby given, that application is intended to be made to Parliament in the present session, for an Act to enable Price's Patent Candle Company to raise a further sum of money by shares and mortgage of their undertaking, and to make provisions with respect to the monetary transactions and dealings, and the

powers, rights, and privileges of the said Company, and to limit the liability of the individual shareholders in the said Company to the amounts of their respective shares, and also to make better provision for the execution by the said Company, of deeds and other legal instruments beyond the United Kingdom, and to repeal, alter, extend, enlarge, consolidate, and amend all or some of the provisions of "Price's Patent Candle Company's Act, 1848," and "Price's Patent Candle Company's Amendment Act, 1851," relating to the above and other matters, and also those subjecting the rights and privileges thereby conferred on the Company to the reconsideration and revision of Parliament.

And notice is hereby further given, that on or before the 31st day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November 1852.

Wilson, Harrison, and Bristow, 1, Copt-hall-buildings, London, Solicitors for the Bill.

New River Company.

(Hertford Sewage Diversion—New Reservoirs, Drains, and other Works—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 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 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, and to exercise all such powers as shall be necessary to form intercepting sewers and drains within the parishes and places of Bengoe, St. Andrew Hertford, St. John Hertford, All Saints Hertford, and Brickendon, in the town and county of Hertford, so as effectually to intercept the sewage of the said town and parishes and places, and prevent the same from falling into the River Lee or other streams leading into the same, and to compel all persons dwelling in such town, parishes, and places, to abstain from fouling or permitting any drainage or sewage from running into the said River Lee in the said parishes and places. Also to make and maintain the several other works, or some of them, 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 sewer or drain, commencing in the parish of Bengoe, in the county of Hertford, at the western end of the public highway called Port Vale, and terminating in the parish of St. Andrew Hertford, in the said county, at or near the east end of a bridge over the River Beane, called Cowbridge.

Second. To make a sewer or drain, commencing in the parish of St. Andrew Hertford, in the public highway called The North Road, near to Sele's Mill, and terminating in the said parish by a junction with the sewer or drain firstly hereinbefore described, at the east end of Cowbridge aforesaid.

Third. To make a sewer or drain, commencing in the same parish, in the public highway called the Hertingfordbury Road, at or near to the Cottagers' Allotment Gardens there, and terminating

in the same parish by a junction with the said firstly and secondly-described sewers or drains, at the east end of Cowbridge aforesaid.

Fourth. To make a sewer or drain, commencing in the same parish, by a junction with the first, second, and third hereinbefore described sewers or drains, at their point of junction at the east end of Cowbridge aforesaid, and terminating in the parish of St. John Hertford by a junction with the intended sewer or drain eighthly hereafter described, in the road leading to the King's Meads, at or near the Hertford Station of the Eastern Counties Railway Company.

Fifth. To make a pipe-track, sewer, or drain, commencing in the said parish of St. Andrew Hertford, at the south end of the public highway called Hartham Lane, and terminating in the parish of St. John Hertford, by a junction with the fourthly hereinbefore described sewer or drain in certain Lammas lands, called Hartham Mead.

Sixth. To make a sewer or drain in the said parish of St. John Hertford, commencing on the western side of the Lee Navigation, at or near to Bulls Plain Bridge, and terminating in the same parish by a junction with the drain or sewer fourthly hereinbefore described, near the bridge across the Dicker Mill Head Stream.

Seventh. To make a cut or channel, and other works connected therewith, on the River Beane, commencing in the said parish of St. Andrew Hertford, at or near the point of junction of the said river with the back stream from the waste gates of Sele's Mill, and terminating in the said parish of St. Andrew Hertford, by a junction with the River Beane at or near and on the south side of Cowbridge aforesaid; and to divert the waters of the said river and stream into the said cut or channel.

Eighth. To make a sewer or drain, commencing in the liberty of Brickendon, in the parish of All Saints Hertford, in the county of Hertford, on the east side of the River Lee, at or near a garden now occupied by Josh. Sterry, and terminating in the said parish of St. John Hertford, in the road leading to King's Meads, by a junction with the sewer or drain fourthly hereinbefore described, at its terminus at or near the Hertford Station of the Eastern Counties Railway Company.

Ninth. To make a sewer or drain, commencing in the parish of Saint John, Hertford aforesaid, in, at, or near the said road leading to the said King's Meads, at a point where the said sewers or drains fourthly and eighthly hereinbefore described terminate and unite, and terminating in the parish of Great Amwell, in the county of Hertford, in Amwell Marsh, near the Amwell Marsh Lock, adjoining and on the north side of the Hertford Branch of the Eastern Counties Railway, which said intended sewer or drain will pass from, through, or into the several parishes, townships, and extra-parochial and other places of Saint John Hertford, Ware, and Great Amwell, or some of them, all in the county of Hertford.

Tenth. To make a sewer or drain, to commence in the said parish of Great Amwell by a junction with the sewer or drain ninthly hereinbefore described at its terminus in Amwell Marsh aforesaid, and to terminate in the same parish by a junction with the River Lee Navigation at or near the lower side of Amwell Marsh Lock.

Eleventh. To make a sewer or drain, to commence in the said parish of Great Amwell by a junction with the sewer or drain ninthly hereinbefore described at its terminus in Amwell Marsh aforesaid, and to terminate in the hamlet of Hoddesdon, in the parish of Broxbourne, in the said county of Hertford, by a junction with the River Lee, at a distance of five hundred yards,

or thereabouts, below Field's Weir on the said river, which said intended sewer or drain will pass from, in, through, or into the several parishes, townships, extra-parochial and other places of Great Amwell, Saint Margaret's, Hoddesdon, and Broxbourne, some or one of them, all in the county of Hertford.

Twelfth. To make cuts, channels of communication, pipe-tracks, widenings, and straightenings of the New River, to commence in the parish of Saint Mary Islington, in the county of Middlesex, at or near the bridge over the New River, whereby Paul's-terrace-road crosses the same, and to terminate in the parish of Saint James, Clerkenwell, in the said county of Middlesex, in the reservoir or pond at the New River Head.

Thirteenth. To make and lay a main, or a pipe-track, or channel of communication, to commence in the said parish of Saint Mary Islington, at or near a certain road called the Back-road, leading from Newington Green to Kingsland Green, and to pass across the inclosure called Kingsland Green, and to terminate in the parish of Hackney, in the county of Middlesex, by a junction with the authorized mains of the New River Company in the Kingsland-road, at or near the Toll Bar Gate there.

Fourteenth. To make and lay a main or pipe-track, or channel of communication, commencing in the said parish of Saint Mary Islington, by a junction with the authorized reservoirs of the New River Company, situate between Maiden-lane and the Junction-road, and terminating in the same parish, in the said Junction-road, at or about four hundred and eighty yards north of the Toll Bar Gate, on the said road.

Fifteenth. To make a pipe-track, main, or channel of communication, commencing in the said parish of Saint Mary Islington, in Maiden-lane, at or near the end of Gloucester-road, and terminating in the said parish, in the Ramsbury-road, about two hundred and sixty yards east of the Toll Bar Gate there.

Sixteenth. To make a reservoir or reservoirs, filtering beds, and other works, in certain lands on each side of the New River, adjoining and abutting and on the west side of the Green-lanes-road, and nearly opposite to the Stoke Newington reservoirs of the said New River Company, which said intended reservoirs and works will be wholly situate in the parish of Hornsey, in the said county of Middlesex.

Seventeenth. To make and lay a main or pipe-track, or channel of communication, to commence in the said parish of Hornsey, from and out of the lastly before-described intended reservoirs, to terminate in the parish of Stoke Newington or Hackney, or one of them, in the county of Middlesex, in the road to Stamford Hill, near where the Hackney brook crosses the said road.

Eighteenth. To make cuts or channels of communication, tunnels, widenings, and straightenings of the said New River, to commence in the parish of Tottenham, in the county of Middlesex, in certain lands now or lately belonging to William Lobb, and now or lately occupied by Thomas Leech, and to terminate in the said parish, at or near the bridge over the New River belonging to the Great Northern Railway Company, in that parish.

Nineteenth. To make a reservoir or reservoirs, filtering beds, and works, in certain lands belonging to Daniel Harrison, as the Trustee of Mrs. P. Wright, and occupied by William Poulton, lying between the New River and the Great Northern Railway, all in the parish of Tottenham, in the county of Middlesex.

Twentieth. To make and lay a main or pipe-

track, commencing in the parish of Tottenham aforesaid, from and out of the lastly before described intended reservoirs, and terminating in the parish of Hornsey, in the high road, near to where the same passes under the Great Northern Railway.

Which said sewers, drains, reservoirs, channels, cuts, pipe-tracks, and other works, will be made in or pass from, through, or into the several parishes, townships, extra-parochial or other places following, or some of them; that is to say: Bengeo, Saint Andrew's Hertford, Saint John Hertford, All Saints Hertford, Brickendon, Ware, Great Amwell, Saint Margaret's Hoddesdon, Broxbourne, in the county of Hertford; Tottenham, Hornsey, Stoke Newington, Hackney, Saint Mary Islington, Saint James Clerkenwell, in the county of Middlesex.

And for the purposes aforesaid it is intended to apply for powers to make and maintain all necessary tunnels, pipe-tracks, sluices, embankments, aqueducts, cuts, or channels of communication, tanks, culverts, engines, mains, pipes, 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 it is also intended to divert sewage and other water into the 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 reservoirs and works of the New River Company, some or one of them, and from the several streams and tributaries connected with the same rivers respectively; and to cross, divert, break up, alter, or stop up, either temporarily or permanently, any turnpike or other roads, highways, footways, tunnels, bridges, streets, railways, tramroads, rivers, navigations, streams, brooks, watercourses, drains, pipes, and sewers, within the parishes or places before-mentioned, so far as may be necessary for the purposes of the said intended works.

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 for that purpose.

To alter, amend, and enlarge, so far as may be necessary for the several purposes of the said Bill, 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; third George IV. cap. 109; thirteenth and fourteenth Victoria, cap. 109; fifteenth and sixteenth Victoria, cap. 160; and fifteenth and sixteenth Victoria, cap. 164.

And notice is hereby given, that, on or before the 30th day of November one thousand eight hundred and fifty-two, duplicate plans 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 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; 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 30th day of November one thousand eight hundred and fifty-two, 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 as 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; and that on or before the 31st day of December 1852, printed copies of the said intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this third day of November 1852.

Baxter, Rose, and Norton, 3, Park-street, Westminster.

The Great Northern Railway (Bedford Branch) Bill.

THE Great Northern Railway 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 amongst other powers:

1. To make and maintain a railway, with all necessary stations, conveniences, approaches, and works connected therewith, commencing by two junctions with the main line of the Great Northern Railway in the parish of Sandy, in the county of Bedford, one of which junctions will be at a point on the main line of the Great Northern Railway about four furlongs distant from and northward of the post on the said railway indicating the forty-fourth mile from London, and the other of such junctions will be at a point rather more than four furlongs from and north of the post on the said main line, indicating the forty-fifth mile from London, passing through or into the several places following, or some of them; that is to say: Sandy, Girtford, Blunham, Moggerhanger, Charlton, Willington, Cople, Cardington, Harrowden, Fenlake, Cotton End, and Saint Mary Bedford, in the said county of Bedford, and terminating in the said last-mentioned parish at or near to the Bedford station of the London and North Western Railway.

2. To purchase by compulsion the lands, houses, and other property which may be required in the construction of the said intended railway; to vary or extinguish any privileges appertaining to those lands, houses, and other property, or which may interfere with the construction of the said railway and works; and to levy tolls, rates, and charges in respect of the use of the said railway and works.

3. To alter, amend, and enlarge the powers and provisions of the Great Northern Railway Act, 1846, and of the other Acts relating to the Company; and to enable the Company to raise further sums of money by shares and mortgage, and to attach to such shares certain privileges and advantages over the other shares of the Company.

Plans and sections of the intended branch railway and works, and a book of reference to the plans, a published map showing the direction of the said railway, and a copy of this notice, will, before the 1st day of December next, be deposited for public inspection at the office of the Clerk of the Peace for the county of Bedford, at Bedford, and, before the same day, a copy of so much of the said plans, sections, and book of reference as relates to any parish in or through which the said

railway will be made, will, together with a copy of this notice, be deposited for public inspection, with the parish clerk of each such 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.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, before the 1st day of January 1853.

Dated this 11th day of November 1852.

Baxter, Rose, and Norton, 3, Park-
street, Westminster, } Joint
Johnstone, Farquhar, and Leech, } Solicitors.
65, Moorgate-street,

Great Northern Railway (No. 1).

(Amendment of Acts. Increase of Capital.
Creation of Debenture Stock. Level Crossings.
Diversion of Road on Hadley Common. Branch
from Stamford Canal.)

THE Great Northern 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 amongst other objects:

1. To alter, amend, and enlarge the powers and provisions of "The Great Northern Railway Act, 1846;" and also of the following other Acts of Parliament relating to the said Company, viz: Local and Personal Acts: 10 and 11 Vict. caps. 143, 146, 148, 248, 272, 286 and 287; 11 and 12 Vict. caps. 65 and 114; 12 and 13 Vict. cap. 84; 13 and 14 Vict. cap. 61; and 14 and 15 Vict. caps. 45 and 114.

2. To raise a further sum of money, by shares and by borrowing, and to create a debenture stock bearing a fixed and permanent interest, to cover all the debenture stock of the Company; and to attach to all or some of such shares and stock, either a fixed rate of interest, as aforesaid, or a preference or priority in the payment of dividend over the shares and stock which the Company have already raised, or which they are empowered to raise.

3. To enable the Company to maintain their railway across and upon the level of the following public roads; viz. a road in the parish of Helpstone, in the county of Northampton, numbered 106 on the deposited plans of the Great Northern Railway, referred to in "The Great Northern Railway Act, 1846;" and also the roads, in the county of Nottingham, numbered respectively on the said plans 7 in the parish of North Muskham, and 43 in the parish of Sutton-on-Trent; also the road in the parish of Tuxford, in the said county of Nottingham, numbered 8 in that parish on the deposited plans referred to in "The Great Northern Railway (Deviations between Grantham and York) Act, 1847," and to divert a certain carriage road on Hadley Common, in the county of Middlesex, now passing over the Great Northern Railway on a level, and which said road is numbered 10 in the parish of Hadley on the said first-mentioned plans, and instead thereof to carry the said road over the said railway by the brick bridge near to such road.

5. To make and maintain, in the parish of Tallington, in the Kesteven Division of Lincolnshire, a short cut or canal, so as to form a communication between the Stamford Canal and the Great Northern Railway in Tallington; which said cut will commence from and out of the said canal near to where the same is crossed by the Great Northern Railway, will be made nearly parallel with the said railway, and will terminate at or near the Company's station at Tallington aforesaid; and it is intended to take and divert

the waters of the said canal in the construction and maintenance of the said cut.

6. To purchase, by compulsion, the lands and other property which may be required in diverting the before-mentioned road on Hadley Common, and in the construction of the said intended cut, and to levy tolls, rates, and charges, in respect of the said cut, and to alter, vary, and extinguish all existing rights or privileges which would in anywise interfere with any of the objects aforesaid.

A plan and section, shewing the line and levels of the said diverted road and of the said intended cut, and a book of reference to the plan, and a copy of this notice, will, before the 1st day of December next, be deposited for public inspection, at the office of the Clerk of the Peace for the county of Middlesex, at the Sessions House, Clerkenwell Green, and at the office of the Clerk of the Peace for the Kesteven Division of the county of Lincoln, at Sleaford, and with the respective parish clerks of Hadley and Tallington, at their respective places of abode.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, before the 1st day of January 1853.

Dated this 11th day of November 1852.

Baxter, Rose, and Norton, } Joint Solicitors
3, Park-street, Westminster, } to the Com-
Johnstone, Farquhar, & Leech, } pany.
65, Moorgate-street,

The South Wales Mineral Railway, from the New Docks at Britonferry to Glynccorwg, the Avon, Maesteg, and Llynvi Valleys; and power to arrange with South Wales Railway and other Companies.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to incorporate a Company, and to give to such Company power to make and maintain the railway, branch railways, and works following, or some of them, or some parts thereof, respectively; that is to say:—

First: A railway commencing by a junction with the South Wales Railway near to the Britonferry Station, in the parish of Britonferry, in the county of Glamorgan, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say:—Britonferry, Lantwit-juxta-Neath, Lantwit Lower, Clyne, Resolven, Neath, Baglan, Baglan Higher, Baglan Lower, Michaelstone-Super-Avon, Michaelstone Higher, Michaelstone Lower, Glynccorwg, and Blaengwrach, and terminating at or near a certain field on the Corrwgfychan Farm, called "Cae Crwn," in the said parish of Glynccorwg, all in the county of Glamorgan.

Secondly: A branch railway, commencing by a junction with the said firstly-described railway, in the parish of Michaelstone-Super-Avon, at or near a certain farm-house called Rhiwgraigan, and passing thence from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Michaelstone-Super-Avon, Michaelstone Higher, Michaelstone Lower, Llangynwyd, or Llangonoyd, Llangynwyd or Llangonoyd Higher, Cwmdy, Llangynwyd or Llangonoyd Middle, and Bayden, and terminating at or near the Maesteg Iron Works, in the parish of Llangynwyd, or Llangonoyd, all in the county of Glamorgan.

Thirdly: A branch railway commencing by a junction with the said firstly-described railway, in the parish of Baglan, at or near a certain farm-house, called "Tonmawr Isha," and passing thence

from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say: Baglan, Baglan Higher, Baglan Lower, Michaelstone-super-Avon, Michaelstone Higher, and Michaelstone Lower, and terminating at a certain colliery called Forchdwm, in the said parish of Michaelstone-super-Avon, all in the county of Glamorgan.

Fourthly: A branch railway commencing by a junction with the said firstly-described branch railway, in the parish of Llangynwyd, or Llangonoyd, at or near a certain place called Cavan Row, and passing thence from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say: Llangynwyd or Llangonoyd, Llangynwyd or Llangonoyd Higher, Cwmdy, Llangynwyd or Llangonoyd Middle, and Bayden, and terminating at or near the Llynvi Iron Works, in the said parish of Llangynwyd or Llangonoyd, all in the county of Glamorgan.

And it is intended to apply for power in the said Bill to construct all necessary stations, works, and conveniences in connection with the said intended railways, and also for power to purchase by compulsion lands, houses, and other property for the construction of the said railway, branch railways, and the works connected therewith; and also for powers to authorize the said Company to levy tolls, rates, and duties for the use of the said intended railway, branch railways, and works, and to confer, vary, and extinguish exemptions from payments of tolls and other rights and privileges.

And notice is hereby further given, that duplicate plans and sections, describing the lines and levels of the said intended railway, branch railways, and works, and the land to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands respectively, and a published map, with the general course and direction of the intended railway and branch railways marked thereon, and a copy of this notice, will be deposited for public inspection at the office of the Clerk of the Peace for the county of Glamorgan, at Cardiff, on or before the 30th day of November instant, and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes and extra-parochial or other places from, in, through, or into which the said intended railway, branch railways, and works are intended to be constructed, and a copy of this notice will, on or before the said 30th day of November, be deposited for public inspection with the parish clerk of each such parish, at his residence; or, in the case of any extra-parochial place, then with the parish clerk of some adjoining parish, at his residence.

And it is intended by the said Bill to enable the Company, to be incorporated by the said Bill, and the South Wales Railway Company to contract together for the working of the intended railways, or some or one of them, by the South Wales Railway Company; and as to the interchange of traffic; and it is intended also by the said Bill to confer similar powers with respect to the Vale of Neath Railway Company, and the Britonferry Dock and Railway Company, respectively; and for this purpose it is intended to alter, extend, amend, and enlarge some of the powers and provisions of the several Acts relating to the South Wales Railway Company, viz.: the 8 and 9 Victoria, cap. 190; the 9 and 10 Victoria, cap. 105; the 10 and 11 Victoria, cap. 109; the 13 and 14 Victoria, caps. 7 and 44; the 14 and 15

Victoria, caps. 57 and 74; and the 14th Victoria cap. 116.

Also of the several Acts relating to the Vale of Neath Railway Company, viz.:— 9 and 10 Victoria, cap. 341; 10 and 11 Victoria, cap. 74; 11 and 12 Victoria, cap. 27; and 15 and 16 Victoria, cap. 16.

And also of the Britonferry Dock and Railway Act, 1851.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 31st of December next.

Dated this fourth day of November 1852.

Baxter, Rose, and Norton, 3. Park-street, Westminster.

A. Cuthbertson, Neath.

Cardiff Water Works.

(Increase of Capital and Amendment of 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, repeal, amend, or enlarge the powers and provisions of an Act, passed in the session of Parliament held in the 13th and 14th years of the reign of Her present Majesty, called "The Cardiff Water Works Act, 1850," or some of such powers and provisions; and it is intended by the said Bill to apply for powers to enable the Cardiff Water Works Company to increase their capital by the creation of new shares or stock, and by borrowing on mortgage or on bond, or by all or either of such means, and to issue stock instead of shares after the conversion of any portion of their capital into stock, and to determine the rights of voting, and other rights and privileges to be conferred in respect of the present and increased capital, and to confer, vary, and extinguish other rights and privileges.

And notice is hereby also given, that printed copies of the said intended Bill will, on or before the 31st day of December 1852, be deposited in the Private Bill Office of the House of Commons.

Dated this 8th day of November 1852.

Thomas Dalton, Solicitor, Cardiff.

Albert Dock and Railway (Greenwich).

(Formation of a Dock and Railway in Greenwich Marshes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company, and to confer upon such Company all or some of the following powers:

1. To construct and maintain a dock on certain land situate in Greenwich or Bugsby's Marshes, in the parish of Saint Alphage, Greenwich, in the county of Kent.

2. To construct and maintain two entrances to such dock, one of such entrances to commence in the bed or soil of the river Thames, at or near East Greenwich pier, in the said parish of Saint Alphage Greenwich, and to terminate in the before-mentioned dock; and the other of such entrances to commence also in the bed or soil of the river Thames at or near Bugsby's Hole or Reach, in the said parish of Saint Alphage, Greenwich, and to terminate in the before-mentioned dock.

3. To construct and maintain a railway commencing by a junction with a branch of the North Kent line of the South Eastern Railway at or near the Greenwich and Woolwich turnpike-road, in the said parish of Saint Alphage, Greenwich, and terminating at or near Blackwall point adjoining the river Thames, in the said parish.

4. To construct, form, and maintain such piers, basins, locks, sluices, quays, wharfs, warehouses, erections, stations, and other works, and also to

lay down and maintain in the river Thames such buoys, dolphins, and mooring craft, as may be necessary or required for the purposes of such dock, railway, and works; the whole of such dock, railway, and works being situate in the said parish of Saint Alphage, Greenwich.

5. To take water from the river Thames for the purpose of supplying such dock and other works with water.

6. To stop up, alter, or divert, temporarily or permanently, all roads, public and private, and streams or drains, which it may be necessary to stop up, alter, or divert by reason of the construction of the above-mentioned works.

7. To purchase by compulsion the lands, houses, and other property, which may be required in the construction of the said dock, railway, and works, and to vary or extinguish any privileges appertaining to those lands, houses, and other property, or which may obstruct the said intended undertaking, and to levy tolls, rates, and duties, respect to the use of such dock, railway, and in works, to grant exemptions from the payment of the same, and to confer other rights and privileges.

Duplicate plans and sections describing the lines and levels of the said dock, railway, and works, 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 or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses and hereditaments, a published map showing the general line and direction of the said line of railway, and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Kent, at Maidstone; and a copy of the said plans, sections, and books of reference, will, (together with a copy of this notice) be deposited for public inspection, on or before the same 30th day of November, with the parish clerk of the said parish of Saint Alphage, Greenwich, at his residence.

And it is also intended to incorporate in the said Act "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act 1845," "The Railways Clauses Consolidation Act, 1845," and "The Harbours, Docks, and Piers Clauses Act, 1847," or some part or parts of such respective Acts.

And notice is hereby also given, that on or before the 31st day of December in the present year, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November 1852.

Dyson and Co., 24, Parliament-street.

Cambridge Waterworks.

(Incorporation of Company—Construction of Works—Supply of Water—Powers to Sell or Lease—Amendment of Cambridge Improvement Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the present session, for leave to bring in a Bill, and for an Act for better supplying with water the borough and university of Cambridge, in the county of Cambridge, and the adjacent parishes of Chesterton, Trumpington, Grantchester, Coton, Madingley, and Impington, in the same county; and for incorporating a company for such purpose.

And it is also proposed by the said intended Act, to empower the said Company to make and maintain the several works hereinafter mentioned, (that is to say)—

1. An aqueduct, conduit, and line or lines of pipes, commencing in the parish of Saint Mary the Less, in the said borough and county, and of Trumpington and Grantchester, in the said county, or one of them, at a point in the River Cam or

Grant, near and below the spot where the Newnham mill stream leaves the same river, and opposite to an arable field in the said parish of Trumpington, belonging to the devisees of Francis Charles James Pemberton, Esquire, deceased, and in the occupation of Lilley Eddleston, and terminating in the said parish of Saint Mary the Less, in a coal wharf belonging to and occupied by Mr. Patrick Beales.

2. Two several aqueducts, conduits, and lines of pipes, respectively commencing in the said parish of Saint Mary the Less, at points in the same coal wharf, and respectively terminating in the parish of Saint Giles, in the said borough and county; one thereof in an arable field belonging to Corpus Christi College, in the university of Cambridge, and occupied by the said Patrick Beales, and the other thereof, in a pasture field belonging to the same college, and occupied by Mrs. Sophia Elizabeth Harris.

3. A reservoir or reservoirs in the said parish of Saint Giles, in and upon the said last mentioned arable and pasture fields, and certain garden land adjoining thereto, belonging to the same college, and occupied by the said Sophia Elizabeth Harris.

4. An aqueduct, conduit, and line or lines of pipes, commencing in the said parish of Saint Mary the Less, in the said coal wharf, and terminating in the parish of Coton, in the said county, in an arable field belonging to Queen's College, in the said university, and occupied by Thomas Ambrose.

5. A reservoir or reservoirs in the said parish of Coton, in and upon the said last-mentioned arable field.

6. A drain or sewer, commencing in the parishes of Saint Botolph and Saint Mary the Less, in the said borough and county, or one of them, at a point in the public road at Newnham aforesaid, opposite the Coach and Horses public-house there, and terminating in the said parish of Saint Mary the Less, in the said River Cam or Grant, at or near the north-east corner of the coal wharf hereinbefore mentioned.

Together with all necessary and proper tunnels, embankments, cuttings, bridges, drains, sewers, weirs, dams, sluices, filtering beds, engines, pumps, conduits, mains, pipes, pipe tracks, and other conveniences for the effectual construction, maintenance, and use of the said intended works; and which said several aqueducts, conduits, and lines of pipe, reservoirs, and other works and conveniences are intended to be made in, and to pass from, through, and into the several parishes, townships, extra-parochial and other places following, or some of them; that is to say, Saint Mary the Less, Saint Botolph, Saint Giles, and Newnham, in the said borough and county; and Trumpington, Grantchester, Madingley, and Coton, all in the said county.

And notice is hereby also given, that it is proposed by the said intended Act to empower the said Company to stop up or divert in the said parishes of Saint Botolph and Saint Mary the Less, or one of them, the public drain or sewer in Newnham aforesaid, which commences at or near the Coach and Horses public-house there, and terminates in the said River Cam or Grant, near the tail of Newnham Mill aforesaid.

And it is also proposed by the said intended Act to empower the said Company to construct and maintain in the said parish of Saint Mary the Less, a public bathing-place on the eastern side of Sheep's Green, between certain places on the said river, respectively called the Old Ladder, and Robinson Cruso Island, belonging to the mayor, aldermen, and burgesses of Cambridge, and occupied by Edward Goode, and for such purposes to remove the western bank of the said river, and to divert the waters of the said river into and through the

said public bathing-place, and to make, erect, and maintain, all necessary embankments, sluices, drains, fences, and other works connected therewith, which said bathing-place and other works will be shown upon the plans hereinafter mentioned, to be deposited.

And it is also proposed by the said intended Act, to enable the said Company to divert, break, or stop up, and alter, either temporarily or permanently, turnpike and other public roads, streets, ways, railways, canals, lanes, and passages, within the several parishes of All Saints, Saint Andrew the Great, Saint Andrew the Less, Saint Benedict, Saint Bodolph, Saint Clement, Saint Edward, Saint Giles, Saint Mary the Great, Saint Mary the Less, Saint Michael, Saint Peter, the Holy Sepulchre, and the Holy Trinity, in the said borough of Cambridge, and within the said several parishes of Chesterton, Trumpington, Grantchester, Coton, Madingley, and Impington, in the said county of Cambridge, or any or either of them.

And it is also intended to take powers to divert into the reservoirs, conduits, and other works, proposed to be authorised by the said intended Act, the water of the said River Cam or Grant, and the several springs, brooks, and streams, flowing into the said river, or upon the line of the proposed works, and described on the plans hereinafter mentioned; and which said waters, or some part thereof, would flow into the River Cam navigation, and the several navigations and canals in connection therewith.

And it is also proposed by the said intended Act, to empower the said Company to purchase compulsorily or by agreement, and to enter upon, take, use, and hold lands, houses, waters, springs, streams, tenements, and hereditaments, for the purposes aforesaid; and all such hereditaments as would in any manner impede or interfere with the execution of the said intended works, and the supply of water as aforesaid; and also to acquire compulsorily or by agreement, any easement, liberty, privilege, power, or authority, in or over any lands, houses, waters, springs, streams, tenements, and hereditaments, or to take leases of such lands, houses, water-springs, streams, tenements, and hereditaments.

And it is also proposed by the said intended Act, to empower the said Company to levy and collect rents, rates, tolls, and charges, for the supply of water within the said several parishes and places hereinbefore mentioned; and to grant total or partial exemptions from the payment of such rents, rates, tolls, and charges.

And it is also proposed by the said intended Act to alter, vary, and extinguish all rights and privileges connected with the lands, tenements, waters, streams, and hereditaments proposed to be taken for the purposes of the said intended Act, and to confer, vary, and extinguish other rights and privileges; and in particular to prevent and extinguish all right and privilege of bathing, and of turning or emptying drainage, sewerage, or any other impurity into the head or tail streams of Newnham Mill aforesaid: and also to take powers to prevent any deterioration or fouling by drainage, sewerage, bathing, or otherwise of the waters of the said mill streams, and also of the said river, at any point situate between the point first herein described and the mill on the said river called Grantchester Mill; and to cut and remove weeds, and otherwise cleanse and purify the same river, and the bed, banks, and waters thereof, in the said parishes of Saint Mary the Less, Saint Botolph, Trumpington, and Grantchester, between the said point first hereinbefore described, and Grantchester mill aforesaid.

And notice is hereby also given, that it is proposed by the said intended Act to empower the

Commissioners acting in execution of the Cambridge Improvement Acts, to purchase or take upon lease from the said Company, their undertaking, works, property, powers, rights, privileges, and authorities, and to raise money by mortgage thereof, and also (subject to existing mortgages) of the rates or assessments, duties and tolls, arising by virtue of the said Cambridge Improvement Acts (that is to say, the Acts 23rd George III., chapter 64; 34th George III., chapter 104; 9th and 10th Victoria, local and personal, chapter 345), for the purpose of making such purchase; and to pay the rent reserved by any such lease from the said Company out of the said last-mentioned rates or assessments, duties and tolls, and to empower the said Commissioners to take or subscribe for, or to purchase shares in the capital of the said undertaking, and to make all requisite payments in respect of such shares out of the said last-mentioned rates or assessments, duties and tolls, and to empower the said Commissioners to contract with the said Company for supplying the public roads, streets, ways, lanes, and passages, within the said borough of Cambridge, with water, and for cleansing and watering the same; and to empower the said Commissioners to apply any part of the said last-mentioned rates or assessments, duties and tolls, for the purpose of defraying the expense of supplying the said roads, streets, ways, lanes, and passages, with water, and of cleansing and watering the same.

And it is also proposed by the said intended Act, to alter and amend the said Cambridge Improvement Acts, some or one of them, so as to effect the several purposes hereinbefore mentioned, but not further or otherwise.

And notice is also hereby given, that it is proposed by the said intended Act to empower the said mayor, aldermen, and burgesses of the said borough of Cambridge, to purchase or take upon lease from the said Company, their undertaking, works, property, rights, privileges, and authorities, and to raise money by mortgage thereof, and also (subject to existing mortgages) of the borough fund of the said borough, for the purpose of making such purchase, and to pay the rent reserved by any such lease from the said Company out of the said borough fund; and also to empower the said mayor, aldermen, and burgesses to take or subscribe for, or purchase shares in the capital of the said undertaking, and to make all requisite payments in respect of such shares out of the said borough fund; and also to empower the said mayor, aldermen, and burgesses, out of the said borough fund to guarantee the payment of interest to a limited amount, and for a defined period, to the shareholders of the said Company.

And notice is also hereby given, that it is proposed to insert in the said intended Act all such powers and provisions as may be requisite or proper for carrying into full and complete effect all or any of the objects and purposes of the said intended Act hereinbefore stated, or which are usually inserted in Acts of a similar nature.

And notice is also hereby given, that duplicate plans and sections, describing the lines and levels, course, and situation, of the said intended conduits, pipes, reservoirs, and other works, and the streams to be diverted for the purposes of the said intended Act, and the lands and houses proposed to be taken for such purposes, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, together with 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, of the said county of Cambridge, at his office in Freschool Lane, in the said borough of Cambridge; and that copies of so much of such plans,

sections, and book of reference, as relates to each parish from, in, through, or into which the intended works will pass or be situate, with a copy of the said notice, will, on or before the said 30th day of November instant, be deposited with the Parish Clerk of each such parish at his residence; and on or before the 31st day of December next, copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 9th day of November, 1852.

Bircham, Dalrymple, and Drake,
Solicitors for the Bill,

46, Parliament Street, Westminster.

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

NOTICE is hereby given that application is intended to be made to Parliament in the session of 1853 for an Act to authorise the union and amalgamation of, or to unite and amalgamate, the London and South-Western Railway Company and the London, Brighton, and South Coast Railway Company, by such corporate name, and from and after such period, and upon such terms and conditions as may have been, or may hereafter be agreed upon between the said companies, or as may be prescribed or provided by the said intended Act; and to unite and consolidate, or to authorise the union and consolidation into one undertaking, of the several undertakings of such companies, so that all the lands, tenements, hereditaments, property, estate, and effects, rights, powers, privileges, and authorities of what kind soever vested in and belonging to, or enjoyed by either of the said companies, severally or jointly, and all the covenants, debts, and liabilities attaching to either of the said companies, severally or jointly, may be transferred, and attached to, and vested in, and enjoyed by the amalgamated company.

And it is proposed to confer upon the amalgamated company the powers and privileges with reference to other undertakings, which such respective companies now possess or enjoy, or which may be conferred upon either of such companies by any Act or Acts to be passed in the session of Parliament of 1853.

And it is proposed by the said intended Act to make all necessary and proper provisions for regulating, fixing, determining, and declaring the capital of such amalgamated company, and the powers of raising or continuing money on mortgage, bond, or other security, and the rights, privileges, preferences, and priorities of the different classes of shareholders in the said respective companies in the capital of the amalgamated company.

And it is also proposed by the said Act to provide for the renewal or liquidation of the mortgage or bond debts of the said respective companies, and for the security of the holders of such mortgages or bonds; and to regulate, fix, and determine the respective priorities of any of the mortgagees or bondholders in respect of such mortgage or bond debts, and to provide for the election of directors and regulation of meetings of shareholders, of and in such amalgamated company; and also to alter, after the proposed amalgamation, the tolls, rates, and duties authorised to be levied and taken by the said companies, or either of them, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties, and to vary or extinguish any other rights and privileges which may interfere with the objects of the said intended Act.

And it is also proposed by the said intended Act to amend, consolidate, enlarge, or repeal, all or some of the powers and provisions of the several Acts next hereinafter mentioned, directly or indirectly relating to or affecting the London and South-

Western Railway Company or its undertakings; (that is to say), local and personal Acts 4 and 5 William 4, cap. 88; 1 Vic. cap. 71; 1 and 2 Vic. cap. 27; 2 and 3 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, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic. caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic. caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic. caps. 75, 85, 87, 89, 125, and 157; 51 Geo. 3, cap. 196; 12 and 13 Vic. caps. 33 and 34; 13 and 14 Vic. cap. 24; and 14 and 15 Vic. cap. 83, and any other Act or Acts of Parliament relating to or affecting the said London and South-Western Railway Company, or their property and interests. And also of the several Acts following, directly or indirectly relating to or affecting the said London, Brighton, and South Coast Railway Company or its undertakings—5 and 6 Will. 4, cap. 10; 6 and 7 Will. 4, cap. 121; 7 Will. 4, and 1 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. caps. 27 and 62; 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, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vic. caps. 167, 244, and 276; 11 and 12 Vic. cap. 136; and any other Act or Acts of Parliament relating to or affecting the said London, Brighton, and South Coast Railway Company, or their property and interests.

And notice is hereby further given that printed copies of the said Bill will, on or before the 31st day of December 1852, be deposited in the Private Bill Office of the House of Commons.

Dated the 15th day of November 1852.

Bircham, Dalrymple, and Drake, 46, Parliament Street, London, for the London and South-Western Railway Company.

Sutton, Ommanney, and Prudence, 6, Basinghall Street, London, for the London, Brighton, and South Coast Railway Company.

Birmingham and Oxford, Birmingham, Wolverhampton, and Dudley, and Great Western Railways. (Additional lands adjoining Warwick and Birmingham Canal; Power to lay Broad Gauge on portion of South Staffordshire Railway, and for use thereof; Providing for use of Joint Station at Wolverhampton, and of portion of Oxford, Worcester, and Wolverhampton Railway; Provisions as to Brittle Street, Birmingham; Arrangement with Holders of Securities of Birmingham and Oxford, and Birmingham, Wolverhampton, and Dudley Railways; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the present session for an Act to enable the Great Western Railway Company to take, compulsorily or otherwise, and use for station and other accommodation, certain lands and houses in the parish of Aston-juxta-Birmingham, in the county of Warwick, lying near the Warwick and Birmingham Canal, and on the east side thereof, and between the Bristol and Birmingham Branch of the Midlands Railway and the road numbered 359 in the said parish of Aston-juxta-Birmingham on the plans referred to in "The Birmingham and Oxford Junction Railway Act, 1846"; and to form communications over such lands between the Birmingham and Oxford Junction Railway and the said canal; and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands and houses so proposed to be purchased or taken, or which would in any manner impede or interfere with the use and enjoyment thereof for the purposes of the said intended Act, 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; and also to authorize the levying of tolls, rates, and charges, and to grant exemptions from such tolls, rates and charges:

And notice is hereby further given, that maps and plans showing the land so intended to be taken, 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 this present month of November be deposited with the Clerk of the Peace for the county of Warwick, at his office at Stratford-upon-Avon; and a copy of so much of such plans and book of reference as relates to the several parishes within which the said lands are situate, will, together with a copy of this notice, be deposited on or before the said 30th day of November with the parish clerk of each such parish, at his place of abode; and as regards any extra-parochial lands, with the clerk of some adjoining parish.

And it is also 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 eastern side of the Wednesbury Station, and near the point where the Birmingham, Wolverhampton, and Dudley Railway is intended to cross the South Staffordshire Railway, near the said Wednesbury Station, 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 it is also proposed by the said intended Act 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 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 to enable the said Companies respectively to levy tolls, rates, and charges upon or in respect of the aforesaid portions of railway respectively belonging to the other of such Companies.

And it is also proposed by the said intended Act to make further provision with respect to the construction, maintenance, conduct, management, use, and working, by the Great Western, Birmingham, Wolverhampton, and Dudley, Oxford, Worcester, and Wolverhampton, and Shrewsbury and Birmingham Railway Companies, or any or either of them, of the joint station of the said Companies at Wolverhampton; and in respect of the payment and also the division and apportionment between the said Companies, or any two of them, of the charges and expenses of such construction, maintenance, conduct, management, use, and working, and of

the tolls, rates, and charges received in respect thereof.

And it is also proposed by the said intended Act to enable the Great Western, and the Birmingham, Wolverhampton, and Dudley Railway Companies, or one of them, to use and pass over with their own engines and carriages, or with engines and carriages using their own railway, so much and such parts of the Oxford, Worcester, and Wolverhampton Railway as lie between the junction thereof with the line of the Birmingham, Wolverhampton, and Dudley Railway, near Priestfield Furnaces, in the parish of Wolverhampton, and the said joint station, and between the said joint station 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 to use all the stations, sidings, watering-places, water, and other works and conveniences 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 to enable the Great Western, and the Birmingham, Wolverhampton, and Dudley Railway Companies, or one of them, to levy tolls, rates, and charges upon or in respect of the said portion of railway.

And it is also proposed by the said intended Act to make further provision with reference to the stopping up and discontinuing the street in Birmingham called Brittle Street, and the making and maintaining and lighting, as provided by "The Birmingham and Oxford Junction (Birmingham Extension) Railway Act, 1846," a passage for the convenience of foot passengers, in the direction of the line of Brittle Street aforesaid, and for repealing or amending some of the provisions of the said Act in relation thereto.

And it is also proposed by the said intended Act to enable the great Western Railway Company, and the holders for the time being, or any of them, of the securities granted by the Great Western Railway Company under the provisions of an Act passed in the session of parliament held in the eleventh and twelfth years of the reign of Her present Majesty, intituled "An Act to confer additional powers on the Great Western Railway Company with reference to an agreement of the twelfth of November, one thousand eight hundred and forty-six, for the purchase by them of the Birmingham and Oxford and Birmingham, Wolverhampton, and Dudley Railways," to make such arrangements, and upon such terms and conditions as may be mutually agreed upon, for extending the period within which the payment of the monies due and owing in respect of such securities, or any of them, shall be made.

And it is also proposed by the said intended Act to empower the Great Western Railway Company to acquire and hold a portion of the capital stock of the Shrewsbury and Birmingham, the Shrewsbury and Chester, and the Shrewsbury and Hereford Railway Companies, or either of them, or to guarantee interest on any portion of the capital stock of the said Companies or either of them.

And it is also proposed by such intended Act to enable the Great Western Railway Company to purchase and hold by agreement certain lands lying contiguous to the line of their railway, and to use such lands for such purposes connected with their said railway as they may consider necessary or expedient.

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 William 4, cap. 107; 6 William 4, 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, session 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, 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 242; 11 and 12 Victoria, caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 153, and 159; 13 Victoria, caps. 6 and 7; 13 and 14 Victoria, caps. 44, 98, and 110; 14 and 15 Victoria, caps. 48 and 81; and 15 and 16 Victoria, caps. 125, 133, 140, 145, 147, and 168.

Also the Acts relating to the Birmingham, Wolverhampton, and Dudley Railway Company: (that is to say) Local and Personal Acts, 9 and 10 Victoria, cap. 315; 10 and 11 Victoria, caps. 149, and 226; and 11 and 12 Victoria, 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 Victoria, caps. 337, and 338; and 11 and 12 Victoria, 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 Victoria, cap. 184; 9 and 10 Victoria, cap. 278; 11 and 12 Victoria, caps. 59 and 133; and 13 and 14 Victoria, cap. 110; and 15 and 16 Victoria, cap. 145.

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

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; 12 and 13 Victoria, cap. 85; and 15 and 16 Victoria, cap. 165.

And notice is hereby also given, that copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 31st day of December next.

Dated this 10th day of November, 1852.

W. O. and W. Hunt.
J. W. and G. Whateley.

Great Yarmouth Waterworks Company.
Incorporation of Company.—Construction of Works.—Supply of Water.—Powers to Sell or Lease.

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 the purpose of supplying with water the town and parish of Great Yarmouth, and also the parishes of Ormesby Saint Michael, otherwise Little Ormesby, Ormesby, Saint Margaret, otherwise Great Ormesby, Caister, otherwise East Caister, otherwise Caister next Yarmouth, Runham and Gorleston, and the hamlet or township of Southtown, otherwise Little Yarmouth, otherwise West Town, in the county of Norfolk, and also the town and parish of Gorleston, and the hamlet or township of Southtown, otherwise Little Yarmouth, otherwise West Town, in the said parish of Gorleston, in the county of Suffolk, or some of such parishes and places.

And it is intended by the said Bill to obtain powers to take, divert, and use the waters of a certain stream, lake, meer, broad, spring, or expanse of water called "Ormesby Broad," in the

parishes of Ormesby Saint Michael, otherwise Little Ormesby, Ormesby Saint Margaret, otherwise Great Ormesby, Filby, Thrigby Burgh, Burgh Saint Margaret, Burgh Saint Peter, Rollesby, Hemsby, and Martham, in the said county of Norfolk, some or one of them; and also to cleanse and purify the same stream, lake, meer, broad, spring, or expanse of water, and also to take, divert, and use, cleanse, and purify the water, of any other stream, lake, meer, broad, spring, or expanse of water, that may be near to or in any manner connected with the same, and also all springs and streams situate in or near to the line of the proposed works, or any of them, and for such purposes to construct the works following, or some of them (that is to say), a conduit or conduits, line or lines of pipes, commencing in the said stream, lake, meer, broad, spring, or expanse of water, called "Ormesby Broad," at a point opposite an arable field belonging to and in the occupation of Michael Gorble, in the said parish of Ormesby Saint Michael, otherwise Little Ormesby, in the said county of Norfolk, and terminating at a point in the public road leading from Great Yarmouth aforesaid to the said parish of Caister, otherwise East Caister, otherwise Caister next Yarmouth, and which said last-mentioned point is opposite a beer-shop called the Queen Victoria Tavern, belonging to Charlotte Francis, and in the occupation of Samuel Aldridge, in the said parish of Great Yarmouth. A reservoir or reservoirs, filtering beds, engines, conduits, tanks, pipes, and other things in the said arable field belonging to, and in the occupation of, the said Michael Gorble. A reservoir or reservoirs, with tanks, pipes, conduits, and other things, in an arable field belonging to and in the occupation of George Kittle, in the said parish of Caister, otherwise East Caister, otherwise Caister next Yarmouth, and which said arable field abuts upon the public road leading from the said parish of Caister, otherwise East Caister, otherwise Caister next Yarmouth, to Scratby, in the said county of Norfolk. A reservoir or reservoirs, with tanks, pipes, conduits, and other things, in an arable field belonging to, and in the occupation of Mayes Wigg, in the said parish of Caister, otherwise East Caister, otherwise Caister next Yarmouth, and which said last-mentioned arable field abuts upon the said public road leading from the said parish of Caister, otherwise East Caister, otherwise Caister next Yarmouth, to Scratby aforesaid. And which said conduits, pipes, reservoirs, and other works, will be made, or pass from, in, through, and into the several parishes, townships, extra-parochial and other places following, or some or one of them (that is to say), Ormesby Saint Michael, otherwise Little Ormesby, Ormesby Saint Margaret, otherwise Great Ormesby, Caister, otherwise East Caister, otherwise Caister next Yarmouth, and Great Yarmouth, in the county of Norfolk. And also a conduit or conduits, line or lines of pipes, commencing at a point in the public road or street called North Quay, in the said parish of Great Yarmouth, opposite a dwelling-house belonging to and in the occupation of Richard Hammond, and passing from, in, through, or into the parish of Great Yarmouth, in the county of Norfolk, and the parish of Gorleston and hamlet of Southtown, otherwise Little Yarmouth, otherwise Westtown, in the county of Suffolk, or some or one of them, and terminating at a point in the public road, called the Lime Kiln Road, in the said parish of Gorleston and hamlet of Southtown, otherwise Little Yarmouth, otherwise Westtown, in the county of Suffolk, and which last-mentioned point is opposite to a warehouse or shed belonging to the Earl of Lichfield, and now untenanted.

And notice is also hereby given, that it is proposed by the said intended Bill to confer powers to enable the said company to break up and lay down pipes and other works in the public roads, streets, pavements, ways, lanes, rows, and passages, within the several parishes of Ormesby Saint Michael, otherwise Little Ormesby, Ormesby Saint Margaret, otherwise Great Ormesby, Caister, otherwise East Caister, otherwise Caister next Yarmouth, Great Yarmouth, Runham, and Gorleston, and the hamlet or township of Southtown, otherwise Little Yarmouth, otherwise Westtown, in the county of Norfolk, and in Gorleston, and the hamlet or township of Southtown, otherwise Little Yarmouth, otherwise West Town, in the county of Suffolk. And it is proposed by the said intended Bill, to confer powers to enable the said company to make lateral deviations from the line of the said proposed works, to the extent, or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike-roads, parish roads, and other highways, streets, rivers, streams, bridges, sewers, and navigations, within the said parishes, townships, and extra-parochial or other places aforesaid, or such of them as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said Bill.

And notice is also hereby given, that it is proposed by the said intended Bill to confer powers to empower the said company to purchase by compulsion, or by agreement, and to enter upon, take, use, and hold lands, houses, waters, springs, streams, tenements, and hereditaments, for the purposes aforesaid, and all such hereditaments as would in any manner impede or interfere with the execution of the said intended works, and the supply of water as aforesaid, and also to acquire compulsorily or by agreement, any easement, liberty, privilege, power, or authority, in or over any lands, houses, waters, springs, streams, bridges, tenements, and hereditaments, or to take leases of such lands, houses, waters, springs, streams, bridges, tenements, and hereditaments.

And notice is also hereby given, that it is proposed by the said intended Bill, to confer powers to enable the said company to levy and collect rents, tolls, rates, and charges for, upon, or in respect of the use or supply of water within the said several parishes and places hereinbefore mentioned, and to grant total or partial exemptions from the payment of such rents, tolls, rates, and charges.

And notice is also hereby given, that it is proposed by the said intended Bill, to confer powers to enable the said company to levy and collect rents, tolls, rates, and charges for, upon, or in respect of the use or supply of water within the said several parishes and places hereinbefore mentioned, and to grant total or partial exemptions from the payment of such rents, tolls, rates, and charges.

And notice is also hereby given, that it is proposed by the said intended Bill, to confer powers to alter, vary, and extinguish all rights and privileges connected with the lands, tenements, waters, streams, and hereditaments proposed to be taken for the purposes of the said intended Bill, and confer, vary, and extinguish other rights and privileges.

And notice is also hereby given, that it is proposed by the said intended Bill, to confer powers to enable the said company to sell or lease the undertaking.

And notice is also hereby given, that it is proposed to insert, in the said intended Bill, all such powers and provisions as may be requisite or proper for carrying into full and complete effect, all or any of the objects and purposes of the said

intended Bill, or which are usually inserted in Acts of a similar nature.

And notice is also hereby given, that it is intended to incorporate, in the said Bill, some or all of the provisions of the following Acts (that is to say), "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Commissioners Clauses Act, 1847."

And notice is also hereby given, that a plan of the said intended works, and also a duplicate thereof, together with a book of reference thereto, and a section, and also a duplicate thereof, together with 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 of Norfolk, at his office in Aylsham, in the said county of Norfolk; and with the Clerk of the Peace for the county of Suffolk, at his office in Bury Saint Edmunds, in the said county of Suffolk; and with the Clerk of the Peace for the borough of Great Yarmouth, in the county of Norfolk, at his office in Great Yarmouth aforesaid; and that copies of so much of such plan, sections, and book of reference, as relates to each parish, from, in, through, or into which the said intended works will pass or be made, with a copy of this notice, published as aforesaid, will, on or before the thirtieth day of November instant, be deposited for public inspection with the parish clerk of each such parish, at his residence; and, in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and also, that on or before the thirty-first day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

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

*Reynolds & Palmer,
John Oddin Taylor,*

Solicitors for the Bill.

Staffordshire Potteries Waterworks.

(Extension of Works, Increase of Capital, and Consolidation, Amendment, or Repeal 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 and amend, or to repeal in whole or in part, and to consolidate and re-enact with such amendments as may be necessary, the Acts following, relating to the Staffordshire Potteries Waterworks Company, videlicet, Local and Personal, 10 and 11 Vic. cap. 204, and 12 and 13 Vic. cap. 36, and to give to the said Company further and additional powers for supplying water within the limits of the said Acts, to extend the said limits, and to empower the said Company to construct additional reservoirs, to erect steam engines and other works, and to arch or cover over the existing supply and service reservoirs, or any of them.

And it is also intended by the said Bill to authorize and empower the said 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), an additional compensation reservoir and other works in a certain place called the Deep Hayes Valley, in the parish of Cheddleton, situate at or near the head or south end of the existing compensation reservoir, in the said Deep Hayes Valley, into which intended reservoir the brooks and streams in Deep Hayes Valley aforesaid will flow, and also to take an additional supply and a greater quantity of water than the quantity authorized to be taken under or by virtue of the first-mentioned Act, from springs in or upon the

estate of his Grace the Duke and Earl of Sutherland at Wall Grange, in the parish of Leek, in the county of Stafford, and from certain other springs called New Springs, adjoining or near to the said Wall Grange Estate; and also a steam engine, reservoirs, and other works, and an aqueduct, conduit, pipe, or main, to commence at Tunstall, otherwise Tunstall Court in the parish of Wolstanton, at or near Tunstall Church, and to terminate at Kidsgrove, in the said parish of Wolstanton, with a branch therefrom to Clough Hall, in the parish of Audley; and also another aqueduct, conduit, pipe, or main, to commence at near The Ivy House Toll Gate, in the parish of Stoke-upon-Trent, and to terminate at Bucknall, in the said parish; and also another aqueduct, conduit, pipe, or main, to commence in the highway at or near Foxley, in the parish of Norton-in-the-Moors, and to terminate at the village of Norton, in the said parish; and also another aqueduct, conduit, pipe, or main, to commence at Newcastle-under-Lyme, and to terminate at Silverdale, in the parish of Keele; and also another aqueduct, conduit, pipe, or main, to commence at Newcastle-under-Lyme aforesaid, and to terminate at Chesterton, in the said parish of Wolstanton; and also another aqueduct, conduit, pipe, or main, to commence at or near Stoke-upon-Trent, and to terminate at Trentham; and also another aqueduct, conduit, pipe, or main, to commence at Longport, in the parish of Burslem, to proceed through Wolstanton, and to terminate at Newcastle-under-Lyme; with all proper works and conveniences connected with the said reservoir, aqueducts, conduits, pipes, or mains, which said reservoir, aqueducts, conduits, pipes, or mains will be situate in, or pass from, in, through, or into the following parishes, townships, and extra-parochial or other places, or some of them; (that is to say), Cheddleton, Leek, Longsdon, Endon, Norton-in-the-Moors, Burslem, Sandyford, Golden Hill, Kidsgrove, Clough Hall, Knutton, Silverdale, Chesterton, Wolstanton, Audley, Keele, Bucknall, Stoke-upon-Trent, Trent Vale, Newcastle-under-Lyme, and Trentham, all in the county of Stafford, and for carrying the said purposes into full and complete execution, and also to make and maintain all necessary roads and approaches to such works respectively.

And it is also intended by the said Bill to take powers to deviate in the construction of all or any of the before-mentioned works from the lines or situations thereof to the extent shown on the said plans; and also to take powers to alter or divert such turnpike roads, public carriage roads, streets, highways, footways, or public passages, as shall or may be crossed or interfered with by any of the said intended works, or by the roads and approaches thereto, to such course and extent as shall be defined on the said plans; and also to take powers for the purchase compulsorily, or by agreement, of lands, buildings, and other property necessary and proper for making and completing the said intended works, and to vary or extinguish all or any existing rights and privileges connected with such lands, buildings, or other property which would in any way impede or interfere with the execution of the said works, or with the carrying into effect of the provisions of the said Bill.

And it is also intended by the said Bill to empower the said Company to break up streets, roads, and public passages and places; to make, lay, and maintain conduits, pipes, and other works for the conveyance of water in, over, under, along, through, and across lands, streets, roads, public passages, railways, bridges, rivers, and other places; and to make, erect, and maintain, alter, or discontinue sluices, mains, pipes, culverts, engines, buildings, and works, and to alter, cross, divert, stop up, or construct sewers, drains, water courses, 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 increase or authorize the increase of the capital of the said Company by the creation of new shares, and by the conversion of the existing debt of the said Company into share capital, and to authorize the said Company to raise money for the purposes aforesaid by borrowing or otherwise, and to enter into and complete all necessary contracts, agreements, and other deeds relating to the several purposes above mentioned.

And it is also intended by the said Bill to empower the said Company to levy rates, rents, or duties for or in respect of the water to be supplied under the provisions of the said Acts and the said Bill; to alter existing rates, rents, or duties leviable under the said Acts, or wholly or in part to repeal the same, and to empower the said Company to levy new or additional rates, rents, and duties; and to confer, vary, or extinguish exemptions from the payment of rates, rents, or duties; and to confer, vary, or extinguish all such other powers, rights, and privileges as may be necessary for carrying into execution the several objects of the said Bill.

And notice is hereby also given, that duplicate plans and sections of the works intended to be made and maintained as aforesaid, describing the lines or situations of the whole of the said works, and the lands in or through which the same are to be made, maintained, varied, extended, or enlarged, or through which every communication to or from the works shall be made, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of all lands and houses in the line of the proposed works, or within the limits of deviation as defined on the said plans, and describing such lands and houses respectively, and also describing the brooks and streams to be directly diverted into the said intended works, or some of them, with a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, 1852, be deposited for public inspection, in the office, at Stafford, of the Clerk of the Peace for the said county of Stafford; and a copy of so much of the said plans, sections, and book of reference, as relates to each of the before-mentioned parishes, townships, or extra-parochial places, with a copy of this notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at his usual place of abode, or in case of extra-parochial places, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

And notice is hereby also given, that printed copies of the said Bill will, on or before the 31st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this first day of November, 1852.

Joseph Alcock, Burslem, Solicitor.

Richardson, Loch, & Maclaurin, Fludyer-Street, Westminster, Parliamentary Agents.

Weston-Super-Mare Water Works.
(For the Formation of Water-works, and Supplying Water within the Town.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a company for supplying with water the inhabitants of the town of Weston-super-Mare, in the county of Somerset.

And powers will be applied for in such Act 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 at a place called the "Mill Head," or "Mill Pond," near the parish church, in the parish of Banwell, in the county of Somerset, and now in the occupation of John Davis Castle, gentleman, Thomas Castle the younger, and John Thomas Castle, common brewers, or some or one of them.

Also a conduit or line of pipes, commencing from and out of the said reservoir, and terminating at a place called "The Lynch," or "The Great Lynch," in the town of Weston-super-Mare, in the parish of Weston-super-Mare, in the said county, and numbered 119 on the Tithe Commutation Map of the said parish.

Also a reservoir, to be situate at the same place, called "The Lynch," or "The Great Lynch," within the said town, and all proper and convenient filtering beds, dams, sluices, culverts, drains, pipes, wells, tanks, and other works and conveniences requisite for the supply of water within the said town; 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 Banwell, Worle, Kewstoke, and Weston-super-Mare, and also the township of Weston-super-Mare, all in the said county of Somerset.

Also to take water for the supply of the said works from the said reservoir, or "Mill Head," or "Mill Pond," situate in the said parish of Banwell, near the parish church there, and from any brooks, streams, and springs, situate in the said parishes or some or one of them.

And 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 brooks, streams, springs, water-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 by such Act to take power to levy and recover rents and payments for the use of the water to be supplied by such Company, and to grant exemptions from the payment thereof, and to confer, vary, or extinguish, other rights and privileges; but it is not intended to levy any compulsory rate upon the inhabitants of the said town.

And it is also proposed by such Act to incorporate in the same "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Waterworks Clauses Act, 1847."

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 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Somerset, at the city of Wells, in the same county, and that on or before the said 30th 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, 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; and notice is hereby also given, that on or before the 31st day of Decem-

ber next, copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 3rd day of November, 1852.

Henry Davies, Solicitor for the Bill.

Eastern Union Railway Company.

Amalgamation with Eastern Counties and Norfolk railway companies—use of Eastern Counties, London and Blackwall, and East and West India Docks, and Birmingham junction railways. Capital. Preference shares.

The Eastern Union Railway Company intend to apply to parliament, in the next session, for leave to bring in a bill to enable them to effect all or some of the following objects (that is to say):—

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 and Norfolk railway companies, jointly, or to either of them separately, and to enable those companies jointly, or either of them separately, to accept such lease or to effect such purchase, or to enable the said Eastern Union railway company to amalgamate with the said Eastern Counties and Norfolk railway companies jointly, or with either of them separately, or to effect such an amalgamation absolutely by the provisions of the bill; so that all the rights, powers, and privileges, and all the debts, duties, and liabilities of the Eastern Union railway company may be transferred to and exercised by the companies or company effecting such purchase or accepting such lease, or by the amalgamated company as the case may be; and that all the lands, tenements, and hereditaments, navigations, railways, and undertakings, property, estate, and effects of the said Eastern Union railway company, or so much thereof as the said bill may define, may during the continuance of the proposed lease, or for ever, and either by virtue of some agreement to be authorised by the bill, or immediately by the provisions of the bill, be vested in, and be managed, held, and enjoyed by, the companies or company effecting such purchase or accepting such lease, or by the amalgamated company as the case may be; and the said bill will confirm any agreements already made between the said companies or any or either of them for these purposes, and will enable the said companies to enter into agreements for the same purposes.

To enable the Eastern Union railway company to redeem, at par, upon conditions to be stated in the bill, certain of their preference shares, or to substitute, in lieu of such preference shares, shares of equal nominal amount, with privileges and advantages to be defined in the bill; or upon such lease, sale, or amalgamation as aforesaid being effected, either to redeem, at par, all or any of the shares in its stock or capital entitled to any preference or priority of dividend, or to substitute in lieu of such preference shares, shares of equal nominal amount, but with definite privileges and advantages, in the stock or capital of, or to be guaranteed by the purchasing or leasing companies or company, or the amalgamated company as the case may be; and to attach certain priorities and privileges to a definite portion of the capital of the company remaining to be called up, and to enable the said Eastern Union railway company, to make such new arrangements, with respect to its capital and shares, as may be necessary to carry into effect the before-mentioned objects, or any of them, and to vary and extinguish all rights and privileges, whether of shareholders or others, which may interfere with the said objects.

To use, with their engines and carriages (upon conditions to be stated in the bill) the portion of the Eastern Counties railway lying between Colchester and London, the portion of the London and Black-

wall 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 East and West India docks, and London and Birmingham Junction railway, and the watering places, sidings, and stations of such railways.

To revive and extend the compulsory powers granted to, or vested in, the company, by virtue of "the Ipswich and Bury railway (Woodbridge extension) act, 1847," for the purchase of lands and the construction of a railway to Woodbridge, in Suffolk, and to secure to the holders of shares to be issued for the construction of that railway (according to the powers of the said act) the profit, or parts of the profit, to arise from working the last-mentioned railway, and to give to the same shareholders a control, to be defined in the bill, over the construction, working, and maintenance of the said railway, and to exempt the general funds of the company from all liability in respect of such construction, working, and maintenance.

To alter, amend, and enlarge, or to repeal or consolidate the powers and provisions of the acts following, (that is to say) the 7 and 8 Victoria, cap. 85, the 8 and 9 Vic., caps. 94 and 97, the 9 Vic. cap. 53, the 9 and 10 Vic. caps. 97 and 280, the 10 Vic. cap. 19, the 10 and 11 Vic. caps. 137, 174, and 225, the 12 and 13 Vic. cap. 92, the 13 and 14 Vic. cap. 54, the 14 and 15 Vic. cap. 58, and the 15 and 16 Vic. cap. 148, relating to the Eastern Union railway company, 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 Vic. cap. 81, 2 and 3 Vic. caps. 77 and 78, 3 Vic. cap. 52, 4 Vic. caps. 14 and 21, 4 and 5 Vic. cap. 42, 6 Vic. cap. 28, 7 Vic. caps. 19, 20, and 35, 7 and 8 Vic. caps. 62 and 71, 8 and 9 Vic. caps. 85, 110, 201, and 203, 9 and 10 Vic. caps. 97, 205, 258, 345, and 367, 10 and 11 Vic. caps. 92, 156, 157, 158, and 235, and 15 and 16 Vic. caps. 30, 33, 51, and 108, relating to the Eastern Counties railway company; and the acts 5 and 6 Vic. cap. 82, 7 and 8 Vic. caps. 4 and 15, 8 and 9 Vic. caps. 41, 45, and 154, 9 and 10 Vic. caps. 132 and 169, 10 and 11 Vic. caps. 64, 94, 98, and 99, 11 and 12 Vic. cap. 30, and 15 and 16 Vic. cap. 25, relating to the Norfolk railway company and Lowestoft railway company, and particularly to amend the 7th section of "the Eastern Counties and East Anglian railways act, 1852," and to extend the provisions of that section over such portion of the Eastern Counties railway as lies between the East Anglian railways at Wisbech, and the Great Northern railway at Peterborough, and to render permanent the provisions of the said section, so far as such provisions apply to the Norfolk railway.

Printed copies of the bill will be deposited in the Private Bill Office of the House of Commons, before the first of January, one thousand eight hundred and fifty-three.

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

W. M. Kitton, Solicitor, Norwich,

Law clerk to the Eastern Union railway company.

Bristol Water Works.

(Increase of Capital.—Amendment of Acts.)

THE Bristol Water Works Company intend to apply to Parliament in the session of 1853, for leave to introduce a Bill for the following purposes; namely:—

1. To raise an additional sum on mortgage, or bond, or by shares; to create a debenture stock

for the discharge of the mortgage and bond debt of the Company; and to regulate the capital and the revenue of the Company.

2. To amend the Acts relating to the Company, viz: "The Bristol Waterworks Act, 1846," and "The Bristol Water Works Act Amendment, 1850," to vary certain of the restrictions imposed by the first-named Act on the Company with respect to obtaining a supply of water, and to facilitate the proceedings of the Company for the protection of the water supplied by them, and the recovery of rates for such supply; to exempt the Company in certain circumstances from the necessity of keeping their mains charged; to take powers to provide meters for the parties supplied with water for purposes other than for domestic use; to repeal certain provisions of the first-mentioned Act with respect to the supply of water to shipping; and to fix rates for the supply of water to shipping.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons before the first day of January one thousand eight hundred and fifty-three.

Dated this 2nd day of November 1852.

Savery, Clark, and Co.

Bristol.

Solicitors for the Bill.

Coatbridge and Clyde Railway.

A railway from Coatbridge to the Caledonian or Clydesdale junction railway, near Clyde iron works; arrangements with the Monkland railways company, for working the line and for interchange of traffic; powers to the Monkland railways company to raise additional capital and to hold stock in the company to be incorporated; running powers over portions of the Caledonian railway—the Glasgow, Barrhead, and Neilston direct railway, and the General Terminus and Glasgow Harbour railway; and amendment of acts.

Notice is hereby given, that application is intended to be made to parliament, in the session to be holden in the year 1853, for a bill for an act for making and maintaining a railway, with all proper works and conveniences connected therewith, commencing by two separate junctions, the one with that part of the Caledonian railway known as the Garnkirk railway extension, and the other with the line of the Monkland railways, both at or near to the Coatbridge gas works, in or near to the village or town of Coatbridge, in the parish of Old Monkland and county of Lanark, crossing the river Clyde at or near Clyde iron works, and terminating by a junction with that part of the said Caledonian railway, known as the Clydesdale junction railway, at or near to the turnpike road leading from Glasgow to Hamilton, through Cambuslang, where such road passes under the said Caledonian or Clydesdale junction railway, in the parish and royal burgh of Rutherglen, and county aforesaid: and which said railway and works will be situate in, or will pass from, through, or into, the several parishes or places following, or some of them—that is to say, the said town or village of Coatbridge, the parish of Old Monkland, the barony parish of Glasgow, and parish and royal burgh of Rutherglen, as the said intended railway is or will be set out and described on the maps or plans hereinafter mentioned: And notice is hereby further given, that it is intended by the said bill to incorporate a company for making, maintaining, and working the said railway and works, or part thereof, and for conveying passengers and goods, and other things thereon, and for other purposes; with powers for the compulsory purchase of all such lands, houses, and other heritages, as may be necessary for the purposes of said railway and works: And it is also intended by the said bill, to take power to vary or extinguish all existing rights

and privileges connected with the lands, houses, and other heritages so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or working of the said railway and works; and to confer other rights and privileges in relation thereto: And also, with power to the company to be incorporated by the said bill, to levy tolls, rates, and duties, on and for the use of the said intended railway and works, and for the conveyance of passengers, goods, and other things thereon, and to confer certain exemptions from the payment thereof, and certain other rights and privileges in relation thereto: And with power also to the said intended company to alter, deviate, stop up, and to alter the lines, levels, and inclinations of such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, water-courses, and gas and water pipes, as may be necessary or expedient for the purpose of making, maintaining, and working the said railway and works, or any part thereof; with all other usual and necessary powers for carrying into effect the purposes before and after mentioned; And it is also intended by said bill to authorise and empower all owners of lands, whether persons or corporations, or others holding under entail, or under any legal disability, to sell, or convey their lands and heritages, or any part thereof, which may be necessary for the purposes aforesaid, to the said intended company, for such annual feu-duty or rent-charge as may be fixed or agreed on, as the value of such lands and heritages, and to provide that such feu-duty or rent-charge shall form a preferable lien and burden on the revenue and property of the said intended company: And it is also intended by the said bill to empower the company to be thereby incorporated to enter into, and carry into execution with the Monkland railways company, or with any other companies or corporations, or other bodies or persons, such arrangements or agreements as may be expedient or proper, for the making and maintaining of the said intended railway and works, or for the said Monkland railways company, or other companies or corporations, bodies or persons, using or working the same, or any portion thereof, and any other railway or railways communicating therewith; and for the interchange of traffic passing along or over the said Monkland railways, and the said intended railway, and any other railway or railways communicating therewith; and that upon payment of such proportion of the tolls, rates, and charges, leviable in respect of the said intended railway, or for such other consideration as may be agreed upon between the said Monkland railways company, or other companies or corporations, bodies or persons, and the said railway company to be so incorporated, or as may be fixed and determined by the said bill; and to confer powers on the said Monkland railways company, or other companies or corporations, bodies or persons, to enter into, and carry into effect such arrangements or agreements accordingly; and for power to confirm any agreements made or to be made for the purposes aforesaid: And it is also intended by the said bill to enable the said Monkland railways company to raise additional capital, to purchase, and take, and hold, shares and stock in the said company to be so incorporated, and to exercise all the powers, rights, and privileges, belonging to proprietors of shares and stock therein: And, so far as may be necessary for such purposes, or any of them, to alter, amend, extend, and enlarge the powers and provisions of "the Monkland railways act, 1848," and the several acts therein recited, and "the Monkland railways (Slamannan and Borrowsstouness deviation) act, 1851.

And notice is hereby further given, that it is also intended to empower the company to be incorpo-

rated by the said bill, to use and pass over, either with their own engines and carriages, or with the engines and carriages of other companies or persons working or using the said intended railway, that portion of the line of railway belonging to the Caledonian railway company, extending between the before-mentioned point of junction thereof with the said intended railway in the parish and royal burgh of Rutherglen, and the passenger station of the said Caledonian railway company, situated at or near to Gushetfauld in the parish of Govan and Gorbals, or one of them, and county of Lanark; and also the lines of railway belonging to or worked by the said Caledonian railway company, and connecting the portion of their railway above described with the Glasgow, Barrhead, and Neilston direct railway, and the Glasgow Southern Terminal railway, or one of them; and with the General Terminus and Glasgow Harbour railway; and also to use and pass over as aforesaid the lines of the said Glasgow, Barrhead, and Neilston direct railway, (including the Glasgow Southern Terminal railway), and the General Terminus and Glasgow Harbour railway; and also to use the stations, sidings, platforms, booking and other offices, warehouses, stores, sheds, buildings, watering-places and water, and other conveniences and accommodations, upon or adjoining to the several lines of railway to be so used and passed over as aforesaid, respectively, upon such terms and conditions, and upon payment of such tolls, rates and charges, or for such other consideration, as may be agreed upon between the said several railway companies respectively, and the said intended company to be incorporated by the said bill, or as shall be provided for and determined by or under the said bill; and it is also intended by the said bill to alter and vary the tolls, rates, duties, and charges leviable on the said several lines of railway to be so used and passed over as aforesaid respectively; and, so far as may be necessary for these and other purposes, it is intended by the said bill to alter, amend, extend, and enlarge the powers and provisions of the acts after-mentioned, or some of them, (that is to say): "the Caledonian railway act 1845," and the following acts relating to the Caledonian railway company, and the Glasgow, Barrhead, and Neilston direct railway company, (including as aforesaid), viz., (local and personal) 7 Geo. IV, cap. 103; 7 and 8 Geo. IV, cap. 88; 10 Geo. IV, cap. 107; 11 Geo. IV, caps. 62 and 125; 1 and 2 Will. IV, cap. 58; 4 Will. IV, cap. 41; 1 Vic. caps. 100, 116, and 118; 1 and 2 Vic. cap. 60; 2 and 3 Vic., cap. 58; 3 and 4 Vic., caps. 107 and 123; 4 Vic., caps. 5 and 11; 6 and 7 Vic., cap. 49; 7 and 8 Vic. caps. 87 and 98; 8 and 9 Vic., caps. 31, 160, and 192; 9 and 10 Vic., caps. 142, 143, 188, 201, 206, 229, 249, 314, 329, 334, 379, and 395; 10 Vic., caps. 22, 23, and 24; 10 and 11 Vic., caps. 82, 90, 95, 168, 169, 172, and 237; 11 and 12 Vic., caps. 73, 78, 121, and 148; 12 and 13 Vic., caps. 67 and 90; and 14 and 15 Vic., caps. 99 and 134; and also "the General Terminus and Glasgow Harbour railway act, 1846;" and the General Terminus and Glasgow Harbour railway (branches) act 1847."

And notice is hereby also given, that duplicate maps or plans and sections, describing the line, situation, and levels of the said intended railway and works, and the lands, houses, and other heritages through which the same are intended to be made, and within the limits of deviation as defined on the said plans, or which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other heritages, respectively, and a published map

to a scale of not less than half an inch to a mile, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also a copy of this notice, as it is or will be published in the London and Edinburgh Gazettes, will be deposited for public inspection, on or before the thirtieth day of this present month of November, in the offices at Glasgow, Hamilton, and Airdrie, respectively, of the principal sheriff-clerk of the said county of Lanark, and that a copy of so much of the said plans, sections, and books of reference, respectively, as relates to each of the said parishes, and said royal burgh of Rutherglen, together with a copy of this notice as aforesaid, will, on or before the said thirtieth day of this present month of November, be deposited as follows (that is to say) with the schoolmaster, if any, and, if there be no schoolmaster, with the session-clerk, if any, of each such parish, at the usual place of abode of each such schoolmaster or session-clerk, and also with the town-clerk of the said royal burgh of Rutherglen, at his office in the said burgh.

And notice is hereby further given, that copies of the said bill will be deposited in the Private Bill Office of the House of Commons, on or before the thirty-first day of December next.

*C. D. Donald and Sons, Glasgow.
Deans and Rogers, Westminster.*

Glasgow, 15th November, 1852.

Great Western Railway. Henley Line, &c. (Junctions with North and South Western Junction Railway; further powers as to Henley and Uxbridge Railways, and deviations of latter Railway; further works at Chippenham and at Reading; capitalization of Debt; increase of capital; and amendment of acts.)

Notice is hereby given, that application is intended to be made to parliament in the present session for an act to enable the Great Western railway company to make and maintain a junction railway, with all proper approaches, works, and conveniences connected therewith, commencing from and out of the line of the North and South Western Junction railway, as at present authorised to be made, in or near a certain field numbered on the plans referred to in the North and South Western Junction railway act, 1851, 173, in the parish of Acton, in the county of Middlesex, and terminating by a junction with the Great Western railway in the same parish, at or near the mile-post on the Great Western railway, denoting four miles from London; and also another railway, commencing from and out of the line of the North and South Western Junction railway, as at present authorised to be made, in or near a certain field numbered on the plans referred to in the North and South Western junction railway act, 1851, 166, in the parish of Acton, and also commencing in or near a certain other field numbered on the said plans 160, in the parish of Acton, and terminating by a junction with the Great Western railway, at or near the mile-post thereon denoting three miles from London; and which last-mentioned intended railway will pass from, in, through, or into, or be situate within the parishes of Acton and Hammersmith, in the county of Middlesex, or one of them; and also to enable the Great Western railway company to construct and maintain a station, with all proper works and conveniences, at or near the point where the North and South Western junction railway and the Great Western railway cross, in the said parish of Acton, and it is intended by the said act to make provision for the interchange at such station of passengers and other traffic between the said two railways.

And it is also intended by such act to enable the Great Western railway company to take, by com-

pulsion or otherwise, and to use for the purposes of their railway certain lands in the said parish of Acton, adjacent to and on the south side of the Great Western railway, and situate between the said two mile-posts on the said railway, indicating three and four miles as aforesaid.

And it is intended by such act to extend the time or to revive the powers granted for the purchase by compulsion of the lands and houses, or some of them, required for the purposes of the railway to Henley, in the Great Western railway amendment and extensions act, 1847, mentioned and described and thereby authorised, or some part thereof, and to extend the time limited for the construction thereof.

And it is also intended by such act to confer upon or vest in the Great Western railway company the powers granted by the Great Western and Uxbridge railway act, 1846, for and in relation to the construction and maintenance of the railway and works in that act mentioned and described and thereby authorised, or some part thereof; and also such further or additional powers as may be required for enabling the Great Western railway company to make and maintain the said railway, and to use and work the same, and to levy tolls, rates, and duties for and in respect thereof; and it is also intended by such act to extend the time, or to revive the powers, granted for the purchase by compulsion of the lands and houses, or some of them, required for the purposes of the said railway, or some part thereof, and to extend the time limited for the construction thereof; and also to enable the Great Western railway company to make and maintain a deviation in the line of such railway, such deviation to commence at and from a certain field, numbered on the plans of the said railway referred to in the Great Western and Uxbridge railway act, 1846, 46, in the parish of Hillingdon, and to terminate near the town of Uxbridge, in or near a piece of ground known as "the Vineyard," in the parish of Hillingdon, in the county of Middlesex; which deviated line of railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them: (that is to say) Hillingdon, Cowley, and Uxbridge, in the county of Middlesex.

And it is also proposed by the said intended act to enable the Great Western railway company to take, compulsorily or otherwise, and use for the purpose of providing additional accommodation connected with their railway certain lands in the parish of Chippenham, in the county of Wilts, adjoining and near to the Chippenham station of the Great Western railway, and lying alongside the said railway, on the north-east of the said station; and to enable the said company to make a deviation in the line and levels of the public road which now crosses the Great Western railway at the Chippenham station, or to stop up and discontinue the said road, or so much thereof as may be necessary for the more convenient use and occupation of the said Chippenham station.

And it is also proposed by the said intended act to enable the Great Western railway company to make and maintain a railway, with all proper works and conveniences connected therewith, diverging from their present railway, at or near the east end of the platform of their Reading station, and joining the same railway about half a mile to the east of the said platform, and to take and use, by compulsion or otherwise, certain lands lying near to the said Reading station, for the purpose of providing additional accommodation for the traffic of the Great Western Railway, which said railway and works will be situate wholly within the parish

of Saint Lawrence, Reading, in the county of Berks.

And notice is hereby also given, that it is intended by such act to enable the Great Western railway company to purchase lands and houses, by compulsion or agreement, for the purposes of the railways and works so proposed to be constructed as aforesaid, and also to enable the Great Western railway company to levy tolls, rates, and duties for and in respect of the use thereof, and to grant exemptions from such tolls, rates, and duties.

And it is 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 railways and works, and to confer other rights and privileges.

And it is intended by such act 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 or other places, or any of them, with which it may be necessary to interfere in the construction of the said railways and works.

And notice is hereby given, that maps, plans, and sections of the said intended railways and works, and showing the lands through or upon which the same are to be made, 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, in the present year, with the clerk of the peace for the county of Middlesex, at his office in Clerkenwell, London; and with the clerk of the peace for the county of Berks, at his office in Abingdon, and with the clerk of the peace for the county of Wilts, at his office in Wilton; and with the clerk of the peace for the county of Oxford, at his office in Oxford; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said 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 regards any extra-parochial place, with the clerk of some adjoining parish.

And it is also intended by such act to enable the Great Western railway company to apply to the purposes of the said intended act, or some of them, such portion of their corporate funds as they shall think expedient, and to raise a further sum of money for all or any of such purposes by the creation and issue of new shares in their undertaking, 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 or direct: and it is also intended by such act to enable the Great Western railway company to pay off or extinguish their mortgage and bond debt, or part thereof, either by the creation of mortgage preference stock, with a fixed rate of dividend, or by the creation of perpetual annuities, at such rates as will be fixed and determined by such act, or by both of such means; and to assign to such mortgage stock, and to such annuities, such precedence and preference over all or any of the shares or stock in the said company as may be determined.

And it is also intended by such act to authorize the Great Western railway company, or their directors, to close the registers of transfers of shares and stock in the said company at and for such period prior to any meeting of the company as may be provided in and by the said intended act.

And it is also proposed by the said intended act to alter the tolls, rates, and charges now leviable or

demandable upon the Great Western railway or some part or parts thereof, and to authorize the levying of other tolls, rates, and charges upon the said railway; and to alter, amend, extend, and in part repeal certain of the provisions of the acts affecting the Great Western railway company hereinafter mentioned, relative to the levying of tolls, rates, and charges upon, or in respect of, the use of the Great Western railway and the traffic thereon, and to the conduct and management of such traffic.

And it is also proposed, by the said intended act; if need be, to alter, amend, and extend 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 William IV, cap. 107; 6 Will. IV, caps. 36, 38, 77, and 79; 1 Victoria, caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic. cap. 27; 3 Vic. cap. 47; 3 and 4 Vic. cap. 105; 4 and 5 Vic. cap. 41; 5 Vic. session 2, cap. 28; 6 Vic. cap. 10; 7 Vic. cap. 3; 7 and 8 Vic. cap. 68; 8 and 9 Vic. caps. 40, 53, 155, 156, 184, 188, 190, and 191, 9 Vic. cap. 14; 9 and 10 Vic. caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vic. caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Vic. caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Vic. caps. 6 and 7; 13 and 14 Vic. caps. 44, 98, and 110; 14 and 15 Vic. caps. 48 and 81; and 15 and 16 Vic. caps. 125, 133, 140, 145, 147, and 168.

And notice is hereby also given, that on or before the thirty-first day of December next, printed copies of the intended bill will be deposited in the Private Bill Office of the House of Commons.

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

Baxter, Rose, and Norton,

Solicitors to the Uxbridge railway company.

Samuel Cooper, Henley.

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

South Wales Railway.

(Power to purchase or lease the Undertakings of, and enter into Agreements with, the Llynvi Valley and Llanelly Railway and Dock Companies; further Powers as to Leasing, &c., to Great Western Railway Company; further Powers as to Capital; and Amendment of Acts.)

Notice is hereby given, that application is intended to be made to parliament in the present session, for an act to enable the South Wales railway company to purchase or lease the railways, branch railways and works, or any of them, or any parts thereof respectively, and all the rights, powers, privileges, and authorities belonging to, vested in, exercised, or enjoyed by, the Llynvi Valley railway company, and to enable such last-named company to sell or lease the same, upon such terms and conditions as may be agreed upon by or on behalf of the said two companies, or as may be fixed and determined by or under the provisions of the said intended act; and also to enable the said companies to enter into and carry into effect, such agreements and arrangements as they may think fit, in respect to the conduct, management, use, and working, by the South Wales railway company, of all or any of the lines of railway for the time being, belonging to the Llynvi Valley railway company, or any part or parts thereof respectively, and of the traffic passing along or over such lines, and in respect of the payment, and also the division and apportionment between the said last-named companies, of the charges and expenses of such conduct, management, use, and working, and of the tolls, rates, and

duties received in respect of such traffic; and to repeal so much of the Llynvi Valley railway act, 1851, as prohibits the use of the junction railway, thereby authorised to be constructed with carriages propelled by steam, or by atmospheric agency, or drawn by ropes in connection with a stationary steam engine.

And it is further proposed by the said intended act, to enable the South Wales railway company to purchase or lease the railways, branch railways, and works, or any of them, or any parts thereof respectively, and all the rights, powers, privileges, and authorities belonging to, vested in, exercised or enjoyed by, the Llanelly railway and dock company, and to enable such last-named company to sell or lease the same, upon such terms and conditions as may be agreed upon by or on behalf of the said two companies, or as may be fixed and determined by or under the provisions of the said intended act; and also to enable the said companies to enter into, and carry into effect, such agreements and arrangements, as they may think fit, in respect of the conduct, management, use, and working, by the South Wales railway company, of the railway belonging to the Llanelly railway and dock company, or any part thereof, and of the traffic passing along or over such railway, and in respect of the payment and also the division and apportionment between the said two companies of the charges and expenses of such conduct, management, use, and working, and of the tolls, rates, and duties, received in respect of such traffic.

And it is also proposed by the said intended act, to explain, amend, and extend, and to remove certain doubts relative to the provisions contained in "the South Wales railway act, 1845," and "the Great Western railway act, 1851," or one of them, for enabling the South Wales railway company to lease or sell their railway and branch railway and works, or any of them, or any parts thereof respectively, to the Great Western railway company, and for enabling such last-named company to accept a lease of or to purchase the same; and to declare that such provisions do and shall extend to, and may be exercised in respect of, all such railways and branch railways and works, as the South Wales railway company may be now or hereafter authorised to construct; and to enable the South Wales railway company, and the Great Western railway company to enter into, and carry into effect, such agreements as they may think fit, in respect of the conduct and management, use and working, by the Great Western railway company, of all or any of the lines of railway, for the time being, belonging to the South Wales railway company, or any part or parts thereof respectively, and of the traffic passing along or over such lines, and in respect of the payment and also the division and apportionment between the said two companies, of the charges and expenses of such conduct, management, use, and working, and of the tolls, rates, and duties, received in respect of such traffic.

And it is also intended by such Act, to enable the South Wales railway company, to apply to the purposes of the said intended act, or some of them, such portion of their corporate funds, as they shall think expedient; and to raise a further sum of money by the creation and issue of new shares in their undertaking, and by mortgage or bond; and also to enable the company to create and issue new shares or stock in their undertaking, in the place of exercising their powers of borrowing money on mortgage or bond; and also for the purpose of paying off money borrowed on mortgage or bond; and also in lieu of certain shares, which by the South Wales railway (amendment) act, 1846, and by the South Wales railway (capital) act, 1850, or either of them, the company were authorised to create and

issue, but which have not yet been created, and also to enable the company to assign and attach, if they shall see fit, to any shares or stock to be created under the authority of the said intended act, such guaranteed or preferential dividends, terms, conditions, rights, or privileges, as the company shall think fit, and to enable the said company to convert their mortgage or bond debt, for the time being, into perpetual annuities, at such rate as will be fixed and determined by or under the provisions of the said intended act, and to assign to such annuities such precedence or preference over all or any other shares or stock in the company, as may be determined.

And it is intended by such act, if need be, to alter, amend, enlarge, and in part repeal all or some of the powers and provisions of the acts following, or some of them: (that is to say) 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 South Wales railway act, 1852; also, the Llynvi Valley railway act, 1846; the Llynvi Valley railway extension act, 1847: also the several acts (local and personal) 6 Geo. IV, cap. 104; 10 Geo. IV, cap. 38; 3 and 4 Vic., cap. 70; 10 and 11 Vic., cap. 295, relating to the Llynvi Valley railway company, and the Llynvi Valley railway act, 1851: also, the several acts following, relating to the Llanelly railway and dock company, that is to say: acts (local and personal) 9 Geo. IV, cap. 91; 3 William IV, cap. 52; 5 and 6 Will. IV, cap. 96.

Also the several acts relating to the Great Western railway company: (that is to say) local and personal, 5 and 6 Will. IV, cap. 107; 6 Will. IV., caps. 36, 38, 77, and 79; 1 Vic., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic., session 2, cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., cap. 68; 8 and 9 Vic., caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vic., caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 48 and 81; and 15 and 16 Vic., caps. 125, 133, 140, 145, 147, 168.

And notice is hereby also given, that copies of the intended bill will be deposited in the Private Bill Office of the House of Commons, on or before the thirty-first day of December next.

Dated the tenth day of November, one thousand eight hundred and fifty two.

W. O. and W. Hunt,
3, Whitehall Place, London.

South Wales Railway, (Pembroke line, &c.) (Extension and deviation of Pembroke line; extension of line, and additional land at Swansea; junctions with line of, and power to make arrangements with, Monmouthshire railway and canal company; powers of leasing, &c. to Great Western railway company; arrangements with Llynvi Valley, Llanelly and Vale of Neath railway companies; close of transfer books; further capital and capitalization of debt; and amendment of Acts.)

Notice is hereby given, that application is intended to be made to parliament in the present session for an act to enable the South Wales railway company to make and maintain a new railway, with all proper stations, wharfs,

quays, landing places, approaches, works, and conveniences connected therewith, commencing from and out of the railway, by the South Wales railway act, 1845, authorized to be made from Pembroke dock, otherwise Pater, at or near a point, in the parish of Nash, in the county of Pembroke, marked on the plans referred to in the South Wales Railway Act, 1845, $2\frac{1}{2}$ miles, and terminating at or near and on the west side of the entrance to the Pill or Estuary known as Pennar Mouth, or Pennar Pill, in the parish of Pwllcroghan, in the same county; and another line of railway diverging from the last mentioned intended railway, at a point thereon, near to and on the north side of the river at Pembroke, and near to and on the west side of the road leading from Pembroke to Pater, in the parish of St. Mary, Pembroke, in the county of Pembroke, and terminating at or near to and on the east side of the entrance to Pennar Mouth, otherwise Pennar Pill aforesaid; and which said intended railways 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) Nash, Cosheston, Lamphey, Pembroke, St. Mary Pembroke, St. Michael's Pembroke, Monkton or St. Nicholas, the Priory, Rhoscrowther, and Pwllcroghan, in the county of Pembroke.

And it is intended by such act to enable the South Wales railway company to construct and maintain a railway, with all proper stations, approaches, works, and conveniences connected therewith, commencing from and out of the South Wales railway as now authorized, at or near the point in the parish of Begelly, in the county of Pembroke, marked on the plans referred to in the South Wales railway act 1845, ten miles, and terminating by a junction with the South Wales railway as now authorized, at or near a certain other point in the said parish of Nash, marked on the last-mentioned plans three miles, which said intended new line of railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them: (that is to say) Narberth, Narberth North, Narberth South, Templeton, Ludchurch, Begelly, Williamston, Reynalton, Jeffreyton, Saint Issels, Redberth, Carew, Cosheston, and Nash, all in the County of Pembroke.

And it is intended by such act to enable the South Wales railway company to abandon, if they see fit, the formation of such part or parts of their said line of railway from Pembroke dock as may become unnecessary by reason of the formation of the before-mentioned intended railways, or any or either of them.

And it is also intended by such act to enable the South Wales railway company to construct and maintain a new line of railway, commencing from and out of the line of railway at the coal staiths of the South Wales railway company on the float at Swansea and terminating near to and on the north side of the Swansea docks as now being constructed, in a field in the Parish of Swansea, numbered 16 on the plans referred to in the Swansea dock act, 1847, which last-mentioned intended railway will pass from, in, through or into, or be situate within the several parishes of Swansea, and Saint John, Swansea, or one of them, in the county of Glamorgan.

And it is also proposed by the said intended act to enable the South Wales railway company to take compulsorily or otherwise, and use for the purposes of accommodation connected with their railway, certain lands and houses in the parishes of Swansea, and St. John's Swansea, or one of them, in the county of Glamorgan, at or near the company's Swansea station.

And also to construct and maintain a railway, with all proper approaches, works, and conveniences connected therewith, commencing from and out of the line of the South Wales railway as now made at or near the Newport station of that railway, and terminating by a junction with the Newport and Pontypool line of the Monmouthshire railways as the same is now being made on the east side of the Monmouthshire railway and canal company's canal, and opposite a certain manufactory called Dos works, at Newport in the county of Monmouth; and also for the purposes of the last-mentioned intended railway, to stop up, alter or divert that part of the road leading from Newport to Pontypool, known as Mill-street, in the town of Newport, and to make a new road in lieu thereof, and to widen and improve the road leading from High-street, Newport, to the Pontypool-road, near the Anchor works, which last-mentioned intended railway and new or diverted road will be situate wholly within the parish of St. Woollos, Newport, in the county of Monmouth.

And also to make and maintain a railway, to commence in the parish of Saint Woollos, Newport, in the county of Monmouth, by a junction with the line of the South Wales railway, in a certain field, numbered on the plans referred to in the South Wales railway act, 1845, 137, in the parish of Saint Woollos and to terminate in the same parish by a junction with the railway now or heretofore known as the Sirhowy tramroad, at or near a point thereon, about four hundred and fifty yards to the west 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 also to extend to the two last mentioned intended railways the provisions of the South Wales Railway Act, 1852, enabling the South Wales railway company, and the Monmouthshire railway and canal company, to enter into traffic arrangements.

And notice is hereby also given, that it is intended by such 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 proposed to be constructed as aforesaid, and also to enable the South Wales railway company to levy tolls, rates, and duties for and in respect of the use thereof, and to grant exemptions from such tolls, rates, and duties.

And it is 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 railways and works, and to confer other rights and privileges.

And it is intended by such act 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 or other places, or any of them, with which it may be necessary to interfere in the construction of the said railways and works.

And notice is hereby given, that maps, plans, and sections of the railways and works so proposed to be constructed, 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 Glamorgan at his office in Cardiff; 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 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 in the case of any extra-parochial lands, with the clerk of some adjoining parish.

And notice is hereby further given, that it is intended by such act to extend the time or revive the powers granted for the purchase by compulsion of the lands and houses, or some of them, required for the purposes of the railway, or some part thereof, by the South Wales railway act, 1845, authorized to be made from Pembroke dock, otherwise Pater, in the county of Pembroke, to or near to a certain field numbered on the plans referred to in the South Wales railway act, 1845, 16, in the parish of Llangan in the county of Carmarthen, and also to extend the time limited for the construction of such railway.

And it is also proposed by the said intended act to explain, amend, and extend, and to remove certain doubts relative to the provisions contained in "the South Wales railway act, 1845," and "the Great Western railway act, 1851," or one of them, for enabling the South Wales railway company to lease or sell their railway and branch railway and works, or any of them, or any parts thereof respectively, to the Great Western railway company, and for enabling such last named company to accept a lease of, or to purchase the same; and to declare that such provisions do and shall extend to, and may be exercised in respect of, all such railways and branch railways and works as the South Wales railway company may be now or hereafter authorised to construct; and to enable the South Wales railway company and the Great Western railway company to enter into and carry into effect such agreements as they may think fit, in respect of the conduct and management, use and working, by the Great Western railway company, of all or any of the lines of railway for the time being belonging to the South Wales railway company, or any part or parts thereof respectively, and of the traffic passing along or over such lines, and in respect of the payment and also the division and apportionment between the said two companies of the charges and expenses of such conduct, management, use, and working, and of the tolls, rates, and duties received in respect of such traffic:

And it is also proposed by the said intended act to enable the South Wales railway company, and the Llynvi Valley railway company, to enter into and carry into effect such agreements and arrangements as they may think fit, in respect of the conduct, management, use and working, by the South Wales railway company, of all or any of the lines of railway for the time being belonging to the Llynvi Valley railway company, or any part or parts thereof respectively, and of the traffic passing along or over such lines, and in respect of the payment and also the division and apportionment between the said last-named companies of the charges and expenses of such conduct, management, use and working, and of the tolls, rates, and duties, received in respect of such traffic; and to repeal so much of the Llynvi Valley railway act, 1851, as prohibits the use of the junction railway thereby authorised to be constructed with carriages propelled by steam or by atmospheric agency, or drawn by ropes in connection with a stationary steam engine:

And it is further proposed by the said intended act, to enable the South Wales railway company, and the Llanelly railway and dock company, to enter

into and carry into effect such agreements, and arrangements, as they may think fit, in respect of the conduct, management, use and working, by the South Wales railway company, of the railway belonging to the Llanelly railway and dock company, or any part thereof, and of the traffic passing along or over such railway, and in respect of the payment and also the division and apportionment between the said two companies of the charges and expenses of such conduct, management, use, and working, and of the tolls, rates, and duties received in respect of such traffic:

And it is also intended by such act to authorize and enable the South Wales railway company, and the Vale of Neath railway company, to enter into an agreement for the passage of the traffic of the last-mentioned company over and along the Briton Ferry branch railway of the South Wales railway company, and for the conveyance or carriage of such traffic by the South Wales railway company, upon the payment, by the Vale of Neath railway company, of such sum or sums of money, in gross or otherwise, for such period and upon such terms and conditions as the said two companies may mutually agree upon:

And it is also intended by such act to authorise the South Wales railway company, or their directors, to close the register of transfer of shares in the said company at and for such period prior to any special or extraordinary meeting of the company, as they shall think fit, or as may be provided in and by the said intended act.

And it is also intended by such act to enable the South Wales railway company to apply to the purposes of the said intended act, or some of them, such portion of their corporate funds as they shall think expedient; and to raise a further sum of money by the creation and issue of new shares in their undertaking, and by mortgage or bond; and also to enable the company to create and issue new shares or stock in their undertaking, in the place of exercising their powers of borrowing money on mortgage or bond, and also for the purpose of paying off money borrowed on mortgage or bond; and also in lieu of certain shares which by the South Wales railway (amendment) act, 1846, and by the South Wales railway capital act, 1850, or either of them, the company were authorised to create and issue, but which have not yet been created; and also to enable the company to assign and attach, if they shall see fit, to any shares or stock to be created under the authority of the said intended act, such guaranteed or preferential dividends, terms, conditions, rights, or privileges, as the company shall think fit; and to enable the said company to convert their mortgage or bond debt for the time being into perpetual annuities at such rate as will be fixed and determined by or under the provisions of the said intended act, and to assign to such annuities such precedence or preference over all or any other shares or stock in the company as may be determined.

And it is intended by such act, if need be, to alter, amend, enlarge, and in part repeal, all or some of the powers and provisions of the acts following, or some of them (that is to say), the South Wales railway act, 1845, the South Wales (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 South Wales railway act, 1852, the Vale of Neath railway act, 1846, the Vale of Neath railway (amendment) act, 1847, the Vale of Neath railway (amendment) act, 1848, the Vale of Neath railway act, 1852, the Waterford, Wexford, Wicklow, and Dublin railway (amendment) act,

1848, the Great Western railway act, 1851, the Briton Ferry dock and railway act, 1851.

Also, 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 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 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic., session 2, cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., cap. 68; 8 and 9 Vic., caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 165, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vic., caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 48 and 81; and 15 and 16 Vic., caps. 125, 133, 140, 145, 147, and 168.

Also, the Llynvi Valley railway act, 1846; the Llynvi Valley railway extension act, 1847; also the several acts (local and personal) 6 Geo. IV, cap. 104; 10 Geo. IV, cap. 38; 3 and 4 Vic., cap. 70; 10 and 11 Vic., cap. 295, relating to the Llynvi Valley railway company, and the Llynvi Valley railway act, 1851; also the several acts following, relating to the Llanelly railway and dock company, that is to say, acts (local and personal) 9 Geo. IV, cap. 91; 3 Will. IV, cap. 52; 5 and 6 Will. IV, cap. 96.

Also, the several acts following, relating to the Forest of Dean, otherwise called the Bullo Pill railway, 49 Geo. III, cap. 158; and 7 Geo. IV, cap. 47.

Also, the several acts following relating to the Monmouthshire railway and canal company, that is to say (local and personal), 32 Geo. III, cap. 102; 37 Geo. III, cap. 100; 43 Geo. III, cap. 115; 8 and 9 Vic., cap. 169; and 11 and 12 Vic., cap. 120.

And notice is hereby also given, that copies of the intended bill will be deposited in the Private Bill Office of the House of Commons on or before the thirty-first day of December next.

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

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

South Wales Railway, Monmouth Line, &c.

(Extension of powers as to Monmouth line; new line to Pontypool; new line and deviation in forest of Dean; additional capital; and amendment of acts.)

Notice is hereby given, that application is intended to be made to Parliament in the present session, for an act to confer upon the South Wales railway company, further and additional powers for the construction and maintenance of the branch railway to Monmouth, in the South Wales railway act, 1845, mentioned and described and thereby authorized, with all proper approaches, works, and conveniences connected therewith, and to extend the time, or to revive the powers, granted for the purchase, by compulsion, of the lands and houses required for the purposes of the said branch railway, and to extend the time limited for the construction of the said branch railway.

And also to construct and maintain a railway, with all proper works and conveniences connected therewith, commencing from and out of the said branch railway to Monmouth, at or near a field numbered on the plans of the said branch railway, referred to in the said South Wales railway amendment act, 1846, 9, in the parish of Langeview, in the county of Monmouth, and terminating by two

junctions with the Newport and Pontypool line of the Monmouthshire railway and canal company's undertaking, one thereof at the last mentioned company's railway station at Pontypool, and the other thereof near the workhouse at Pontypool, in the county of Monmouth; which last-mentioned intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them; (that is to say) Usk, Llangevieu Gwehelog, Llanbaddock, Glascoed, Monkswood, Goitre, Mamhilad, Llanfihangel, Pontymoyle, Llanvrechva Upper, Llanvrechva Lower, Pantague and Trevelin, in the county of Monmouth; and also to extend to the last mentioned intended railway, the provisions of the South Wales railway act, 1852, enabling the South Wales railway company, and the Monmouthshire railway and canal company, to enter into traffic arrangements.

And it is also intended by such act, to authorize the South Wales railway company to construct and maintain a railway, with all proper works and conveniences connected therewith, commencing from and out of the forest of Dean line of the South Wales railway, as now authorized to be constructed, at a point at or near the fourth mile of the said line, as marked on the plans thereof referred to in the South Wales railway (new works) act, 1851, and terminating at or near a place known as Foxes bridge, in the township of East Dean, in the forest of Dean, in the county of Gloucester; which last-mentioned intended railway will pass from, in, through, or into, or be situate within the townships of East Dean and West Dean, in the forest of Dean, in the county of Gloucester.

And it is also intended by such act, to enable the South Wales railway company to construct and maintain a railway, with all proper approaches, works, and conveniences connected therewith, commencing from and out of the said forest of Dean line of the South Wales railway, at or near two furlongs thereon, as marked on the plans of such authorized line referred to in the South Wales railway (new works) act, 1851, in a field numbered on the said plans 9, in the township of East Dean; and also commencing from and out of the said forest of Dean line at or near five furlongs thereon, as marked on the last-mentioned plans, in a field numbered thereon 23, in the township of East Dean, and terminating by a junction with the said forest of Dean line, at or near two miles two furlongs thereon, as marked on the said plans, in a field numbered thereon 90, in the township of East Dean, which said intended railway will be situate wholly within the township of East Dean and forest of Dean, in the county of Gloucester; and to abandon so much or such parts of the said forest of Dean line as now authorized, as may become unnecessary, by reason of the construction of the last-mentioned intended railway.

And notice is hereby also given, that it is intended by such 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 proposed to be constructed as aforesaid; and also to enable the South Wales railway company to levy tolls, rates, and duties for and in respect of the use thereof, and to grant exemptions from such tolls, rates, and duties.

And it is 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 railways and works, and to confer other rights and privileges.

And it is intended by such act 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 or other places, or any of them, with which it may be necessary to interfere in the construction of the said railways and works.

And notice is hereby given, that maps, plans, and sections of the railways and works so proposed to be constructed, 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 Monmouth, at his office in Newport; and with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester; 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 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 that a copy of so much of the said plans, sections, and books of reference, as relates to townships of East Dean and West Dean, and the forest of Dean, or such part thereof as may be extra-parochial, and also a copy of the said "Gazette" notice, will be deposited, on or before the said thirtieth day of November, at the Speech-house in the said Forest, and with the parish clerk of the adjoining parish of Newnham.

And it is also intended by such act to enable the South Wales railway company to apply to the purposes of the said intended act, or some of them, such portion of their corporate funds as they shall think expedient, and to raise a further sum of money for the purposes of such act, or some of them, by the creation and issue of new shares in their undertaking, and by mortgage or bond, and to enable the company to assign and attach, if they shall see fit, to any shares to be created under the authority of the said intended act, such guaranteed or preferential dividends, terms, conditions, rights, or privileges, as the company shall think fit.

And it is intended by such act, if need be, to alter, amend, enlarge, and in part repeal, all or some of the powers and provisions of the acts following, or some of them: (that is to say) 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 South Wales railway act, 1852, the Vale of Neath railway act, 1846, the Vale of Neath railway (amendment) act, 1847, the Vale of Neath railway (amendment) act, 1848, the Vale of Neath railway act, 1852, the Waterford, Wexford, Wicklow, and Dublin railway (amendment) act, 1848, the Great Western railway act, 1851, the Briton Ferry Dock and railway act, 1851; also the several acts following relating to the Monmouthshire railway and canal company (that is to say), local and personal 32 Geo. III, cap. 102; 37 Geo. III, cap. 100; 42 Geo. III, cap. 115; 8 and 9 Vict., cap. 169; and 11 and 12 Vict., cap. 120.

And notice is hereby also given, that copies of the intended bill will be deposited in the Private Bill Office of the House of Commons, on or before the thirty-first day of December next.

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

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

Leeds to Whitehall Turnpike Roads.

Continuation of term, repeal or alteration and amendment of act, abandonment of branch to the Wellington Bridge-road. Powers to levy new tolls, and to alter existing tolls, altering application of tolls, and altering rights of creditors, and other purposes.

Notice is hereby given that application will be made to parliament in the next session, for leave to bring a bill to repeal, alter, amend, extend, and enlarge some of the powers and provisions of an act passed in the sixth year of the reign of his Majesty King George the Fourth, intituled "an act for making and maintaining a new road from Leeds to Whitehall, near Halifax, and several branch roads therefrom, all in the West Riding of the county of York," and to create a further term with reference to the roads made or maintained under the authority of the said act, or to repeal the said act, and to grant further, better and more effectual powers in lieu thereof, and to grant a further term in the said roads.

And notice is also hereby given, that it is intended by the said bill to authorise the abandonment of the branch road first described in and authorised by the said act, that is to say, the branch road commencing at a point in the main road within the township of Wortley, in the parish of Leeds aforesaid, near a close there, called the Tenter Close, and extending to and communicating with the Wellington Bridge turnpike-road, at or near the Leeds and Liverpool canal bridge, in the township of Wortley aforesaid.

And notice is hereby given, that clauses will be inserted in the said bill repealing the existing exemptions from toll on the said roads in respect of stone, dross, ashes, and other materials for making and repairing roads and bridges, and for levying tolls in respect of such materials, and that powers will be applied for in the said bill to increase, vary, or alter the tolls now taken or authorised to be taken, upon the said roads or any part thereof, or to levy the same tolls, or other tolls in lieu thereof, and to confer, vary, or extinguish exemptions from payment of tolls, rates or duties, and to confer, vary, or extinguish other rights, privileges and exemptions, and to make further and additional provisions for the repair, improvement and maintenance of the said roads, and the regulation of the said trust, and the application and appropriation of the tolls or revenue thereof.

And notice is hereby given that there will also be inserted in the said bill, clauses and provisions, with reference to the repair and maintenance of the burr-walls and fence-walls on the sides of the said roads, and with reference to the payment of the interest and principal of the mortgage and other debts, due and owing upon the credit of the tolls collected upon the said roads, and for altering the rate of interest now payable, and for fixing the rate of interest to be hereafter paid in respect of such debts or some of them, or the proportion of the tolls to be applied in payment of interest and principal, and for making other arrangements with respect to the existing mortgage and other debts, and with respect to the liquidation or relinquishment of the arrears of interest thereon, and of other charges and liabilities upon the said roads, and for altering the mode of paying off the existing mortgage and other creditors of the said trust; and also other clauses and provisions affecting the rights and interests of such mortgagees and other creditors of the said trust.

And notice is also given, that it is intended by the said bill to alter, amend, extend or repeal such part or parts of the local and personal act, 1 Victoria, chapter 43, intituled "an Act for repairing and maintaining the roads leading from Wakefield to Halifax, and from near Hipperholm Bar to near Stump Cross, all in the West Riding of the county of

York," and also of the local and personal act, 7 and 8 George Fourth, chapter 6, intituled "An act for making and maintaining a turnpike road from Godley Lane Head near Halifax to Northwram Green, in the West Riding of the county of York," and also of "the West Riding Union railways act, 1846," and of "The Lancashire and Yorkshire railway act, 1852," and of the several acts therein recited relating to the same railway company, as well by its present name as by its former name of "The Manchester and Leeds railway company," and also of "The Leeds central railway station act, 1848," as it may be necessary to alter, amend, extend, or repeal, for all or any of the purposes to be authorised by the said bill or otherwise in relation thereto, and to grant further, better, and more effectual powers instead thereof, so far as relates to the said roads, authorised by the said act of the sixth year of the reign of his Majesty King George the Fourth.

And notice is hereby given, that printed copies of the proposed bill will be deposited on or before the thirty-first day of December next, in the Private Bill Office of the House of Commons.

Dated this fourth day of November, 1852.

C. and W. Carr,

Clerks to the trustees of the said road.

Durnford and Co.

Parliamentary agents, 39, Parliament Street.

In Parliament.—Session 1853.

The Governor and Company of Copper Miners in England.

Amendment of Act; Extension of Powers.

NOTICE is hereby given, that application will be made to Parliament in the Session of 1853, for leave to introduce a Bill to alter and amend the provisions of "The Governor and Company of Copper Miners Act, 1851," and to confer further powers on the said Company; and that printed copies of the said Bill will, on or before the 31st day of December 1852, be deposited in the Private Bill Office of the House of Commons.—Dated this 10th day of November 1852.

Desborough, Young, and Desborough, 6, Sise-lane, Bucklersbury, Solicitors for the Bill.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given, that—

165. Moses Poole, of Serle-street, in the county of Middlesex, Gentleman, has given notice at the Office of the Commissioners of his intention to proceed with his application for letters patent for the invention of improvements in constructing bridges, viaducts, and such like structures.

As set forth in his petition, recorded in the said office on the 2nd day of October 1852.

199. And Edwin Bates, of No. 7, Great Portland-street, London, county of Middlesex, Gentleman, has given the like notice in respect of the invention of certain improvements for deriving motive power from expansive fluids, and the better application and economy thereof for propelling ships and other vessels in sea, river, and canal navigation, also in the shape and action of wind sails, the use of water as a motive power for driving machines, mills, &c. the construction of turbines, air and water pumps, marine pumps for emptying ships of bilge water, and other useful purposes.

As set forth in his petition, recorded in the said office on the 4th day of October 1852.

No. 21383.

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250. And William Armand Gilbee, of the English and Foreign Patent Office, 4, South-street, Finsbury, in the county of Middlesex, Gentleman, has given the like notice in respect of the invention of an improved mode of disinfecting putrid and fecal matters, and converting fecal matters into manure, also applicable to the disinfection of cesspools, drains, sewers, and other similar receptacles.

As set forth in his petition, recorded in the said office on the 6th day of October 1852.

419. And John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, and of Glasgow, North Britain, Gentleman, has given the like notice in respect of the invention of improvements in the manufacture and applications of hyposulphite and similar compounds of zinc.

As set forth in his petition, recorded in the said office on the 16th day of October 1852.

441. And John Kealy, of Oxford-street, in the county of Middlesex, Agricultural Implement Maker, has given the like notice in respect of the invention of improvements in machinery or apparatus for cutting or slicing roots.

As set forth in his petition, recorded in the said office on the 19th day of October 1852.

464. And John Gilbert, of 79, Wardour-street, and Samuel Nye, of the same place, in the county of Middlesex, have given the like notice in respect of the invention of improvements in mincing meat and other substances.

As set forth in their petition, recorded in the said office on the 20th day of October 1852.

474. And William Weild, of Manchester, in the county of Lancaster, Engineer, has given the like notice in respect of the invention of improvements in looms for weaving certain descriptions of pile fabrics.

As set forth in his petition, recorded in the said office on the 21st day of October 1852.

493. And George Price, of Birmingham, Stove Manufacturer, has given the like notice in respect of the invention of a new or improved gas stove.

507. And Felix Lieven Bauwens, of Croydon, in the county of Surrey, Chemist and Manufacturer, has given the like notice in respect of the invention of improvements in treating fatty matters prior to their being manufactured into candles and mortars, which are also applicable to oils.

As set forth in their respective petitions, both recorded in the said office on the 23rd day of October 1852.

558. And Henry Robert Ramsbotham, of Bradford, in the county of York, Worsted Spinner, and William Brown, of the same place, Mechanic, have given the like notice in respect of the invention of improvements in preparing and combing wool and other fibrous substances.

As set forth in their petition, recorded in the said office on the 29th day of October 1852.

570. And Martin Watts, of Patricroft, near Manchester, in the county of Lancaster, Cotton Spinner, has given the like notice in respect of the invention of certain improvements in machinery or apparatus for roving or preparing cotton and other fibrous substances for spinning.

582. And James Sinclair, of Stirling, in the county of Stirling, North Britain, has given the like notice in respect of the invention of improvements in engines to be worked by

steam, air, or water, the said improvements being also applicable to pumps.

As set forth in their respective petitions, both recorded in the said office on the 30th day of October 1852.

592. And George Dixon, of the city of Dublin, Soap and Candle Manufacturer, has given the like notice in respect of the invention of an improvement in bleaching palm oil.

606. And John Jaques the younger, of Hatton-garden, in the county of Middlesex, Ivory Turner, has given the like notice in respect of the invention of improvements in chess and draught boards.

As set forth in their respective petitions, both recorded in the said office on the 1st day of November 1852.

632. And Nehemiah Hodge, of North Adams, of the State of Massachusetts and United States of America, has given the like notice in respect of the invention for discharging water from the hold of a navigable vessel.

As set forth in his petition, recorded in the said office on the 3rd day of November 1852.

644. And George Shand, of Glasgow, in the county of Lanark, and Andrew McLean, of Edinburgh, in the county of Mid Lothian, Scotland, Chemists, has given the like notice in respect of the invention of improvements in obtaining products from tar.

645. And Peter Fairbairn, of Leeds, in the county of York, Machinist, has given the like notice in respect of the invention of certain improvements in self-acting reeling machinery for reeling flax and other yarns into hanks.

646. And George Fife, of the town and county of Newcastle-upon-Tyne, Doctor of Medicine, has given the like notice in respect of the invention of improvements in steam and water gauges.

651. And Hesketh Hughes and William Thomas Denham, both of Cottage-place, City-road, in the county of Middlesex, Manufacturers of Fancy Trimmings, have given the like notice in respect of the invention of certain machinery for the manufacture of fancy ribbons, ornamental trimmings, chenilles, fringes, and gimps.

652. And James Hadden Young, of 66, College-street, Camden Town, in the county of Middlesex, has given the like notice in respect of the invention of improvements in weaving.

654. And Richard Wright, of Greenwich, in the county of Kent, has given the like notice in respect of the invention of improvements in shafts and plummer blocks.

655. And Robert Booty Cousens, of 50, Halliford-street, in the county of Middlesex, has given the like notice in respect of the invention of improvements in machinery for cutting cork.

656. And Admiral the Earl of Dundonald, of Belgrave-road, in the county of Middlesex, has given the like notice in respect of the invention of improving bituminous substances, thereby rendering them available for purposes to which they never heretofore have been successfully applied.

As set forth in their respective petitions, all recorded in the said office on the 5th day of November 1852.

662. And Peter Fairbairn, of Leeds, in the county of York, Machinist, and John Hargrave, of Kirkstall, in the said county, Manufacturer, have given the like notice in respect of the invention of certain improvements in machinery for opening, combing, and drawing wool, flax, and other fibrous materials.

664. And John Arthur Phillips, of 8, Upper Stamford-street, Blackfriars, in the county of Surrey, has given the like notice in respect of the invention of improvements in purifying tin.

665. And Thomas Hicks Chandler, of Aldbourn, in the county of Wilts, has given the like notice in respect of the invention of improvements in hoes.

666. And Benjamin Baillie, of 118, Wardour-street, Soho, in the county of Middlesex, has given the like notice in respect of the invention of improvements in apparatus for drawing off and registering the flow of fluids.

667. And William Frederick De la Rue, of Bunhill-row, in the county of Middlesex, and George Waterston, of Edinburgh, have given the like notice in respect of the invention of improvements in writing cases.

As set forth in their respective petitions, all recorded in the said office on the 6th day of November 1852.

676. And William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of improvements in the manufacture of the carbonates of soda.

677. And Andrew Robeson (junior), of Newport, in the State of Rhode Island, and United States of America, has given the like notice in respect of the invention of an improved mode of bowking or bucking cloth.

As set forth in their respective petitions, both recorded in the the said office on the 8th day of November 1852.

680. And William Thomas Henley, of St. John-street-road, London, Electrical Engineer, has given the like notice in respect of the invention of certain improvements in electric telegraphs and in the apparatus and instruments connected therewith.

690. And James C. Booth, of the city and county of Philadelphia, in the State of Pennsylvania, United States of America, Chemist, has given the like notice in respect of the invention of manufacturing chromate and bichromate of potash from chromic iron or chrome ore.

692. And William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of improvements in the construction of axles or axle-trees.

As set forth in their respective petitions, all recorded in the said office on the 9th day of November 1852.

And notice is hereby further given, that all persons having an interest in opposing any one of such applications are at liberty to leave particulars in writing of their objections to such application, at the said office of the Commissioners, within twenty-one days after the date of the Gazette in which this notice is issued.

[Errata in the Gazette of Friday last.]

Patent Law Amendment Act.

634, for *Emily Petit*, read *Emily Pettit*, and in the sentence following, No. 639, for 4th day of *October*, read 4th day of *November*, and in the sentence following, No. 656, for 5th day of *October*, read 5th day of *November*.

Lancashire and Yorkshire Railway Company.
Forfeited Shares.

THE several Shares in the Lancashire and Yorkshire Railway Company hereunder specified having been duly declared to be forfeited by resolution of the Directors, at a Board held on the twenty-fifth day of August one thousand eight hundred and fifty-two, and such forfeiture having been duly confirmed by the resolution of a General Meeting of the Company, in the manner prescribed by "The Companies' Clauses Consolidation Act, 1845," notice is hereby given, that in case the arrears of calls and interest due on the said shares respectively shall not be paid within one calendar month from the publication hereof, the said shares respectively will become merged in the capital of the said Company, in accordance with the provisions of "The Lancashire and Yorkshire Railway Act, 1849." Dated this seventeenth day of November 1852.

By order,
Thomas Barnes, Chairman.
Jno. Dunston, jun. Secretary.

West Riding Union.—£14 late £20 shares.

Numbered 8251 to 8255, both inclusive; 12477, 12478, 37506 to 37515, both inclusive; 38336 to 38345, both inclusive; 23950 to 23999, both inclusive; 28309 to 28316, both inclusive; 20523 to 20527, both inclusive; 26453 to 26467, both inclusive; 38541, 38542, 40060 to 40064, both inclusive; 98885 to 98889, both inclusive; 45849 to 45854, both inclusive; 66745 to 66754, both inclusive; 66815 to 66819, both inclusive; 62280, 16436 to 16455, both inclusive; 17760 to 17774, both inclusive; 22674 to 22760, both inclusive; 24838 to 24892, both inclusive; 30573 to 30887, both inclusive; 38927 to 39022, both inclusive; 40602 to 40606, both inclusive; 43433 to 43562, both inclusive; 52861 to 52876, both inclusive; 55191 to 55225, both inclusive; 61125 to 61134, both inclusive; 65259 to 65264, both inclusive.

£16, late £32 shares, or Thirds Extension Stock.

Numbered 4457 to 4498, both inclusive; 46283 to 46287, both inclusive.

Liverpool and Bury £50 shares.

Numbered 40862 to 40870, both inclusive; 41787, 41788, 42309, 42310, 42331 to 42334, both inclusive.

Huddersfield and Sheffield Junction £50 shares.

Numbered 17638 to 17642, both inclusive.

£19 10s. shares, commonly called "Fifths," or £20 shares.

Numbered K 3140 to 3189, both inclusive.

Notice to Policy Holders in the Railway Assurance Company, late of No. 5, St. James-street, London.

To cancel all Policies, now subsisting, on and after the 30th day of December 1852.

7, Bank-buildings, Lothbury, London,
28th October 1852.

WHEREAS by the 9th Condition, endorsed on the Railway Assurance Policies, it is provided, that "It shall be lawful for the Company, at any time before the 31st day of December 1852, to cancel the within policy upon repayment to the assured of the within-mentioned sum of , and from and after such repayment, the said policy shall be altogether void, except as regards any claim for compensation which may have arisen thereunder previous to such repayment; and in case the Company shall give notice in the London Gazette, and in two London daily

newspapers, at least once in each of three successive weeks, of their intention to cancel all policies issued by the Company and then subsisting, from a day to be mentioned in such notice, and which shall be at least one calendar month after the third of the said advertisements shall have appeared in the London Gazette; and the assured shall not, before the day so mentioned, apply for repayment of the premium paid by him to the Company; the within policy shall, from and after such day, except as regards any claim for compensation which may have previously arisen thereunder, be altogether void; but the assured shall nevertheless be entitled to recover from the Company the amount of such premium at any time within the period of six calendar months from the day mentioned in the said notice."

Notice is hereby given, that all policies issued by the late Railway Assurance Company, still subsisting, are hereby cancelled on and after the 30th day of December 1852.

By order of the Court of Directors of the Accidental Death Insurance Company.

William Young, Secretary.

N.B.—By the 15th Vict. c. 56, all the powers lately vested in the late Railway Assurance Company, are now transferred to the Accidental Death Insurance Company.

William Young, Secretary.

CONTRACTS FOR WHEAT, TEA, SUGAR,
AND SOAP.

Department of the Comptroller for
Victualling and Transport Services,
Somerset-Place, November 5, 1852.

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 25th instant, 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:

Wheat, 2,000 quarters; half to be delivered in one month, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Tea (Congou), 50,000 lbs.; half to be delivered in a month, and the remainder in a month afterwards, or earlier if preferred by the party tendering.

Sugar (Muscovado), 100 tons; half to be delivered in a month, and the remainder in a month afterwards, or earlier if preferred by the party tendering.

Soap (Mottled), 50 tons; half to be delivered in a month, and the remainder in a month afterwards, or earlier if preferred by the party tendering.

A proportional part of the price per bushel of wheat, will be paid for any weight exceeding 60 lbs. per bushel.

The tea and sugar to be exempted from the Customs' duties, and the soap to be tendered for at a price exclusive of the Excise drawback, which will be allowed to the contractor.

No tender will be received for a less quantity of wheat than 500 quarters, of tea than 10,000 lbs. of sugar than 20 tons, and of soap than 10 tons.

Samples of the wheat (not less than 2 quarts), of the tea (not less than 1 lb. from the Bonded Warehouse), of the sugar (not less than 2 lbs.), and of the soap (not less than a bar), must be produced by the parties tendering.

The conditions of the revised contracts, to which particular attention is called, may be seen at the said office, at the office of Commander Bevis, at Liverpool, and of the Collector of Customs, at Bristol.

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, and those for tea and sugar must be accompanied by a letter, signed by a responsible person, engaging to become bound with the person tendering, in the sum of £20 per cent. on the value, for the due performance of each of the contracts.

CONTRACTS FOR PEAS, SUGAR, TEA, TOBACCO, SOAP, MUSTARD, AND PEPPER.

Department of the Comptroller for Victualling and Transport Services, Somerset-Place, November 5, 1852.

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 2nd December, 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 Gosport and Plymouth, the under-mentioned articles; viz.:

Peas, 200 quarters, Gosport; 100 quarters, Plymouth; half to be delivered at each place in one month, and the remainder in a month afterwards, or earlier if preferred by the party tendering.

Sugar (Muscovado) 50 tons, Gosport; 30 tons, Plymouth; half to be delivered at each place in one month, and the remainder in a month afterwards, or earlier if preferred by the party tendering.

Tea (Congou) 15,000 lbs. Gosport; 15,000 lbs. Plymouth; half to be delivered at each place in one month, and the remainder in a month afterwards, or earlier if preferred by the party tendering.

Tobacco (Virginia), 10 tons, Gosport; 10 tons, Plymouth; half to be delivered at each place in one month, and the remainder in a month afterwards, or earlier if preferred by the party tendering.

Soap (Mottled), 15 tons, Gosport; 15 tons, Plymouth; half to be delivered at each place in one month, and the remainder in a month afterwards, or earlier if preferred by the party tendering.

Mustard (in Flour) 3 tons, Plymouth; half to be delivered in one month, and the remainder in a month afterwards or earlier if preferred by the party tendering.

Pepper (whole black), 1 ton, Plymouth; half to be delivered in one month, and the remainder in a month afterwards, or earlier if preferred by the party tendering.

The sugar, tea, tobacco, and pepper to be exempted from the Customs' duties, and the soap to be tendered for at a price, exclusive of the Excise drawback, which will be allowed to the contractor.

No tender will be received for a less quantity of peas than 50 quarters, of sugar than 10 tons, of tea than 5,000 lbs. of tobacco than 5 tons, of soap than 5 tons, and of mustard and pepper than the whole quantity of each.

Samples of the peas (not less than 4 quarts), of the sugar (not less than 4 lbs.), of the tea (not less than 2 lbs. from the Bonded Warehouse), of the tobacco (not less than 2 lbs.), and of the soap (not less than 2 bars), and of the mustard and pepper (not less than 2 lbs. of each), must be produced by the parties tendering, otherwise the tenders will not be noticed.

The conditions of the revised contracts, to which particular attention is called, may be seen at the said Office, at the Victualling Yards at Gosport and Plymouth, at the Office of Commander Bevis, at Liverpool, and of the Collector of Customs at Bristol.

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, and those for sugar, tea, mustard, and pepper must be accompanied by a letter, signed by a responsible person, engaging to become bound with the person tendering in the sum of £20 per cent. on the value, for the due performance of each of the contracts.

CONTRACTS FOR RUM, WINE, AND COCOA.

Department of the Comptroller for Victualling and Transport Services, Somerset-Place, November 17, 1852.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Thursday the 9th December next, at one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Her Majesty's Victualling Stores at Deptford, the undermentioned articles, viz.:

Rum (the produce of the British possessions in the West Indies), 20,000 gallons; half to be delivered in a month, and the remainder in a month afterwards, or earlier if preferred by the party tendering.

Rum (the produce of other British possessions), 20,000 gallons; half to be delivered in a month, and the remainder in a month afterwards, or earlier if preferred by the party tendering.

Wine (Marsala), 3,000 gallons; half to be delivered in a month, and the remainder in a month afterwards, or earlier if preferred by the party tendering.

Cocoa, 50 tons; half to be delivered in a month, and the remainder in a month afterwards, or earlier if preferred by the party tendering.

The articles to be exempted from the Custom duties.

No tender will be received for a less quantity of rum than 4,000 gallons of either description, of wine than 1,000 gallons, and of cocoa than 10 tons.

Samples of the rum to be sent in pints for each Import mark, and the average strength of each mark *Ex* to be stated, and not an average of different marks or strengths of several imports, and any cask of rum that is found not to be of the same quality mark or average strength of the sample tendered and accepted, will be rejected by the officers; and samples of the wine (not less than 2 bottles), and of the cocoa (not less than 2 lbs.), must be produced by the parties tendering, and separate tenders must be made for each description of rum.

The conditions of the revised contracts, to which particular attention is called, may be seen at the said office, at the office of Commander Bevis, at Liverpool, and of the Collector of Customs at Bristol.

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, and must be accompanied by a letter signed by a responsible person, engaging to become bound with the person tendering in the sum of £20 per cent. on the value, for the due performance of each of the contracts.

CONTRACT FOR BALTIC STAVES.

Department of the Comptroller for Victualling and Transport Services, Somerset-Place, November 20, 1852.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Thursday the 9th December next, at one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Her Majesty's Victualling Stores at Deptford:

Baltic Pipe Staves, 5 mille great tale; half to be delivered in a month, and the remainder in a month afterwards, or earlier if preferred by the party tendering.

Samples may be seen on application to the Superintendent of Her Majesty's Victualling Yard at Deptford.

The conditions of the revised contract, to which particular attention is called, may be seen at the said office, at the office of Commander Bevis, at Liverpool, and of the Collector of Customs at Bristol.

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 Staves," and must also be delivered at Somerset-place, and must be accompanied by a letter, signed by a responsible person, engaging to become bound with the person tendering, in the sum of £20 per cent. on the value, for the due performance of the contract.

CONTRACT FOR FITTING CONVICT SHIPS AND OTHER VESSELS. &c.

Department of the Comptroller for Victualling and Transport Services, Somerset-Place, November 6, 1852.

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 25th instant, at one o'clock, they will be ready to treat with such persons as may be willing to contract for fitting, at Deptford and its vicinity, with sleeping berths, horse stalls, and other carpenter's works,

Convict Ships and other Vessels, and for dismantling Troop Ships, &c.

The conditions of the contract may be seen, and a specification and form of the tender obtained 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

No. 21383.

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attend at this office, on Saturday the 27th instant, 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 fitting Convict Ships, &c." 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.

Lead-Office, November 17, 1852.

THE Court of Assistants of the Corporation of the Governor and Company for Smelting down Lead with Pit Coal and Sea Coal do hereby give notice, that a Court of Election of a Governor, Deputy Governor, and ten Assistants, for the year 1853, will be held at the Company's House, in Martin's-lane, Cannon-street, on Monday the 3rd January next, from eleven o'clock in the forenoon till one o'clock in the afternoon; and that the transfer book will be shut on Wednesday the 15th December, and opened again on Tuesday the 28th December.

Printed lists of the Proprietors will be ready on Tuesday the 21st December next.

Chas. Deane, Secretary.

South Australian Company.

London, November 20, 1852.

NOTICE is hereby given, that a General Meeting of the Proprietors of this Company will be held at their offices, No. 4, New Broad-street, on Friday the 10th December next.

The chair will be taken at one o'clock precisely.

Andw. Miller, Manager.

Bank of England, November 17, 1852.

THE Court of Directors of the Governor and Company of the Bank of England give notice,

That they have appointed Frederick Bellamy, William Taylor, William Williams, and James Barton, to be four of their Cashiers, and they are hereby empowered to sign Bills and Notes for the Governor and Company of the Bank of England.

John Bentley, Secretary.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Samuel Skinner Cory and Theophilus Miller Gunn, as Surgeons and Apothecaries, at Allington and Bridport, in the county of Dorset, was, on and from the 29th day of September last past, dissolved by mutual consent.—Dated this 18th day of November 1852.

Saml. S. Cory.

Theophilus Miller Gunn.

THE Partnership between the undersigned, John Hearn Nosworthy and Edward Lewis, carried on at No. 79, Coleman-street, in the city of London, as Lithographers, Engineers, and Printers, was, on the 30th day of September last, dissolved by mutual consent. All debts due to or from the late partnership are to be received and paid by the said John Hearn Nosworthy, at No. 79, Coleman-street aforesaid.—Dated this 22nd day of November 1852.

John Hearn Nosworthy.

Edward Lewis.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, under the firm of Powell Brothers, and Company, as Glass Bottle Manufacturers, in Avon-street, in the parish of Saint Philip and Jacob, in the City of Bristol, was and stands dissolved as, on, and from the 30th day of April last past, so far as concerns the undersigned Thomas Powell, who has retired therefrom. All debts due to the said copartnership are to be paid to the continuing partners, the undersigned William Powell, Edward Filer, and William Powell the younger, who will pay all debts due from the said copartnership. The said trade will in future be carried on by the undersigned William Powell, Edward Filer, and William Powell the younger, on their own account, under the firm of Powell and Filer.—Dated this 20th day of November 1852.

Thos. Powell.

William Powell.

Edwd. Filer.

Wm. Powell, jr.

Islington-green, London, 15th November 1852.
NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned John Healy and Henry Healy has been this day terminated and dissolved by mutual consent.

Jno. Healy.
Henry Healy.

London, November 22, 1852.

WE, the undersigned, hereby give notice, that the Partnership lately existing between us as Fret Cutters, under the style of the Imperial Fret Cutting Mills, carried on at No. 139, Curtain-road, Shoreditch, has been this day dissolved by mutual consent.

A. Forter.
W. Ratchiff.

MEMORANDUM of the dissolution of Partnership between William Henry Oliver and Robert Emerson, in a Printing, Bookselling, and Stationery Trade, at Lowestoft, in the county of Suffolk. It is hereby certified by the above-named parties that the partnership lately existing between them is dissolved by mutual consent; and they desire that a public notification of the same may be made in the London Gazette, according to law.

William Henry Oliver.
Robert Emerson.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph Rosenberg, Ferdinand Rosenberg, Julius Arensberg, and Edward Rosenberg, carrying on business as Wholesale and Retail Cigar and Tobacco Manufacturers and Dealers, at Manchester, in the county of Lancaster, under the style or firm of Rosenberg, Arensberg, and Company, was this day dissolved by mutual consent.—Dated this 15th day of November 1852.

Joseph Rosenberg. *Julius Arensberg.*
Ferdinand Rosenberg. *Edward Rosenberg.*

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, Joseph Flint and Peter Humphrey, carrying on business in the parish of Charlwood, in the county of Surrey, as Farmers, was this day dissolved by mutual consent; and that all debts due to or owing by the said copartnership will be received and paid by the said Joseph Flint.—Dated this 15th day of November 1852.

Jos. Flint.
Peter Humphrey.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, George Hall and James Hall, as Produce Brokers and Insurance Agents, at Manchester, in the county of Lancaster, under the firm of Hall, Hayes, and Company, was dissolved, by mutual consent, on the 13th day of November instant.—Dated the 16th day of November 1852.

George Hall.
Jas. Hall.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, carrying on business as Moulders, at Manchester, in the county of Lancaster, under the style or firm of Cowen and Walker, was, by mutual consent, dissolved on the 13th day of November instant. All debts due to, and owing by, the said firm, will be received and paid by the undersigned Matthew Cowen, by whom the said business will in future be conducted.—Dated this 17th day of November 1852.

Matthew Cowen.
George Walker.

BRITISH GUIANA.

Official Advertisement.—Demerary and Essequibo, to wit.

IN pursuance of the Ordinance No. 7, of the year 1851, intituled "An Ordinance for amending and consolidating the rules and regulations applicable to the office of Administrator-General of Demerary and Essequibo."

I, the undersigned, Administrator-General of Demerary and Essequibo, in the colony of British Guiana, do hereby call up and require the creditors of the estates hereinafter mentioned, to file their claims, according to law, at my office, in the Public-buildings, in the city of Georgetown, in the colony aforesaid, within the period of four months from the publication of my second and last advertisement in the London Gazette, on pain, in default thereof, of being debarred from filing thereafter any claims omitted to be filed within the period aforesaid, this being my first advertisement.

Demerary and Essequibo, this 6th day of August 1852.

JOHN DALY, Administrator-General of Demerary and Essequibo.

List of Estates referred to in the above Official Advertisement.

Estate of Elizabeth Clark, deceased, lately an inhabitant of

the city of Georgetown, county of Demerary, who died in said city, on or about the 10th day of September 1852.

Estate of William Pearson, an inhabitant of the county of Essequibo, an insolvent under Ordinance No. 29, of the year 1846.

Estate of César Sergeant, deceased, lately an inhabitant of the city of Georgetown, county of Demerary, who died in said city, on or about the 4th day of August 1852.

Estate of Frances Foster, deceased, lately an inhabitant of Mahaica, in the county of Demerary, who died there, on or about the 7th day of August 1852.

JOHN DALY, Administrator-General of Demerary and Essequibo.

BRITISH GUIANA.

Official Advertisement.—Demerary and Essequibo, to wit.

IN pursuance of the Ordinance No. 7, of the year 1851, intituled "An Ordinance for amending and consolidating the rules and regulations applicable to the office of Administrator-General in the colony of British Guiana,"

I, the undersigned, Administrator-General of Demerary and Essequibo, in the colony of British Guiana, do hereby call up and require the creditors of the estates hereinafter mentioned to file their claims, according to law, at my office, in the Public-buildings, in the city of Georgetown, in the colony aforesaid, within the period of four months from the publication of this advertisement in the London Gazette, on pain, in default thereof, of being debarred from filing thereafter any claims omitted to be filed within the period aforesaid, this being my second and last advertisement.

Demerary and Essequibo, this 13th day of October 1852.

JOHN DALY, Administrator-General of Demerary and Essequibo.

List of Estates referred to in the above Official Advertisement.

Estate of James Dunlop, deceased, lately an inhabitant of the county of Demerary, who died at plantation Garden of Eden, in said county, in or about the month of June 1852.

Estate of Mary Rainey, deceased, lately an inhabitant of the city of Georgetown, in the county of Demerary, who died in said city, on or about the 17th day of January 1852.

Estate of Dover Bunbury, lately an inhabitant of the county of Essequibo, deceased, who died intestate, in said county, some time in the year 1847.

JOHN DALY, Administrator-General of Demerary and Essequibo.

Master of the Rolls.—Wednesday the 10th day of November, in the 16th year of the reign of Her Majesty Queen Victoria, 1852; between John George Barton, Plaintiff; Frederick Hunt Whitcomb, Defendant.

FORASMUCH as this Court was this present day informed by Mr. Renshaw, Counsel for the plaintiff, that the plaintiff exhibited his Bill in this Court against the defendant, and it appears by the affidavit of the plaintiff, that the defendant, for a considerable time previous to the month of December 1851, resided at Lessnes Heath, near Erith, in the county of Kent, with his daughter; that the plaintiff is wholly ignorant of the defendant's address, or whether he is living or dead; that the landlord of the house in which the said defendant resided at Lessnes Heath aforesaid, having taken possession of the said house, has long since let the same to another tenant, that many endeavours have been made to obtain tidings concerning the said defendant, which endeavours have proved entirely ineffectual, and that the plaintiff verily believes that the defendant absconded on the 17th day of December 1851, with a view to escape from the liabilities to which he was and still is subject as in the affidavit mentioned, and to avoid service of any legal process which might be issued against him. It is thereupon and upon hearing the said affidavit and an affidavit of Vincent Barton read, ordered, that the defendant, Frederick Hunt Whitcomb, do appear to the plaintiff's bill, on or before the 14th day of December next. And it is ordered, that the plaintiff do cause a copy of this order, together with a notice thereof set forth at the foot of the general order of this Court in this behalf, to be inserted in the London Gazette of Tuesday the 23rd November instant, and in two newspapers published in the county of Kent, on or before the 4th day of December next.

Frederick Hunt Whitcomb, take notice, that if you do not appear pursuant to the above order, the plaintiff may enter an appearance for you, and the Court may afterwards grant to the plaintiff such relief as he may appear to be entitled to on his own shewing.

PURSUANT to an Order of the High Court of Chancery made in a cause Prichard against Norris, the creditors of William Sutcliffe, late of Bath, in the county of Somerset, Esq. (who died on or about the 7th

day of May 1852), are, by their Solicitors, on or before the 13th day of January 1853, to come in and prove their debts at the chambers of W. H. Tinney, Esq. one of the Masters of the said Court, at his chambers, in Southampton-buildings, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order.

Friday, the 21st day of January 1853, at eleven o'clock in the forenoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 17th day of November 1852.

PURSUANT to a Decree of the High Court of Chancery made in a cause Hughes against Jones and others, the creditors of Evan Hughes, late of the town of Bala (and not Bald, as before advertised), in the parish of Llanyci, in the county of Merioneth, Gentleman, deceased (who died on or about the 22nd day of September 1845), are, by their Solicitors, on or before the 11th day of January 1853, to come in and prove their debts or claims at the chambers of Sir William Horne, one of the Masters of the said Court, in Southampton-buildings, Chancery-lane, London, or in default thereof they will be peremptorily excluded the benefit of the said Decree.

Tuesday, the 18th day of January 1853, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 15th day of November 1852.

PURSUANT to a Decree of the High Court of Chancery made in a cause Poole against Barber, the creditors of William Perry, late of Bala Hall, in Thwaites, in the parish of Millom, in the county of Cumberland, Yeoman, deceased (who died on or about the 16th day of December 1846), are, on or before the 17th day of December 1852, to come in and prove their debts before Nassau William Senior, 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 Decree.

PURSUANT to an Order of the High Court of Chancery made in a cause Prichard against Norris, the persons claiming to be the next of kin to William Sutcliffe, late of Bath, in the county of Somerset, Esquire (who died on or about the 7th day of May 1852), are, by their Solicitors, on or before the 13th day of January 1853, to come in and prove their claims before W. H. Tinney, Esq. one of the Masters of the said Court, at his chambers, in Southampton-buildings, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order.

Friday, the 21st day of January 1853, at eleven o'clock in the forenoon, at the said chambers, is appointed for the hearing and adjudicating upon the claims.—Dated this 17th day of November 1852.

PURSUANT to a Decree of the High Court of Chancery made in a cause Terson against Hawkins, the creditors of Thomas Achee Terson, late of Dover, in the county of Kent, Auctioneer and Appraiser, (who died in or about the month of January 1851), are, by their Solicitors, on or before the 13th day of January 1853, to come in and prove their debts or claims at the chambers of William Henry Tinney, Esq. one of the Masters of the said Court, at his chambers, in Southampton-buildings, in the county of Middlesex, or in default thereof they will be peremptorily excluded the benefit of the said Decree.

Thursday, the 20th day of January 1853, at eleven o'clock in the forenoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 17th day of November 1852.

PURSUANT to an Order of the High Court of Chancery made in a cause Deborah White against John Bird and another, the creditors of the Reverend John White, late of Clarence-terrace, Haggerstone, in the parish of Saint Leonards, Shoreditch, in the county of Middlesex, and formerly of Mill House, Stanstead, Mountfitchet, in the county of Essex, also formerly of Surbiton, Kingston-upon-Thames, and of Morden Hall, in the parishes of Morden and Merton, and county of Surrey (who died in or about the month of May 1851), are, by their Solicitors, on or before the 20th day of December next, to come in and prove their debts and claims at the chambers of John Elijah Blunt, Esquire, one of the Masters in ordinary of the said Court, in Southampton-buildings, Chancery-lane, in the county of Middlesex, or in default thereof they will be peremptorily excluded the benefit of the said Order.

Friday, the 17th day of January, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 15th day of November 1852.

PURSUANT to an Order of the High Court of Chancery made in a cause Paxton v. Payne, the creditors of Richard Lambourn, late of Finmere, in the county of Oxford, Farmer, deceased (who died in or about the month of September 1851), are, by themselves, or their Solicitors,

on or before the 20th day of December next, to come in before John Elijah Blunt, Esq. one of the Masters of the said Court, at his chambers, in Southampton-buildings, Chancery-lane, London, and prove their debts; or in default thereof they will be peremptorily excluded the benefit of the said Order.

Monday, the 17th day of January 1853, at eleven of the clock in the forenoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 15th day of November 1852.

PURSUANT to a Decree of the High Court of Chancery made in a cause Newing against Simeson, the creditors of Catherine Bennett Newing, late of Gravesend, in the county of Kent, Widow, Licensed Victualler, deceased (who died on or about the 8th day of June 1851), are, by their Solicitors, on or before the 24th day of January 1853, to come in and prove their debts or claims 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 peremptorily excluded the benefit of the said Decree.

Monday, the 24th day of January 1853, at eleven o'clock in the forenoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 19th day of November 1852.

PURSUANT to an Order of the High Court of Chancery made in a cause of Bosworth v. Stocker, the creditors of John Joseph Davies, late of the Cross Keys Booking Office, Gracechurch-street, in the city of London, Licensed Beer Seller, who have severally executed the indenture of assignment bearing date the 10th day of May 1848, in the claim in this suit mentioned, are to come in and prove their debts before Sir William Horne, one of the Masters of the said Court, at his chambers, in Southampton-buildings, Chancery-lane, London, on or before the 22nd day of December 1852, 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 William Alexander Gibson and Mary Ann his wife, plaintiffs, and Mary Scott, widow, defendant, the creditors of George Scott, late of Belford, in the county of Northumberland, Weaver, deceased (who died in the month of May 1827), are, by their Solicitors, on or before the 10th day of December 1852, to leave their claims of debts before Nassau William Senior, Esq. one of the Masters of the said Court, at his office, in Southampton-buildings, Chancery-lane, London, and are, on or before the 18th day of December 1852, to establish such claims before the said Master, or in default thereof they will be peremptorily excluded the benefit of the said Decree.

PURSUANT to an Order of the Lords Justices of the Court of Appeal, in Chancery, made in the matter of Leonard Lawrie Hartley, a person of unsound mind, the creditors of Leonard Lawrie Hartley, late of Middleton-lodge, in the North Riding of the county of York, but now of the Castle of York, Esq. are, by their Solicitors, forthwith to come in and prove their debts before Edward Winslow, Esq. one of the Masters in Lunacy, at his chambers, No. 45, Lincoln's-inn-fields, in the county of Middlesex, or in default thereof they will be excluded the benefit of the said order.

NOTICE is hereby given, that Charles William Bailey, of Lewisham, in the county of Kent, Draper, hath by indenture, bearing date the 5th day of November 1852, granted and assigned unto John Bradbury, of Aldermanbury, in the city of London, Warehouseman, and Robert David, of Gresham-street, in the same city, Warehouseman, all and singular the real and personal estate and effects of him the said Charles William Bailey, unto the trusts therein mentioned, for the benefit of all and every the creditor and creditors of him the said Charles William Bailey; that the said indenture was duly executed by the said Charles William Bailey on the 5th day of November 1852, and by the said John Bradbury and Robert David on the 12th day of the said month of November 1852, and as to their respective executions thereof is witnessed and attested by Septimus Davidson, of Weavers' Hall, No. 22, Basinghall-street, in the said city of London, Solicitor; and that the said deed of assignment now lies at the office of Messrs. Davidson and Bradbury, Weavers' Hall, No. 22, Basinghall-street aforesaid, for execution by those creditors who have not executed the same.—Dated this 17th day of November 1852.

NOTICE is hereby given, that Richard Whitley, of the town and county of the town of Nottingham, Hatter, hath by indenture, dated the 19th day of November instant, and made between the said Richard Whitley, of the first part; Charles Gillham, of Liverpool, in the county of Lancaster, Hat Manufacturer, of the second part; and the several other persons, creditors of the said Richard Whitley, who should subscribe their names and set their seals thereto, of the third part; assigned in manner therein

mentioned, all his estate and effects unto the said Charles Gillham, in trust for the benefit of all the creditors of the said Richard Whitley, and that such deed was duly executed by the said Richard Whitley, and Charles Gillham, respectively, on the said 19th day of November instant, and such executions respectively, were attested by William Billson the younger, of Leicester, in the county of Leicester, Attorney at Law, and Francis William Hollyoake, of Leicester aforesaid, his Clerk.

James Mason's Assignment.

NOTICE is hereby given, that by an indenture, bearing date the 26th day of October 1852, James Mason, of Marston, in the county of York, Farmer, assigned all his personal estate and effects, whatsoever and wheresoever, unto Robert Richardson, of Nether Poppleton, in the said county, Farmer, and Joshua Dawson, of Marston aforesaid, Farmer, as trustees, upon trust, for the benefit of themselves and the other creditors of the said James Mason who should execute the said indenture; and which said indenture was executed by the said James Mason, Robert Richardson, and Joshua Dawson, on the said 26th day of October 1852, in the presence of, and attested by, Thomas Linley Bickers, of Tadcaster, in the said county of York, Solicitor, and George Frederick Malins, his Clerk; and notice is hereby given, that the said indenture of assignment is now lying at my office, in Tadcaster aforesaid, for the inspection and execution of such creditors of the said James Mason as shall be willing to accept the benefit thereof; and that such of them as shall refuse or neglect to execute the said indenture on or before the 1st day of December next, will be excluded from all benefit under the same.—Dated this 20th day of November 1852.

THOS. L. BICKERS; Solicitor to the Trustees, Tadcaster.

NOTICE is hereby given, that by indenture, bearing date the 13th day of November 1852, John Perkins Wright, of the borough of Stafford, Linen Draper, has conveyed and assigned all his real and personal estate and effects to William McIntosh, of Manchester, in the county of Lancaster, Merchant, and William Bramall, of the same place, Commercial Traveller, upon trust, for the equal benefit of the creditors of the said John Perkins Wright; and that the said indenture was executed by the said John Perkins Wright on the day of the date thereof, and by the said William McIntosh and William Bramall on the 20th day of November instant; and the execution thereof by the said John Perkins Wright is attested by Robert William Hand, of Stafford aforesaid, Solicitor, and Samuel Hunt the younger, of Manchester aforesaid, Accountant; and the execution thereof by the said William McIntosh and William Bramall is attested by Edward Worthington, of Manchester aforesaid, Solicitor; and that the said indenture now lies at the office of Messrs. Sale, Worrington, and Shipman, Solicitors, No. 64, Fountain-street, Manchester, for execution by the creditors of the said John Perkins Wright.—Dated this 20th day of November 1852.

NOTICE is hereby given, that Joseph Lang, of South Petherton, in the county of Somerset, Baker, hath by indenture, bearing date the 29th day of October 1852, assigned all his estate and effects whatsoever, unto William Hopkins, of Gawbridge Mills, within the parish of Kingsbury Espiscopri, in the said county, Miller, upon trust, for the equal benefit of himself and all other the creditors of the said Joseph Lang, who shall execute the same; which said indenture was duly executed by the said Joseph Lang, on the said 29th day of October last, and by the said William Hopkins, on the 30th day of October last, in the presence of and attested by Isaac Buckrell Hayward, of South Petherton aforesaid, Attorney at Law, and that the said deed now remains at the office of the said Isaac Buckrell Hayward, at South Petherton aforesaid, for the signature of such of the creditors of the said Joseph Lang, as may come in and execute the same within three calendar months from the date thereof.—Dated November 16, 1852.

Declaration of Dividend under a Petition, dated 15th September 1852, against Mackellar and Hampson, of Gresham-street, Shawl Warehousemen.

NOTICE is hereby given, that the First Dividend, at the rate of 2s. 6d. 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 o'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.

In the Matter of James Kyrke, of Glascoed, in the county of Denbigh, Lime Burner, Dealer and Chapman.

I HEREBY give notice, that the creditors who have proved their debts under the above estate may receive a Second Dividend of 9d. in the pound, and First Dividend

of 3s. in the pound, on new proofs, upon application at my office, as under, on Wednesday the 1st day of December 1852, or any subsequent Wednesday, between the hours of eleven and two o'clock. 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.

GEORGE MORGAN, Official Assignee,
12, Cook-street, Liverpool.

In the Matter of Thomas and John Tucker, of Liverpool, in the county of Lancaster, Ship Builders and Ship Owners, trading under the style or firm of Thomas Tucker and Co.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 1s. 3d. in the pound, upon application at my office, as under, on Wednesday the 1st day of December 1852, or on any subsequent Wednesday, between the hours of eleven and two o'clock. 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.

GEORGE MORGAN, Official Assignee,
12, Cook-street, Liverpool.

In the Matter of John Tomkinson, of Liverpool, in the county of Lancaster, and of Runcorn, in the county of Chester, Stone Mason and Builder.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a Third Dividend of 9d. in the pound, and First and Second Dividends of 2s. 4d. and 1s. 3d. on new proofs, upon application at my office, as under, on Wednesday the 1st day of December 1852, or any subsequent Wednesday, 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.

GEORGE MORGAN, Official Assignee,
No. 12, Cook-street, Liverpool.

WHEREAS a Petition for adjudication of Bankruptcy, was, on the 12th day of November 1852, filed in Her Majesty's Court of Bankruptcy, in London, against James Barten (and not Barton as before advertized), of Sutton Valence, in the county of Kent, Brewer, and he being declared a bankrupt is hereby required to surrender himself to Robert George Cecil Fane, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 26th of November instant, and on the 21st of December next, at twelve o'clock at noon 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 Whitmore, No. 2, Basinghall-street, London, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Church and Langdale, Solicitors, of No. 38, Southampton-buildings, Chancery-lane, or to Messrs. Hart and Kipping, Solicitors, of Maidstone, Kent.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 15th day of November 1852, filed against Augustine Belletti, of the West India Dock-road, Limehouse, in the county of Middlesex, Mahogany Merchant, and he being declared bankrupt is hereby required to surrender himself to Joshua Evans, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 2nd of December next, at half past one o'clock in the afternoon precisely, and on the 6th 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 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. Johnson, No. 20, Basinghall-street, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. Turnley, Solicitor, No. 16, Cornhill.

WHEREAS a Petition for adjudication of Bankruptcy was filed on the 19th day of November 1852, in Her Majesty's District Court of Bankruptcy, at Manchester, against John Milnes, of Rochdale, in the county of Lancaster, Woolstapler, Dealer and Chapman, and he being declared a bankrupt is hereby required to surrender himself to one of Her Majesty's Commissioners of the Man-

chester District Court of Bankruptcy, on the 7th and 28th days of December next, at twelve of the clock at noon on each of the said days, at the Manchester District Court of Bankruptcy, in Manchester, 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 Stansall Pott, of No. 7, Charlotte-street, Manchester, the Official Assignee, whom the Commissioner has appointed to receive the same, and to give notice to Messrs. Atkinson, Saunders, and Atkinson, Solicitors, Norfolk-street, Manchester.

JOSHUA EVANS, Esq. one of Her Majesty's Commissioners authorized to act under a Commission of Bankruptcy, awarded and issued forth against William Youard, of North Walsham, in the county of Norfolk, Corn and Coal Merchant, Dealer and Chapman, will sit on the 10th 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, in order to proceed to the choice of a new Assignee or Assignees of the estate and effects of the said bankrupt under the said Commission; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, and, with those who have already proved their debts, vote in such choice accordingly.

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, awarded and issued forth against George Rowell the younger, of the city of Carlisle, in the county of Cumberland, Painter and Glazier, will sit on the 17th day of December next, at one of the clock in the afternoon precisely, at the District Court of Bankruptcy, in the Royal-arcade, in Newcastle-upon-Tyne (by adjournment from the 16th day of November instant), to take the Last Examination of the said bankrupt; when and where he is required to surrender himself, and make a full discovery and disclosure of his estate and effects, and finish his examination; and the creditors, who have not already proved their debts, are to come prepared to prove the same.

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 10th day of February 1852, against John Sharrer Ward, of Bruton, in the county of Somerset, Silk Throwster, will sit on the 10th day of December next, at twelve of the clock at noon precisely, at the 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, filed on the 15th day of April 1852, against Thomas Pearce and William Thackray, both of the borough of Sunderland, in the county of Durham, Timber Merchants, Dealers and Chapmen, and Copartners in Trade, will sit on the 16th day of December next, at twelve at noon precisely, at the District Court of Bankruptcy, in the Royal-arcade, at Newcastle-upon-Tyne, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupts, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

WILLIAM THOMAS JEMMETT, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 12th day of November 1851, against Thomas Fray, of Wigan and of Manchester, both in the county of Lancaster, Check Manufacturer, Dealer and Chapman, will sit on the 14th of December next, at twelve of the clock at noon precisely, at the Manchester District Court of Bankruptcy, in Manchester, 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.

WILLIAM THOMAS JEMMETT, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 5th day of October 1847, awarded and issued forth against James Burt and James Burt the younger, of Manchester, in the county of Lancaster, and William Tottie Watson, of Leeds, in the county of York, Commission Agents, Dealers, Chapmen, and Copartners, carrying on business at Manchester aforesaid, under the firm of Burts, Watson, and Company, and at

Leeds aforesaid, under the firm of Burt, Watson, and Burt, will sit on the 6th of December next, at twelve at noon precisely, at the Manchester District Court of Bankruptcy, in Manchester, to Audit the Accounts of the Assignees of the joint estate and effects of the said bankrupts under the said Fiat, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

WILLIAM THOMAS JEMMETT, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 5th day of October 1847, awarded and issued forth against James Burt and James Burt the younger, of Manchester, in the county of Lancaster, and William Tottie Watson, of Leeds, in the county of York, Commission Agents, Dealers, Chapmen, and Copartners, carrying on business at Manchester aforesaid, under the firm Burts, Watson, and Co. and at Leeds aforesaid, under the firm of Burt, Watson, and Burt, will sit on the 6th day of December next, at twelve at noon precisely, at the Manchester District Court of Bankruptcy, in Manchester, in order to Audit the Accounts of the Assignees of the separate estate and effects of James Burt, senior, one of the said bankrupts, under the said Fiat, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

HENRY JAMES PERRY, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 13th day of April 1852, against James Leader, of Liverpool, in the county of Lancaster, Joiner and Builder, will sit on the 6th day of December next, at eleven of the 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.

WILLIAM SCROPE AYRTON, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 17th day of October 1851, presented and filed against Jacob Dove, of Leeds, in the county of York, Currier, surviving partner of the firm of William and Jacob Dove, of Leeds aforesaid, Curriers, Dealers and Chapmen, will sit on the 7th 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 (and not in the Townhall, Kingston-upon-Hull, as before advertised), 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 Petition for adjudication of Bankruptcy, bearing date the 27th day of July 1852, filed against Mary Hartley, Widow, and Henry Hartley, both of Halifax, in the county of York, carrying on business in copartnership there, as Stationers and Printers, under the style or firm of Joseph Hartley and Son, will sit on the 13th of December next, at eleven 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 Petition, pursuant to "The Bankrupt Law Consolidation Act, 1849."

JOHN SAMUEL MARTIN FONBLANQUE, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 30th day of May, 1832, awarded and issued forth against Jabez Elliott, late of Chatham, in the county of Kent, Grocer, Dealer and Chapman, will sit on the 14th day of December next, at eleven in the forenoon 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.

JOHN SAMUEL MARTIN FONBLANQUE, Esq. one of Her Majesty's Commissioners authorized to act under a Commission of Bankruptcy, dated the 1st day of October 1812 awarded and issued forth against John Featherstonough, of Saint Mary-at-Hill, Lower Thames-street, in the city of London, Coal Factor, Dealer and Chapman, will sit on the 14th 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, 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.

JOHN SAMUEL MARTIN FONBLANQUE, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, filed the 28th day of September 1849, awarded and issued forth against Lion Guillaume, of No. 27, Berners-street, Oxford-street, in the county of Middlesex, Manufacturer of Artificial Flowers and Dealer in Lace, Dealer and Chapman, trading under the name, style, and firm, of Lion Guillaume and Co. will sit on the 14th day of December next, at half past eleven in the forenoon 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.

JOHN SAMUEL MARTIN FONBLANQUE, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 11th day of December 1851, awarded and issued forth against James Bennett, of Fox-place, Sandy Hill-road, Woolwich, in the parish of Plumstead, in the county of Kent, Carpenter and Builder, will sit on the 14th day of December next, at half past twelve 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.

JOHN SAMUEL MARTIN FONBLANQUE, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 8th day of April 1852, awarded and issued forth against Thomas Cowdrey, of Nos. 5 and 182, Western-road, Brighton, in the county of Sussex, Wine and Spirit Merchant and Tobacconist, Dealer and Chapman, will sit on the 14th day of December next, at twelve of the clock at noon 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 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 GOULBURN, Esq. one of Her Majesty's Commissioners authorized to act under a Commission of Bankrupt, bearing date the 13th day of April 1822, awarded and issued forth against Peter Peyto Good, of Clapton, in the county of Middlesex, Insurance Broker, will sit on the 11th 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, 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 GOULBURN, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, dated the 5th day of July 1849, against Szymanski Leon, of Rathbone-place, in the county of Middlesex, Tailor and Trimming Seller, will sit on the 13th day of December next, at one 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 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 GOULBURN, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 6th day of April 1850, against Richard Thomas Peters, of No. 270, High Holborn, in the parish of Saint Giles-in-the-Fields, in the county of Middlesex, Hotel Keeper, will sit on the 13th day of December next, at half past twelve 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 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 GOULBURN, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, dated the 17th day of May 1849, against Robert Daw the younger, of Launceston, in the county of Cornwall, Linen Draper, and now also residing in Napier-

street, City-road, in the county of Middlesex, will sit on the 13th of December next, at half past one in the afternoon 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 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 19th day of January 1852, against Frederick Long, of No. 6, Vere-street, Oxford-street, in the county of Middlesex, Importer of Foreign Lace, Dealer and Chapman, will sit on the 21st day of December next, at twelve o'clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Further 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.

JOHN BALGUY, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 12th day of October 1852, filed against Charles Henry Canning, of Birmingham, in the county of Warwick, Draper, Dealer and Chapman, will sit on the 4th of December next, at ten in the forenoon, at the Birmingham District Court of Bankruptcy, at Birmingham, 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; and the said Commissioner will also sit on the 18th of December next, at the same hour, and at the same Court, 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 10th day of February 1852, against John Sharrer Ward, of Bruton, in the county of Somerset, Silk Throwster, will sit on the 17th day of December next, at eleven in the forenoon precisely, at the Bristol 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.

NATHANIEL ELLISON, Esq. Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, the Commissioner authorized to act under a Fiat in Bankruptcy, bearing date the 4th day of July 1848, awarded and issued forth against William Wylam and Joshua Greene the younger, of the town and county of Newcastle-upon-Tyne, Merchants, Dealers and Chapmen, will sit on the 14th day of December next, at one of the clock in the afternoon precisely, at the District Court of Bankruptcy, in the Royal-arcade, Newcastle-upon-Tyne, in order 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.

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 15th day of April 1852, awarded and issued forth against Thomas Pearce and William Thackray, both of the borough of Sunderland, in the county of Durham, Timber Merchants, Dealers and Chapmen, and Copartners in Trade, will sit on the 17th day of December next, at half past twelve of the clock in the afternoon precisely, at the District Court of Bankruptcy, in the Royal-arcade, in Newcastle-upon-Tyne, in order to make a Final 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

15th day of April 1852, awarded and issued forth against Thomas Pearce and William Thackray, both of the borough of Sunderland, in the county of Durham, Timber Merchants, Dealers and Chapmen, and Copartners in Trade, will sit on the 17th day of December next, at twelve of the clock at noon precisely, at the District Court of Bankruptcy, in the Royal-arcade, in Newcastle-upon-Tyne, in order to make a First and Final Dividend of the separate estate and effects of Thomas Pearce, 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.

NATHANIEL ELLISON, Esq. Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, the Commissioner authorized to act under a Fiat in Bankruptcy, bearing date the 9th day of August 1847, awarded and issued forth against Robert Gisburne, of Newcastle-upon-Tyne, Bookseller, Stationer, Dealer and Chapman, will sit on the 14th day of December next, at half past eleven of the clock in the forenoon precisely, at the District Court of Bankruptcy, in the Royal-arcade, at Newcastle-upon-Tyne, 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.

NATHANIEL ELLISON, Esq. Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, the Commissioner authorized to act under a Fiat in Bankruptcy, bearing date the 19th day of April 1849, awarded and issued forth against James Hymers, of the borough of Gateshead, in the county of Durham, Newspaper Proprietor and Banker, will sit on the 14th day of December next, at half past twelve in the afternoon precisely, at the District Court of Bankruptcy, in the Royal-arcade, at Newcastle-upon-Tyne, 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.

NATHANIEL ELLISON, Esq. Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, the Commissioner authorized to act under a Fiat in Bankruptcy, bearing date on the 18th day of April 1837, awarded and issued forth against Charles Parker, of Houghton-le-Skerne, in the county of Durham, carrying on business there, and at Darlington, in the same county, and also at Rawcliffe, in the county of York, under the firm of Edward Parker and Sons, Flax Spinner, Dealer and Chapman, will sit on the 14th day of December next, at eleven o'clock in the forenoon precisely, at the District Court of Bankruptcy, in the Royal-arcade, at 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 26th day of December 1846, awarded and issued forth against Charles Edmonstone, of Over Darwen, in the county of Lancaster, Paper Manufacturer, Bleacher, Finisher, Coal Dealer, Dealer and Chapman, will sit on the 15th day of December next, at twelve o'clock at noon precisely, at the Manchester District Court of Bankruptcy, in Manchester, 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.

MARTIN JOHN WEST, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 20th day of May 1852, presented and filed against John Burnley, of Batley, in the county of York, Cloth Manufacturer, Dealer and Chapman, will sit on the 16th 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 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.

MARTIN JOHN WEST, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 8th day of

June 1852, presented and filed against William Thomas Carr, of Barnsley, and also of Oughtibridge, in the county of York, Ironmonger, Quarryman, and Steel Roller, Dealer and Chapman, will sit on the 16th of December next, at eleven 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 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 Petition for adjudication of Bankruptcy, bearing date the 27th day of July 1852, presented and filed against Mary Hartley, Widow, and Henry Hartley, both of Halifax, in the county of York, carrying on business in copartnership there as Stationers and Printers, under the style or firm of Joseph Hartley and Son, will sit on the 14th 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, to make a First 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 now in prosecution against Daniel Keith and Thomas Shoobridge, of No. 124, Wood-street, Cheapside, in the city of London, Warehousemen and Copartners, Dealers and Chapmen, filed the 9th day of March 1852, has, on the application of the said bankrupts, appointed a public sitting under such Petition, to be held before John Samuel Martin Fonblanque, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 15th 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, 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 the 7th day of June 1852, against David Farminger Kennett, of No. 181, Oxford-street, in the parish of Saint Marylebone, in the county of Middlesex, Licensed Victualler, 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 twelve of the 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, presented and filed against Joseph Fugill, of Bradford, in the county of York, Stuff Merchant, Dealer and Chapman, bearing date the 7th of August 1852, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before William Scrope Ayrton, Esq. one of Her Majesty's Commissioners of the Leeds District Court of Bankruptcy, on the 14th of December next, at eleven in the forenoon precisely, at the Leeds 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, 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 against Joseph Nicholson, of Shotley Bridge, in the county of Durham, Ironmonger, has appointed a public sitting under such Petition, to be held before Nathaniel Ellison, Esq. Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, on the 21st of December next, at twelve o'clock at noon precisely, at the said District Court of Bankruptcy, in the Royal-arcade, in Newcastle-upon-Tyne, for the allowance of the Certificate of the said bankrupt's conformity to the laws in force at the time of issuing such Petition, 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, called "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 to the Registrar of the Court three clear days' notice in writing of their intention to oppose, may be heard against the allowance of such Certificate.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, against Thomas Hutchinson and James Hutchinson, of the borough of Sunderland, in the county of Durham, Grocers and Tea Dealers, trading in partnership under the style or firm of Hutchinson Brothers, has appointed a public sitting under such Petition, to be held before Nathaniel Ellison, Esq. Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, on the 14th of December next, at twelve at noon precisely, at the said District Court of Bankruptcy, in the Royal-arcade, in Newcastle-upon-Tyne, for the allowance of the Certificate of the said bankrupts' conformity to the laws in force at the time of issuing such Petition, 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, called "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 to the Registrar of the Court three clear days' notice in writing of their intention to oppose, may be heard against the allowance of such Certificate.

EDMUND ROBERT DANIELL, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 15th day of June 1848, awarded and issued forth against Matthew Holmes, of Bilston, in the county of Stafford, Victualler, Dealer and Chapman, and directed to Her Majesty's Birmingham District Court of Bankruptcy, has, on the application of the said bankrupt, appointed a public sitting under such Fiat in Bankruptcy, to be holden on the 14th day of December next, at eleven of the clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham; 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, filed on the 15th day of November 1852, against Jonathan Streeter, of No. 77, North-street, Brighton, in the county of Sussex, Corn Merchant, and Coal Merchant, Dealer and Chapman, did, on the 20th day of November instant, allow the said Jonathan Streeter 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.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 6th day of August 1852, against Thomas McCree and Andrew McCree, of the borough and county of Newcastle-upon-Tyne, Grocers, Dealers and Chapmen, carrying on business in copartnership, under the style or

firm of Thomas and Andrew McCree, did, on the 16th day of November 1852, allow the said Thomas McCree and Andrew McCree, and each of them, a Certificate of the first class; and that such Certificate will be delivered to the said bankrupts, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

JOHN BALGUY, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 15th day of September 1852, and filed in Her Majesty's District Court of Bankruptcy at Birmingham, against Benjamin Balls, of Birmingham, in the county of Warwick, Perfumer and Hair Dresser, Dealer and Chapman, did, on the 22nd day of November, allow the said Benjamin Balls 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 Worcestershire, holden at Stourbridge. Dividend No. 37.

THE creditors of Reuben Lewis, late of Furnace Forge in the parish of Halesowen, in the county of Worcester, Hammered Iron Manufacturer, may receive a Dividend of 4s. 5½d. in the pound, by applying to John Harward, Esq. Official Assignee, Stourbridge, on and after Monday the 29th November instant. Bills and securities to be produced. **JOHN HARWARD**, Clerk of the Court.

In the County Court of Worcestershire, holden at Stourbridge. Dividend No. 34.

THE creditors of Thomas Lewis, late of Halesowen, in the county of Worcester, Anvil, Butt, and General-use Iron Manufacturer and Dealer, may receive a Dividend of 1s. 10½d. in the pound, by applying to John Harward, Esq. Official Assignee, Stourbridge, on and after Monday the 29th November instant. Bills and Securities to be produced. **JOHN HARWARD**, Official Assignee.

WHEREAS a Petition of George Jobling the younger, of Falkner-crescent, Bootle-cum-Linacre, in the county of Lancaster, Engineer, Book-keeper, and formerly Manager of the Boiler-yard of Messrs. Horton and Son, of Liverpool, Boiler Makers, an insolvent debtor, having been filed in the Liverpool District County Court, and an interim order for protection from process having been given to the said George Jobling the younger, under the provisions of the Statutes in that case made and provided, the said George Jobling the younger is hereby required to appear before Joseph Pollock, Esq. Judge of the said Court, on the 6th day of December next, at half past ten of the clock in the forenoon precisely, at the Liverpool District County Court, No. 3, Lime-street, Liverpool, 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 Jobling the younger, or that have any of his effects, are not to pay or deliver the same but to Mr. William Statham, No. 3, Lime-street, Liverpool, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Thomas Haddon, of the Causeway-lane, in the parish of All Saints, in the borough of Leicester, Rake and Brush and Mop-shaft Maker, and Shopkeeper, an insolvent debtor, having been filed in the County Court of Leicestershire, at Leicester, and an interim order for protection from process having been given to the said Thomas Haddon, under the provisions of the Statutes in that case made and provided, the said Thomas Haddon is hereby required to appear before the said Court, on the 15th 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 Thomas Haddon, or that have any of his effects, are not to pay or deliver the same but to Mr. John Loseby, Clerk of the said Court, at his office, at Leicester, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Joseph Bentley, formerly of the Nelson-street, in the parish of Saint Margaret' in the borough of Leicester, afterwards of the Sparkenboe-street, in the said parish and borough of Leicester, at present residing at No. 65, Humberstone-road, in the said parish and borough, during the whole period following the occupation of a Commission Agent, an insolvent debtor, having been filed in the County Court of Leicestershire, at Leicester, and an interim order for protection from process having been given to the said Joseph Bentley, under the provisions of the Statutes in that case made and pro-

vided, the said Joseph Bentley is hereby required to appear before the said Court, on the 15th 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 Joseph Bentley, or that have any of his effects, are not to pay or deliver the same but to Mr. John Loseby, Clerk of the said Court, at his office, at Leicester, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Ebenezer Arnold, formerly residing at No. 11, Durnford-street, in the parish of East Stonehouse, in the county of Devon, carrying on the business of a Lodging-house Keeper, then of No. 105, Fore-street, in the borough of Devonport, in the said county, carrying on business as a Grocer and General Dealer, but now residing at No. 5, Paradise-row, in the said borough, Wire Worker, an insolvent debtor, having been filed in the County Court of Devonshire, at East Stonehouse, and an interim order for protection from process having been given to the said Ebenezer Arnold, under the provisions of the Statutes in that case made and provided, the said Ebenezer Arnold is hereby required to appear before the said Court, on the 3rd day of February 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 Ebenezer Arnold, or that have any of his effects, are not to pay or deliver the same but to Mr. Parmenas Pearce, Clerk of the said Court, at his office, at St. George's-hall, East Stonehouse, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Thomas Wilson, formerly and for six months residing at No. 64, Devonshire-street, Hulme, then and for six months in lodgings at No. 78, Greengate, Salford, and now and for the last eighteen months residing at No. 9, Bradford-road, in the town and parish of Manchester, and county of Lancaster, being a Journeyman Watch Maker, an insolvent debtor, having been filed in the County Court of Lancashire, at Manchester, and an interim order for protection from process having been given to the said Thomas Wilson, under the provisions of the Statutes in that case made and provided, the said Thomas Wilson is hereby required to appear before the said Court, on the 13th 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 Thomas Wilson, or that have any of his effects, are not to pay or deliver the same but to Mr. Samuel Kay, Clerk of the said Court, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of John Kimberley Band, of Paynes-lane, Coventry, in the county of Warwick, Undertaker for the Manufacturing of Ribbons and Trimmings, and Ribbon and Trimming Manufacturer, an insolvent debtor, having been filed in the County Court of Warwickshire, at Coventry, and an interim order for protection from process having been given to the said John Kimberley Band, under the provisions of the Statutes in that case made and provided, the said John Kimberley Band is hereby required to appear before the said Court, on the 8th day of December next, 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 John Kimberley Band, or that have any of his effects, are not to pay or deliver the same but to Mr. Thomas Ball Troughton, Clerk of the said Court, at his office, at Little Park-street, Coventry, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of John Hatch, late of Ash House Farm, in the parish of Droxford, in the county of Southampton, Farmer, and afterwards and now of Kitnook's Farm, near Botley, in the same county, Farm Bailiff, an insolvent debtor, having been filed in the County Court of Hampshire, at Bishop's Waltham, and an interim order for protection from process having been given to the said John Hatch, under the provisions of the Statutes in that case made and provided, the said John Hatch is hereby required to appear before the said Court, on the 15th 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 John Hatch, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles James Gunner, Clerk of the said Court, at his office, at Bishop's Waltham, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of John Scale the younger, at present and for upwards of six months last past residing and carrying on business at the Public-house called or known by the sign of the Railway Tavern, in the Front-street of the town of Milford, in the county of Pembroke, Licensed Victualler, an insolvent debtor, having been filed in the County Court of Pembrokeshire, at the Shire-hall, at Haverfordwest, and an interim order for protection from process having been given to the said John Scale the younger, under the provisions of the Statutes in that case made and provided, the said John Scale the younger is hereby required to appear before the said Court, on the 10th 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 John Scale the younger, or that have any of his effects, are not to pay or deliver the same but to Mr. Walter Lloyd, Clerk of the said Court, at his office, at Haverfordwest, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of George James Pond, of Church-road, Landport, in the parish of Portsea, in the county of Hants, House Carpenter, Dealer in Bread and Flour, and Licensed Retailer of Beer and Tobacco, an insolvent debtor, having been filed in the County Court of Hampshire, at the Guildhall, at Portsmouth, and an interim order for protection from process having been given to the said George James Pond, under the provisions of the Statutes in that case made and provided, the said George James Pond is hereby required to appear before the said Court, on the 14th day of December 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 George James Pond, or that have any of his effects, are not to pay or deliver the same but to Mr. John Howard, Clerk of the said Court, at his office, at Portsmouth, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of William Brown, of No. 6 Charlotte-street, Landport, in the parish of Portsea, in the county of Southampton, Butcher, an insolvent debtor, having been filed in the County Court of Hampshire, at the Guildhall, Portsmouth, and an interim order for protection from process having been given to the said William Brown, under the provisions of the Statutes in that case made and provided, the said William Brown is hereby required to appear before the said Court, on the 14th day of December 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 Brown, or that have any of his effects, are not to pay or deliver the same but to Mr. John Howard, Clerk of the said Court, at Portsmouth, the Official Assignee of the estate and effects of the said insolvent.

In the Matter of the Petition of Joseph Greenway, of Queen-street, Hill Field, Coventry, in the county of Warwick, at lodgings, out of business, lately at lodgings at No. 36, Nuns-street, and of No. 46, Brook-street, Derby, Ribbon Weaver, before then of Queen-street, Hill Field, Coventry aforesaid, Ribbon Manufacturer, previously of Junction-street, Hill Field, Coventry aforesaid, Ribbon Manufacturer, and formerly of Primrose-street, Hill Field, Coventry aforesaid, Ribbon Manufacturer.

NOTICE is hereby given, that the County Court of Warwickshire, at Coventry, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 8th day of December next, at twelve of the clock at noon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Edward Day, of No. 10, White Friars-street, Coventry, in the county of Warwick, late of Neithrope, near Banbury, in the county of Oxford, Attorney's Clerk.

NOTICE is hereby given, that the County Court of Warwickshire, at Coventry, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 8th day of December next, at twelve o'clock at noon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of William Lucas, of Canterbury-street, Hill Field, Coventry, Ribbon Manufacturer, and Sexton at the Church of Saint Peters, Hill Field, Coventry aforesaid.

NOTICE is hereby given, that the County Court of Warwickshire, at Coventry, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 8th day of December next, at twelve o'clock at noon, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of William Johnson, at present and for sixteen weeks last past residing in lodgings at No. 4, Gerald-street, Erskine-street, in the township of West Derby, in the county of Lancaster, and during which period holding a situation as a Land Steward under the Marquis of Salisbury, and previously thereto and for three months residing at No. 1, Blanche-street, Crown-street, in the township of West Derby aforesaid, during which period carrying on business as a Beerhouse Keeper, previously thereto and for eleven months residing at No. 29, Paddington, in the township of West Derby aforesaid, during which period carrying on business as a Beerhouse Keeper, and during the two last mentioned periods holding the situation as Land Steward under the Marquis aforesaid.

NOTICE is hereby given, that the County Court of Lancashire, at Liverpool, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 6th day of December next, at half past ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Thomas Bleakley, now and for four weeks last past residing at No. 69, Shaw's-brow, out of business, in lodgings, and previous thereto for two years residing at No. 22, Lambert-street, and for two years previous thereto residing at No. 14, Burgess-street, and for eighteen months previous thereto residing at No. 61, Lambert-street, and previous thereto for eighteen months residing at No. 2, Wilde-street, and for two years previous thereto residing at Boundary-place, in the township of West Derby, and for ten months previous thereto residing at No. 22, Sidney-street East, and during the whole of the last-named periods carrying on business as a Fruit Salesman and Greengrocer, in Saint John's Market, all in the borough of Liverpool, in the county of Lancaster.

NOTICE is hereby given, that the County Court of Lancashire, at Liverpool, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 6th day of December next, at half past ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Mary Gidlow, Widow of Thomas Gidlow, formerly of No. 1, Crown-square, Crown-street, Liverpool, in the county of Lancaster, afterwards of Prince Edwin-street, in Liverpool aforesaid, afterwards of Belgrave-street, Erskine-street, in Liverpool aforesaid, afterwards of Kellick's-buildings, in Back Clare-street, in Liverpool aforesaid, and now of No. 51, Chapel-walks North, in Scotland-road, in Liverpool aforesaid, Butcher, and carrying on the Butchering trade during the whole of the above period at No. 8 Shop, in Saint John's Market, in Liverpool aforesaid.

NOTICE is hereby given, that the County Court of Lancashire, at Liverpool, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 6th day of December next, at half past 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 Thomas Bailey, now and since the 19th day of November 1849, of Stamford, in the county of Lincoln, Publican and Coal Merchant, an Insolvent Debtor.

NOTICE is hereby given, that John Dick Burnaby, Esq. Judge of the County Court of Lincolnshire, at Stamford, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 20th of December next, at eleven in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Thomas Jourdan, otherwise Jordan, now and for two years last past of Stamford, in the county of Lincoln, Boot and Shoe Maker, and of Shellingthorpe, in the parish of Braceborough, in the said county of Lincoln, Keeper in a Lunatic Asylum, and for upwards of eight years immediately previous of Stamford aforesaid, Boot and Shoe Maker, an Insolvent Debtor.

NOTICE is hereby given, that John Dick Burnaby, Esq. Judge of the County Court of Lincolnshire, at Stamford, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 20th 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 John Isaacs, formerly of No. 2, Parade, in the borough of Plymouth, in the county of Devon, but now of No. 46, Southside-street, in the borough of Plymouth, in the county of Devon, Waterproof Clothing Maker, Oil-cloth Manufacturer, and Outfitter.

NOTICE is hereby given, that the County Court of Devonshire, at East Stonehouse, acting in the matter of this Petition, will proceed to make a Final Order thereon at the said Court, on the 3rd day of February 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 Benjamin Bancroft, of Keighley, in the county of York, Shuttle Maker and Wood Turner, previously of Cross Roads, near Keighley aforesaid, Shuttle Maker and Wood Turner.

NOTICE is hereby given, that Charles Heneage Elsley, Esq. Judge of the County Court of Yorkshire, at North-street, Keighley, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 15th day of December next, at eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

NOTICE is hereby given, that the County Court of Kent, at Gravesend, authorized to act under a Petition of Insolvency, presented by Anne Smith, of Gravesend, in the county of Kent, Boot and Shoe Maker, will sit on the 11th of December next, at ten of the clock in the forenoon, at the Townhall, Gravesend, 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.

JOSEPH ST. JOHN YATES, Esq. Judge of the County Court of Lancashire, at Ashton-under-Lyne, authorized to act under a Petition of Insolvency, bearing date the 4th day of December 1851, presented by Joseph Bray, late of No. 84, Catharine-street, in Ashton-under-Lyne, in the county of Lancaster, Master Gas Fitter, and subsequently of Harrop's-buildings, in Droydsden, in the parish of Manchester, Journeyman Gas Fitter, will sit on the 9th day of December next, at one of the clock in the afternoon, at the Townhall, Ashton-under-Lyne, in order to Audit the Accounts of the 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, 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 GOULBURN, Esq. one of Her Majesty's Commissioners, authorized to act under a Petition of Insolvency, bearing date the 28th day of April 1846, presented by Henry Charles Maclean, at present and for ten years past residing at No. 11, Albion-street, Wandsworth-road, in the parish of Clapham, and county of Surrey, a Clerk in the Audit Office, Somerset House, will sit on the 10th 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, 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.

THE estates of Henry Wharton, Cabinet Maker, No. 6 Hanover-street, Edinburgh, were sequestrated on the 19th day of November 1852.

The first deliverance is dated 10th November 1852.

The meeting to elect Interim Factor is to be held at one o'clock afternoon, on Tuesday the 30th day of November 1852, within Messrs. Dowells' and Lyon's Rooms, 18, George-street, Edinburgh; and the meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Tuesday 21st day of December 1852, within Messrs. Dowells' and Lyon's Rooms, 18, George-street, Edinburgh.

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 1853.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JAMES P. FALKNER, S.S.C. Agent,
8 and 11, Bank-street, 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-Inn, as follows, to be examined and dealt with according to the Statute:

On Wednesday the 8th December 1852, at Eleven o'Clock precisely, before the Chief Commissioner.

James Smith, of George-street, Croom's-hill, Greenwich, Kent, Boot and Shoe Maker.

Henry Roberts, formerly of Nos. 10 and 11, Boot-street, Pitfield-street, Old-street-road, Shoreditch, Middlesex, Furniture Japanner and Manufacturer, and now of No. 10, Boot-street, Pitfield-street aforesaid, Furniture Japanner and Manufacturer.

James Ashley Roberts, formerly of No. 23, Somers'-place, Somers' Town, Saint Pancras, carrying on business at that place in copartnership with Thomas Vale, first as Corn and Coal Dealers, and afterwards as Bakers, then of the same place, carrying on business on his own account as a Baker, and now of No. 46, Hastings-street, Burton-crescent, Saint Pancras, both in Middlesex, Journeyman Baker.

Elizabeth Green, formerly of the Newmarket Inn, Gloucestershire, Innkeeper, then of No. 32, Goodge-street, Tottenham-court-road, Middlesex, out of business and employ, and then and now of the Newmarket Coffee House, No. 5, Park-street, Borough-market, Surrey, Coffee and Lodging-house Keeper.

Charles Simpson, of No. 53, Theobald's-road, Red Lion-street, Red Lion-square, Middlesex, Artist, Print Colourer, Bookseller, and Stationer, and keeping a small Circulating Library, previously in lodgings at Richbell-place, Lamb's Conduit-street, Middlesex, Print Colourer, formerly of No. 40, Blackman-street, in the borough of Southwark, Surrey, in lodgings, Print Tinter and Colourer, and then of No. 47, Dover-road, in the said county of Surrey, Print Colourer.

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.

Saturday, the 20th day of November 1852.

AN ASSIGNEE has been appointed in the following Case. Further particulars may be learned at the Office, in Portugal-Street, Lincoln's-Inn-Fields, on giving the number of the Case.

William Kent, late of No. 8, Queen-street, Plymouth, Devonshire, Innkeeper, out of business, Insolvent No. 75,337 C.; Ward Arliss, Assignee.

COURT FOR RELIEF OF INSOLVENT DEBTORS.

Saturday, the 20th day of November 1852.

ORDERS have been made, vesting in the Provisional Assignee the Estates and Effects of the following Persons:

On their own Petitions.

William Gurr, late of the King's Head, Smithfield, London' Butcher, out of business.—In the Debtors' Prison for London and Middlesex.

John Bealby, late of No. 8, Belvedere, Cambridge-road, Mile End-road, Middlesex, Foreman at the London Docks.—In the Debtors' Prison for London and Middlesex.

Patrick Cowan, late of No. 45, Skinner-street, Snow Hill, London, General Brass Founder and Gas Fitter.—In the Queen's Prison for London and Middlesex.

Charles Septimus Mitchell, late of No. 37, King Edward-street, Mile End New Town, Cowkeeper and Dairyman.—In the Debtors' Prison for London and Middlesex.

Louis Simon Dufort, late of No. 11, Smithfield-bars, London, Cook and Confectioner.—In the Debtors' Prison for London and Middlesex.

Charles Wynn Payne, late of No. 35, Saint Peter's-square, Hammersmith, Middlesex, Artist and Author.—In the Debtors' Prison for London and Middlesex.

Otto Rodolph Petter, late of the Spread Eagle, Gracechurch-street, London, previous of Ghent, Belgium, Merchant and General Commission Agent.—In the Debtors' Prison for London and Middlesex.

Dan John Pickering, late of No. 9, Southwark Bridge-road, Surrey, Clerk in a Carpet Warehouse.—In the Debtors' Prison for London and Westminster.

William Starling, late of No. 48, Upper Ebury-street, Pimlico, Middlesex, Farmer, out of business.—In the Debtors' Prison for London and Middlesex.

William Pomfret, late of No. 55, Houndsditch, in the city of London, out of business and unemployed.—In the Debtors' Prison for London and Middlesex.

John Ibbotson, late of No. 271, Chester-road, Hulme, Manchester, Lancashire, Cotton Waste Dealer.—In the Gaol of Lancaster.

Edward Henry Nolan, late of No. 16, Polygon, Lower Broughton, Salford, Lancashire, Dissenting Minister.—In the Gaol of Lancaster.

James Parrin, late of No. 75, Great Ancoats-street, Manchester, Lancashire, Furniture Broker and Cabinet Maker.—In the Gaol of Lancaster.

Richard Shepherd, late of Dalton-in-Furness, near Ulverstone, Lancashire, Joiner and Builder, out of business.—In the Gaol of Lancaster.

James Fiddeman, late of the Duke of Wellington, Steine-place, Brighton, Sussex, Livery Stable Keeper out of business.—In the Gaol of Lewes.

Daniel Radcliffe, late of No. 38, Paradise-street, Liverpool, Lancashire, Baker.—In the Gaol of Lancaster.

Francis Smith, late of No. 14, Chapel-street, Liverpool, Lancashire, Licensed Victualler, out of business.—In the Gaol of Lancaster.

Thomas Walker, late of Wentbridge, Thorpe Andlin, near Pontefract, York, Corn Miller.—In the Gaol of York.

John Champ, late of Drayton, near Abingdon, Berkshire, Agricultural Labourer.—In the Gaol of Reading.

Henry Church Moody, late of Mear, near Ashley, Staffordshire, Dealer in Agricultural Manure, and General Agent.—In the Gaol of Stafford.

John Cowley, late of No. 4, Francis-street, Oldham-road, Manchester, Lancashire, Provision Dealer, out of business.—In the Gaol of Lancaster.

John Williams, late of Lower-street, Llandovery, Carmarthenshire, Innkeeper, out of business.—In the Gaol of Carmarthen.

Theophilus Jones, late of the city of Chester, Assistant to a Druggist.—In the Gaol of Chester.

Charles Marshall, late of No. 36, Stonegate, York, Saw Manufacturer, out of business.—In the Gaol of York.

William Henry Thorne, late of No. 5, High-street, Barnstaple, Devonshire, Grocer.—In the Gaol of St. Thomas the Apostle.

Edward Warford, late of Nempnett, Somersetshire, Labourer and Parish Clerk.—In the Gaol of Wilton, John Beam, late of Holdsworth-fold, Richmond-road-bank, Leeds, Yorkshire, Labourer, Carter, Cattle and Coal Dealer.—In the Gaol of York.

Isaac Hughes, late of Newsome's-yard, Briggate, Leeds, Yorkshire, out of business.—In the Gaol of York.

Noah Nicholson, late of Farsley, near Leeds, Yorkshire, Tailor and Woollen Draper.—In the Gaol of York.

Frederick James Wood Tootal, late of No. 16, Warwick-place, Leeds, Yorkshire, Corn Factor and Commission Agent.—In the Gaol of York.

John Ward, late of Batley, near Dewsbury, Yorkshire, Licensed Retailer of Beer.—In the Gaol of York.

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 Tuesday the 7th December 1852, at Eleven o'Clock precisely, before the Chief Commissioner.

George Cleare (sued as George Clare), formerly of No. 57, Wellington-street, Goswell-street, formerly a Milk Carrier, but latterly a Milkman, then of No. 3, Powell-street East, King's-square, having a shed in Rawstone-street, Goswell-road, then of No. 23, President-street East, King's-square aforesaid, all in Middlesex, Cow Keeper, Milkman, and Dairyman, and late of No. 23, President-street East aforesaid, Milkman and Dairyman.

Thomas Kimpton the elder, formerly of Saint Dunstan's-court, Fleet-street, London, having a Bakehouse in Tooley-street, Borough, Surrey, trading in copartnership with Thomas Kimpton the younger, under the style or firm of Kimpton and Son, as Dealers in Flour, then of Hamilton-terrace, High-street, Deptford, Kent, Baker, afterwards of No. 22, Brown's-lane, Spitalfields, out of business, then of No. 104, Grove-street, Camden Town, Foreman to a Baker, and late of No. 3, Grove-street, Bethnal Green, all in Middlesex, Baker.

Charles William Bayley, sued as Charles H. Bayley, formerly of No. 76, Saint John-street-road, Working Ophtician, trading under the style of Bayley, Brothers, then out of business and employ, and afterwards engaged as Assistant and Traveller to Thomas Webb, a Hair Dresser, and Bear's Grease Manufacturer, then of Cleveland-street, Fitzroy-square, first out of business and employ, and afterwards Shopman to an Ironmonger, then of No. 76, Swinton-street, Bagnigge-wells, out of business and employ, and late of No. 2, Arlington-street, Clerkenwell, all in Middlesex, Greengrocer, Coal and Coke Dealer, and Executor under the last will and testament of Charles Bayley, deceased.

On Wednesday the 8th December 1852, at Ten o'Clock, before Mr. Commissioner Law.

William Garratt May, sued and committed as William Garrett May, formerly of Palace-yard Mews, Notting Hill, Middlesex, Bricklayer, Builder, Undertaker, and Cabinet Maker, on his own account, at same time Foreman to Robert Ferniss Long, and Robert Watkins Long, Builders and Solicitors, in superintending the works at their Buildings, and late of No. 1, Chapel-terrace, formerly called No. 5, Johnson-street, High-street, Notting-hill, Middlesex, formerly Foreman as aforesaid, and also trading on his own account as Bricklayer, Builder, Undertaker, and Cabinet Maker, and latterly out of business and employment.

Edward Lonsdale, formerly of Hughes-fields, next of No. 9, John-street, next of Nos. 8 and 9, John-street, next and late of No. 9, John-street, and part of the time of Slaughterhouse-lane, all in Deptford, Kent, Timber Dealer and Grocer and Chesemonger, latterly out of business.

On Thursday the 9th December 1852, at Eleven o'Clock, before Mr. Commissioner Phillips.

Anthony Vachée, late of No. 22, North-street, Whitechapel-road, Middlesex, out of business and unemployed.

Charles Norwood, commonly called, known, and using the name of Charles Norwood the younger, formerly of Nos. 3 and 4, Oxford-street, House Decorator and Upholsterer, then and for six weeks in apartments at No. 19, Wimbourne-street, Hoxton, both in Middlesex, and then living with various friends for a few days together in or about the county of Middlesex, and then and late of No. 10, Watt's-buildings, Kingsland-road, Middlesex, Traveller on Commission and Paper Hanger during such first-named period having a stable in Crown-street, Seven Dials, Middlesex.

Henry Alen Lysior, commonly called and known as Alen Listor, and sued as Henry A. Listor, formerly of Blake-ney, Gloucestershire, Acting Superintendent of Coal Works at Moseley Green, Gloucestershire, of Bickley, Gloucestershire, then Superintendent as aforesaid, and occasionally dealing in Cargoes of Salt, under the name of Galcomb Salt Company, then of No. 6, George-street West, Sand Pits, Birmingham, Warwickshire, out of business, then of No. 4, Arundel-street, Strand, then of No. 18, Grove-place, Brompton, then of No. 14; Blenheim-street, King's-road, Chelsea, all in Middlesex, out of business, then of No. 2, Leonidas-terrace, New Cross, Surrey, having offices at No. 2, Charlotte-row, Mansion House, London, carrying on business as a Commission and General Agent, then of No. 63, Trinity-square, Borough, Surrey, having offices at No. 2, Charlotte-row aforesaid, of same business, then of No. 1, Winchester-place, Southwark Bridge-road, Surrey, having offices at No. 2, Charlotte-row aforesaid, of same business, then of No. 8, Dover-road, Surrey, having offices at No. 8, Barge-yard Chambers, London, Commission and General Agent, then lodging at the Builder's Arms, Russell-street, Chelsea, Middlesex, and then and late of No. 14, Providence-terrace, Earl's-court, Brompton, Middlesex, here only passing by the name of William Henry Parkyns, having an office at No. 10, Great Winchester-street, London, Commission and General Agent.

On Monday the 6th December 1852, at Ten o'Clock precisely, before Mr. Commissioner Law.

James Dickinson (sued as James Dickenson) late of No. 12, Old-street, Saint Luke's, Middlesex, General Dealer.

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 Kent, holden at Maidstone, on Tuesday the 7th day of December 1852, at Twelve o'Clock at Noon precisely.

George Richard Howard, formerly of Week-street, Maidstone, Kent, Chemist and Druggist, and Licensed Dealer in Tea, Tobacco, and Cigars, and Agent to the Kent Mutual Fire and Life Assurance Society, in copartnership with Daniel Blott, under the style or firm of Howard and Blott, then of same place, Chemist and Druggist, and Licensed Dealer in Tea, Tobacco, and Cigars, and Agent to the Kent Mutual Fire and Life Assurance Society, then of same place, Chemist and Druggist, Licensed Dealer in Tea, Tobacco, and Cigars, and Agent to the National Provincial Life Assurance Society; then of the same place, Chemist and Druggist, Licensed Dealer in Tea, Tobacco, and Cigars, holding the appointment of a Post Office Letter Receiver, and Agent to the National Provincial Life Assurance Society, and Agent to the British Mutual Life Assurance Society, and then and late of same place, Assistant to George Howard, senior, Chemist and Druggist, of same place, and holding the appointment of Post Office Letter Receiver and Agent to the National Provincial Life Assurance Society, and Agent to the British Mutual Life Assurance Society.

Benjamin Wright, formerly of Glengall-grove, Old Kent-road, Surrey, then of Exchequer-place, Lewisham, Kent, then of Loughborough-road, Brixton, Surrey, then and late of No. 5, Hale-place, Darnley-road, Gravesend, Kent, during the whole of the above period out of business and employ.

Ebenezer Seamer, formerly of Edgar-terrace, Tonbridge Wells, Kent, Linendraper, then of Calverley-road, Tonbridge Wells, Kent, Linendraper, then of No. 1, Palmer-terrace, Tonbridge Wells, Kent, out of business and employ, then of Nelson-street, Deal, Kent, out of business and employ, then of No. 1, Palmer-terrace aforesaid, Travelling Agent to the National Provincial Life Assurance Society, and then and late of same place, out of business and employ.

Before the Judge of the County Court of Warwickshire, holden at Coventry, on Wednesday the 8th day of December 1852, at Twelve o'Clock at Noon.

William Davis, of No. 108, Great Hampton-street, Birmingham, in the county of Warwick, Furniture Broker and Brass Founder.

William Harrington, late of Bordesley Park, Birmingham, in the county of Warwick, carrying on business at No. 32, Temple-row, in Birmingham aforesaid, in copartnership with Benjamin Balls, as Hair Dresser and Perfumer, under the style or firm of Balls and Harrington.

William Sandon, late of No. 100, Lower Tower-street, Birmingham, in the county of Warwick, and previously of No. 15, Legge-street, in Birmingham aforesaid, Tailor and Draper.

Before the Judge of the County Court of Somersetshire, holden at Taunton, on Thursday the 9th day of December 1852.

Edward Warford, late of Nempnett, in the county of Somerset, Labourer and Parish Clerk.

George Bailey, late of No. 5, Saint Andrew's-terrace, and occupying Livery Stables at the Circus-mews, both in the parish of Walcott, in the city of Bath, in the county of Somerset, Livery-stable Keeper and Job Master, previously of Post Office-yard, in Broad-street, in the city of Bath, Livery-stable Keeper and Job Master.

Before the Judge of the County Court of Suffolk, holden at Ipswich, on Friday the 10th day of December 1852, at Ten o'Clock in the Forenoon.

Robert Woods the younger, commonly called and known as Robert Woods, late of the Eagle Tavern, Upper Orwell-street, in the parish of Saint Margaret's in Ipswich, in the county of Suffolk, Ship Owner, Master Mariner, and Publican, and Lodging-house Keeper, previously of the same street and place, Publican and Lodging-house Keeper.

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 Clerk 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.

In the Matter of Samuel Campbell, late of No. 22, Smeathwaite-terrace, Castle-street, Kirkdale, Liverpool, in the county of Lancaster, in lodgings, Ship Owner, an Insolvent Debtor, and late a prisoner in Her Majesty's Gaol, the Castle of Lancaster.

THE creditors of the above-named Insolvent, Samuel Campbell, are requested to meet the assignee of the estate and effects of the said Insolvent at the office of Messrs. Miller and Peel, No. 4, Wason's-buildings, Harrington-street, Liverpool, in the county of Lancaster, on Monday the 27th day of December next, at one o'clock in the afternoon, at which meeting the said creditors will be required to assent to or dissent from the said assignee selling by public auction or private treaty, at a price or prices to be then named, the absolute interest of the said Samuel Campbell in three cottages or dwelling-houses in Davy's-street, Carrickfergus, in the county of the town of Carrickfergus, in Ireland, and also in certain land and dwelling-houses situate in the West Division of Carrickfergus aforesaid, or to give such other directions and instructions respecting the sale of the said properties, or either of them, as to the said creditors shall seem meet.—Dated this 19th day of November 1852.

MILLER and PEEL, Solicitors to the Assignee.

All Letters must be Post-paid.

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Tuesday, November 23, 1852.

Price One Shilling.

