



# The London Gazette.

Published by Authority.

FRIDAY, NOVEMBER 26, 1852.

*War-Office, 26th November 1852.*

*6th Regiment of Dragoons.*

**A**CTING Assistant-Surgeon Henry Charles Boate to be Assistant-Surgeon, vice Logie, promoted on the Staff. Dated 26th November 1852.

*3rd Foot*, Assistant-Surgeon Edgar Dumaresq Batt, from the 13th Foot, to be Surgeon, vice Reade, appointed to the Staff. Dated 26th November 1852.

*6th Foot*, Captain Henry Phillipps, from half-pay, Unattached, to be Captain, vice Cruice, who exchanges, receiving the difference. Dated 26th November 1852.

Lieutenant Henry Pratt Gore to be Captain, by purchase, vice Phillipps, who retires. Dated 26th November 1852.

Ensign Walter Tyler Bartley to be Lieutenant, by purchase, vice H. P. Gore. Dated 26th November 1852.

*13th Foot*, Assistant-Surgeon Frederick Clarke, from the 25th Foot, to be Assistant-Surgeon, vice Batt, promoted in the 3rd Foot. Dated 26th November 1852.

*24th Foot*, Ensign Samuel John James Burns to be Lieutenant, by purchase, vice Drew, who retires. Dated 26th November 1852.

*25th Foot*, Acting Assistant-Surgeon Watkin Sandom Whylock, M.D. to be Assistant-Surgeon, vice Clarke, appointed to the 13th Foot. Dated 26th November 1852.

*31st Foot*, Captain Charles Octavius Eardley Wilmot, from the 96th Foot, to be Captain, vice Roche, who exchanges. Dated 26th November 1852.

*41st Foot*, Captain James Eman to be Major, by purchase, vice Seaton, who retires. Dated 26th November 1852.

Lieutenant Honourable Richard Handcock to be Captain, by purchase, vice Eman. Dated 26th November 1852.

Ensign Henry Stratton Bush to be Lieutenant, by purchase, vice Handcock. Dated 26th November 1852.

*55th Foot*, Ensign John Richard Hume to be Lieutenant, by purchase, vice Feilden, who retires. Dated 26th November 1852.

Thomas Maude Roxby, Gent. to be Ensign, by purchase, vice Mackinnon, appointed to the 64th Foot. Dated 26th November 1852.

*64th Foot*, Ensign David Mortimer Murray to be Lieutenant, by purchase, vice Hood, who retires. Dated 26th November 1852.

Ensign Walter Carr Mackinnon, from the 55th Foot, to be Ensign, vice Murray. Dated 26th November 1852.

*82nd Foot*, Staff Surgeon of the Second Class William Ord Mackenzie, M.D. to be Surgeon, vice Hume, promoted on the Staff. Dated 26th November 1852.

*96th Foot*, Captain Henry Bagshave Harrison Roche, from the 31st Foot, to be Captain, vice Eardley Wilmot, who exchanges. Dated 26th November 1852.

*Ceylon Rifle Regiment*, Captain Thomas Cochrane Hammill, from half-pay Unattached, to be Captain, vice Albert Watson, promoted, without purchase, to an Unattached Majority. Dated 26th November 1852.

First Lieutenant Frederick Arthur Walter to be Captain, by purchase, vice Hammill, who retires. Dated 26th November 1852.

Second Lieutenant Robert Seymour Croxton Sillery to be First Lieutenant, by purchase, vice Walter. Dated 26th November 1852.

*St. Helena Regiment*, Ensign Thomas Conway Lloyd to be Adjutant, vice Prenderville, who resigns the Adjutancy only. Dated 26th November 1852.

## HOSPITAL STAFF.

Surgeon Thomas David Hume, M.D. from the 82nd Foot, to be Staff Surgeon of the First Class, vice George Home, who retires upon half-pay. Dated 26th November 1852.

Assistant-Surgeon Cosmo Gordon Logie, M.D. from the 6th Dragoons, to be Staff Surgeon of the Second Class, vice Mackenzie, appointed to the 82nd Foot. Dated 26th November 1852.

Surgeon Henry Cooper Reade, from the 3rd Foot, to be Staff Surgeon of the Second Class, vice George Hume Reade, who retires upon half-pay. Dated 26th November 1852.

## BREVET.

Captain Thomas Cochrane Hammill, of the Ceylon Rifle Regiment, to be Major in the Army. Dated 23rd November 1841.

Brevet Major Thomas Cochrane Hammill, of the Ceylon Rifle Regiment, to be Lieutenant-Colonel in the Army. Dated 11th November 1851.

Captain Henry Phillipps, of the 6th Foot, to be Major in the Army. Dated 23rd November 1841.

Brevet Major Henry Phillipps, of the 6th Foot, to be Lieutenant-Colonel in the Army. Dated 11th November 1851.

MEMORANDUM.

Ensign Henry John Yonge has not reverted to the 74th Regiment, as stated in the Gazette of 23rd November 1852, but continues in the 61st Foot, as stated in the Gazette of 15th October 1852.

ERRATUM in the Gazette of 21st September 1852.

1st (or Grenadier) Guards.

For—Francis *Byan* Davies, Gent. to be Ensign and Lieutenant, by purchase, &c.

Read—Francis *Byam* Davies, Gent. to be Ensign and Lieutenant, by purchase, &c.

Admiralty, 23rd November, 1852.

Corps of Royal Marines.

Brevet Major Hugh Evans to be Lieutenant-Colonel, vice Garmston, retired on full pay.

Brevet Major Samuel Robert Wesley, Assistant Adjutant General, to be Lieutenant-Colonel.

Brevet Major Thomas Fynmore to be Lieutenant-Colonel, vice Hornbrook, retired on full-pay.

First Lieutenant and Adjutant James Ainslie Stewart to be Captain, vice Evans, promoted.

First Lieutenant and Quartermaster James Pickard to be Captain, vice Fynmore, promoted.

Second Lieutenant Thomas George Shelton Meheux to be First Lieutenant, vice Stewart, promoted.

Second Lieutenant William Tauzia Savary to be First Lieutenant, vice Pickard, promoted.

First Lieutenant Rodney Vansittart Allen to be Adjutant.

First Lieutenant John William Collman Williams to be Quartermaster.

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

Walter Long, Esq. M. P. to be Deputy Lieutenant. Dated 22nd November 1852.

Herbert Watkin Williams Wynn, Esq. M. P. to be Deputy Lieutenant. Dated 22nd November 1852.

John Naylor, Esq. to be Deputy Lieutenant. Dated 22nd November 1852.

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

Edward Knight, Doctor of Medicine, to be Deputy Lieutenant. Dated 22nd November 1852.

Henry Allsop, Esq. to be Deputy Lieutenant. Dated 22nd November 1852.

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

George Henry Carleton Sunderland, Esq. to be Deputy Lieutenant. Dated 22nd November 1852.

3rd Regiment of the Duke of Lancaster's Own Militia.

Thomas Ellames Withington, Gent. to be Ensign. Dated 22nd November 1852.

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

Warwickshire Regiment of Militia.

Lieutenant Ashley Henry Wilson to be Captain. Dated 20th November 1852.

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

Royal Wiltshire Militia.

Walter Coleman, Gent. to be Lieutenant. Dated 10th November 1852.

Alfred Oliver, Gent. to be Lieutenant. Dated 11th November 1852.

Samuel Whitchurch Sloper, Gent. to be Lieutenant. Dated 12th November 1852.

John Leigh Reed, Gent. to be Lieutenant. Dated 13th November 1852.

Beverley Robinson, Gent. to be Ensign. Dated 10th November 1852.

Thomas Noyes Lewis, Gent. to be Ensign. Dated 11th November 1852.

Thomas Poccock, Gent. to be Ensign. Dated 12th November 1852.

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

East Kent Regiment of Militia.

John George William Brydges, Esq. to be Captain. Dated 21st November 1852.

Richard Pennefather, Gent. to be Lieutenant. Dated 21st November 1852.

[The following Article is substituted for the one which appeared in the Gazette of Tuesday the 16th November.]

Commission signed by the Lord Lieutenant of the County Palatine of Durham.

Durham Regiment of Militia.

Thomas William Usherwood Robinson, Gent. to be Lieutenant. Dated 8th November 1852.

Crown-Office, November 26, 1852.

Days and places appointed for holding the Special Commissions of Oyer and Terminer, and Gaol Delivery, for the undermentioned places:—

County of York, Saturday 11th December 1842, at the Castle of York.

County of the city of York, the same day, at the Guildhall of the said city.

Port of Faversham.

Legal Quays.

We, the undersigned, Lords Commissioners of Her Majesty's Treasury of the United Kingdom of Great Britain and Ireland, do hereby, under the authority of an Act, passed in the session of Parliament holden in the ninth and tenth years of the reign of Her present Majesty Queen Victoria, intituled "An Act to amend the laws relating to the Customs," appoint the following places within the port of Faversham to be legal quays for the lading and unlading of goods; and we do hereby declare the bounds and extent of such quays to be as follow; that is to say:

All that open place, quay, or wharf at Faversham, situate on the south-east side of the New Navigation or Creek, and commonly called or known as the "Town Quay," extending in length in a north-east half-east direction along the said creek from a point adjoining Richard Pain's coal-

shed to a point adjoining a timber shipway belonging to Messieurs Stone and Shepherd, seventy-four feet, and being in breadth one hundred feet or thereabouts, bounded on the north-west half-north by the said creek, upon the south-east half-south by a road and shipwright's shop in the occupation of William Chambers, upon the south-west half-west, by a coal yard and shed in the occupation of Richard Pain, and upon the north-east half-east by a timber shipway and wharf in the occupation of Messieurs Stone and Shepherd.

Also all that other open place, quay, or wharf, at Faversham aforesaid, situate on the south side of the said creek, and commonly called or known as the "Standard Quay," extending in length along the said creek, in an easterly direction from a point opposite to a warehouse and sheds in the occupation of Osborn Barnes to a point opposite to the east and by north end of warehouses in the occupation of Brook Jones two hundred and eighty feet, and being in breadth twenty-six feet or thereabouts, bounded on the north by the said creek, upon the south by a carriage road and warehouses in the occupation of Brook Jones, Henry Barnes, and Osborn Barnes, upon the east by a footway and warehouse, in the occupation of Brook Jones, and upon the west by a footway and coal sheds in the occupation of Osborn Barnes.

And we, the said Lords Commissioners of Her Majesty's Treasury, do hereby, under the powers vested in us by the said recited Act, annul all former legal quays set out and appointed within the said port of Faversham.

Whitehall, Treasury Chambers, this twentieth day of November 1852.

*Henry G. Lennox.*  
*Thomas Bateson.*

Port of Arundel.  
Limits of Port.

We, the undersigned, Lords Commissioners of Her Majesty's Treasury of the United Kingdom of Great Britain and Ireland, do hereby, under the authority of an Act, passed in the session of Parliament holden in the ninth and tenth years of the reign of Her present Majesty Queen Victoria, entitled "An Act to amend the laws relating to the Customs," appoint Arundel to be a port in that part of the United Kingdom called England; and we do hereby declare that the limits of the said port shall commence at the most eastern point of the parish of Steene, in the county of Sussex, and thence along the coast of the said county, and up the River Adur, to the north side of Arundel Bridge, from thence southwards, including the said river to the mouth thereof, and so westwardly along the coast to Bosham Creek, and thence up and including the said creek, to the most western part of the parish of Bosham, in the said county, and shall extend seaward to a distance of three miles from low water mark, and include all islands, rivers, bays, harbours, and creeks within such limits respectively.

And we, the said Lords Commissioners, do hereby annul all former limits of the said port of Arundel.

Whitehall, Treasury Chambers, this twentieth day of November 1852.

*Henry G. Lennox.*  
*Thomas Bateson.*

Port of Portsmouth.  
Limits of Port.

We, the undersigned, Lords Commissioners of Her Majesty's Treasury of the United Kingdom

of Great Britain and Ireland, do hereby, under the authority of an Act, passed in the session of Parliament holden in the ninth and tenth years of the reign of Her present Majesty Queen Victoria, intituled "An Act to amend the laws relating to the Customs," appoint Portsmouth to be a port in that part of the United Kingdom called England; and we do hereby declare that the limits of the said port shall commence at the most westwardly part of the parish of Bosham, in the county of Sussex, being the western limits of the port of Arundel, from thence down Bosham Creek, seaward, to within three miles from low water mark of Bembridge Point, in the Isle of Wight, from thence in a north-westerly direction along the outer edge of the Motherbank, between the mainland and the said Isle of Wight to the west end of the Bramble Shoal, and from thence to Hill Head, in the county of Southampton, being the limits of the port of Southampton.

And we, the said Lords Commissioners, do hereby annul all former limits of the said port of Portsmouth.

Whitehall Treasury Chambers, this twentieth day of November 1852.

(Signed) *Henry G. Lennox.*  
*Thomas Bateson.*

THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR,

The Produce of the British Possessions in AMERICA, Computed from the RETURNS made in the Week ending the 23rd day of November 1852,

Is *Twenty-five Shillings and One Penny Farthing* per-Hundred Weight;

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

No Return has been made of the Sale of BROWN or MUSCOVADO SUGAR, the Produce of either MAURITIUS or the EAST INDIES, in the Week ending as above.

*By Authority of Parliament,*

HENRY BICKNELL,  
*Clerk of the Grocers' Company.*

*Grocers'-Hall, November 26, 1852.*

Barton-upon-Irwell Union. Barton-upon-Irwell Township.

To the Churchwardens and Overseers of the Poor of the township of Barton-upon-Irwell, in the county of Lancaster;—

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

And to all others whom it may concern.

WHEREAS the population of the township of Barton-upon-Irwell, in the county of Lancaster, according to the last census, exceeds two thousand persons:

And whereas at a meeting of the Vestry of the said township, held, after public notice in that behalf, on the thirty-first day of March last, it was resolved,—

That an application be made by the Churchwardens and Overseers of the township of Barton-upon-Irwell, being a township, the population of which exceeds two thousand persons, according to the last census, to the Commissioners for administering the Laws for the relief of the Poor in England, for an order, under their seal of office, that the Act

of Parliament 13th and 14th Vict. cap. 57, be applied to, and put in force within this township.

And whereas the Churchwardens and Overseers of the Poor of the said township have made their application in writing to the said Poor Law Board, pursuant to the above resolution :

Now, therefore, we, the said Poor Law Board, under the authority of the several Statutes in that behalf made and provided, do hereby order and direct, that the whole of the said Act, passed in the fourteenth year of the reign of Her Majesty, intituled "An Act to prevent the holding of Vestry or other Meetings in Churches, and for regulating the Appointment of Vestry Clerks," shall forthwith be applied to, and be put in force within the said township of Barton-upon-Irwell.

And we do hereby order and direct, that a copy of this order shall be published in the London Gazette.

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

*John Trollope*, President.

*Courtenay*, Secretary.

#### Worcestershire Lieutenancy.

County of Worcester, city of Worcester, and county of the same city.

**A** GENERAL Meeting of Lieutenancy will be holden at the Grand Jury Room in the New Shire Hall, in the city of Worcester, on Saturday the eleventh day of December next, at half-past twelve o'clock at noon, for the purpose of the several Acts of Parliament now in force relating to the militia.

By order of the Lord Lieutenant and two Deputy Lieutenants.

*Edward Rogers*, Clerk to the General Meetings of Lieutenancy for the counties aforesaid.

Stourbridge, 25th November, 1852.

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."

**N**OTICE 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 amend-

ing 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.

**I**N conformity with an Act, passed in the session held in the 7th year of the reign of His late Majesty King William the 4th, and in the 1st year of the reign of Her present Majesty, intituled "An Act for better enabling Her Majesty to confer certain powers and immunities on trading and other companies," notice is hereby given, that an application has been made to Her Majesty to grant a Royal Charter of Incorporation to a company called "The Chartered Bank of Asia," for the purpose of establishing and maintaining banks of issue and deposit in the Islands of Ceylon, Hong Kong, and the Mauritius, with branch banks and agencies for receiving deposits, issuing notes, granting cash credits, making advances upon approved securities, and generally for transacting all business connected with the deposit, exchange, and remittance of monies or securities for money, and all other business usually transacted by bankers, and that the said application has been referred by Her Majesty to the Committee of Privy Council for Trade and Plantations.—Dated this twenty-fifth day of November 1852.

*Hughes, Kearsley, and Masterman*, Solicitors, 17, Bucklersbury.

#### Chatham and Canterbury Local Railway.

(Incorporation of Company; Construction of Railway, Branch Railway, and Works; power to use the South-Eastern Railway, with Engines and Carriages, and limitation of Tolls in respect thereof; and for other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the present session, for leave to bring in a Bill for an Act for making and maintaining the railway, branch railway, and works hereinafter mentioned, with all proper works, communications, approaches and conveniences connected therewith (that is to say), a railway commencing at the east side of the Military road, in the borough or township of Chatham, in the county of Kent, at a point commencing about sixty yards from the junction of the said road with the High-street, and on the north side thereof, and about two hundred and fifty yards from a certain pier or landing-place called the Sun Pier within the said borough or township, and terminating by a junction with the South Eastern Railway, in the township or parish of Chilham in the said county, at a point about

two furlongs and six chains on the Canterbury side of the Chilham station, or by a distinct or separate terminus on the north side of the said railway, at or near the said point at Chilham aforesaid, 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, Chatham, Chatham extra, Chatham intra, Brompton, Gillingham, New Brompton, Hamlet of the Grange, Chapelry of Grange, Gillingham, Rainham, Hartlip, Newington, otherwise Newington near Sittingbourne, Upchurch, Bobbing, Milton, otherwise Milton next Sittingbourne, Moor-street, Sittingbourne, Murston, Bapchild, Tong, otherwise Tonge, Teynam, Buckland, otherwise Buckland next Faversham, Norton, Stone, otherwise Stone next Faversham, Green-street, Luddenham, Ospringe, Davington, Faversham, Preston, otherwise Preston next Faversham, Boughton under Bleau, Ville of of Dunkirk, Selling, Chartham, and Chilham, all in the said county of Kent; also a branch railway diverging from the said first mentioned intended railway, at a point near to Preston Church, in the parish of Preston, otherwise Preston next Faversham, in the county of Kent, and terminating at Faversham Creek, in the said parish of Faversham, at a point about midway between Barnes' coal wharf, and Hilton's cement wharf.

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, town lands, and extra-parochial places before mentioned, or some of them, for the working and using the said railway, and also to authorize junctions with any railway or railways at the commencement or termination, or in the line or course of the said railway and works as before described, in the several parishes, townships, hamlets, extra-parochial and other places aforesaid, and 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, aqueducts, streams, canals, navigations, sewers, watercourses, and railways within the said parishes, townships, townlands, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works, or any of them, or which would in any manner obstruct or interfere with the making and maintaining 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, shewing 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, on or before the 30th day of November instant; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and books of reference as 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 in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his

place of abode; 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 notice is hereby further given, that it is 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 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 Company, 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 the said South Eastern Railway; and also to authorize the said Company so to be incorporated to carry passengers, goods, merchandize, minerals, cattle, and other traffic 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 vary or extinguish all such rights and privileges as could or might interfere with the objects aforesaid.

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 of the said South Eastern Railway Company, upon such terms and under such payments and conditions as shall be mutually agreed upon, or as, in case of dispute, shall be determined by the Board of Trade.

And notice is hereby further given, that it is proposed by the said intended 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 and houses, and to vary or extinguish all rights and privileges in any manner connected with such lands and houses; 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 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, 3 and 4 Will. 4, cap. 46; 6th Will. 4, cap. 75; 7th Will. 4, and 1st Vict. cap. 50, and cap. 120; 1st Vic. cap. 93; 1st and 2nd Vic. cap. 4; 2nd Vic. cap. 42; 2nd and 3rd Vic. cap. 19, and cap. 79; 3rd Vic. cap. 46; 3rd and 4th Vic. cap. 127, 128; 5 Vic. cap. 3; 5 and 6 Vic. cap. 102; 6 and 7 Vic. cap. 51, 52 and 62; 7 Vic. cap. 25; 7 and 8 Vic. caps. 67 and 91; 8 and 9 Vic. caps. 80, 167, 186, 197 and 200; 9 Vic. caps. 55, 56 and 64; 9 and 10 Vic. caps. 305 and 339; 10 and 11 Vic. caps. 104, 230 and 276; 13 and 14 Vic. cap. 31.

Dated this 13th day of November 1852.

*Chas. Bell*, 36, Bedford Row, London,  
Solicitor to the said Company.

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

#### Isle of Wight Railway.

(Incorporation of Company for construction of Railway from Ryde, through Newport, to Ventnor, with a continuation of the Main Line from Newport to West Cowes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act for making and main-

taining the following railway and railways, or some of them, with all proper stations, works, and conveniences connected therewith (that is to say):

A railway commencing at or near to a certain place, near Ryde, called the Dover, in the parish of St. Helens, 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), Ryde, St. Helens, Newchurch, Arreton, Wootton or Wotton, Chillerton, Whippingham, St. Nicholas, St. Nicholas Castle Hold, The borough of Newport, Newport, Carisbrooke, Godshill, Gatcombe, Whitwell, St. Lawrence, Brading, and Newchurch, in the Isle of Wight, and all in the county of Southampton, and terminating at, or near, a piece of ground known as the Quarry, near Ventnor, in the parish of Newchurch, in the county of Southampton.

And, also, a railway, with all proper works and conveniences connected therewith, commencing by a junction with the aforesaid railway, on the western side thereof; at or near to a road in the parish of Whippingham, leading from Newport to Great Pawn Farm, in the said Isle of Wight, in the county of Southampton, 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): Whippingham, Carisbrooke, Saint Nicholas, Northwood, West Cowes; and terminating at a piece of ground near West Cowes, adjoining to, and at the east of, a Rope Walk, known as Bannister's Rope Walk, in the parish of Northwood, in the said Isle of Wight, and in the said county of Southampton.

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 30th day of November, 1852, 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 railways 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 Southampton, at his office at Winchester, in the said county.

And on or before the said 30th day of November, 1852, 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 before the said 30th day of November, 1852, 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 each 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 incorporate a Company for the purpose of constructing and carrying into effect the proposed railways and works, or some part thereof, and to apply for powers for the compulsory purchase of lands and houses, and

to vary or extinguish 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 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 31st day of December, in the present year.

Dated this 1st day of November 1852.

*John Bethell, Solicitor, Westminster.*

#### Sunderland Town Moor and Freeman's Orphan Asylum.

(For carrying out arrangements between the Bishop of Durham and the Freeman and Stallingers of Sunderland, in respect of rights in or claims to the Town Moor, and certain monies; enlarging the powers of the Principals and Governors, or granting powers to other Trustees, and providing for the Regulation and Management of the Sunderland Orphan Asylum.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the present session, for an Act to carry out an arrangement between the Lord Bishop of Durham and the Freeman and Stallingers of the borough of Sunderland, in respect of the rights claimed by the said Bishop and Freeman and Stallingers respectively, in or to the Sunderland Town Moor and the soil thereof; and in or to certain messuages, buildings, lands, and tenements, formerly part of the said Town Moor, and in or to certain monies paid upon the sale of certain parts of the said Town Moor; and to vest in the principals and governors of the Freeman's Orphan Asylum at Sunderland, or other the trustees to be appointed by the said intended Act, the said Town Moor, messuages, buildings, lands, and tenements, and also certain sums of money that have been paid as the purchase money for certain parts of the said Town Moor, and certain other monies to which the said Bishop and Freeman and Stallingers respectively claimed to be entitled, freed, and discharged from the said rights, and all other rights or claims of the said Bishop and Freeman and Stallingers respectively, in or to the said Town Moor and the soil thereof, or in or to the said messuages, buildings, lands, and tenements, or in or to the said monies respectively (except such of the said rights or claims as shall be expressly reserved by the said intended Act), to be held and applied by the said principals and governors, or the said trustees, upon the trusts and for the purposes to be provided and declared by the said intended Act.

And provision will be made by the said intended Act for securing the application of a portion of the trust-monies arising under the provisions thereof, as a further provision for the spiritual wants of the parish of Sunderland, and also in or towards the better establishment and endowment of the said Sunderland Orphan Asylum.

And it is also proposed, by the said intended Act, to authorize the principals and governors of the Freeman's Orphan Asylum, or other the trustees to be appointed by the said Act, to grant leases of all or any part of the estates for the time being vested in them, or otherwise to sell and dispose of the same, and to lay out and invest the monies arising therefrom, and all or any other

monies that shall come to their hands, in the purchase of other lands, or in government or real security or otherwise; and also to enable the said principals and governors, or the said trustees to acquire and hold additional lands, and to exercise with respect to certain schools at Sunderland, called "The Gray Schools," the powers and authorities hitherto vested in or exercised by the said Freemen and Stallingers, and to pay and apply a certain portion of the said monies for the benefit of the said Gray Schools.

And it is also proposed, by the said intended

Act, to alter, vary, and extend the trusts, objects, uses and powers given by a certain deed of bargain and sale, enrolled in the High Court of Chancery, creating the said Freemen's Orphan Asylum, or to revoke the same deed and to establish and endow a similar asylum, and to confer powers on the trustees to be appointed by the said intended Act, for the regulation and management thereof, and for the application of the property and funds, to be by the said Act vested in such trustees.

Dated this 11th day of November 1852.

#### SUPPLEMENT TO

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES, of the several Banks of Issue in ENGLAND and WALES, in Circulation during the Week ending Saturday the 13th day of November 1852.

The under-mentioned Parties having omitted to transmit their Accounts in proper time to be inserted in the Gazette of Tuesday the 23rd day of November 1852.

Name, Title, and Principal Place of Issue.			Average Amount
			£.
Doncaster Bank and Retford Bank	... Doncaster ...	Cooke and Co.	65,989
Hereford City and County Bank	... Hereford ...	Matthews and Co...	18,268
Oxford Old Bank	... Oxford ...	Robinson, Parsons, and Co.	32,665
Rochester, Chatham, and Strood Bank	... Rochester ...	Day and Nicholson	6,993
Thornbury Bank	... Thornbury ...	Rolph and Co.	7,289

Inland Revenue, Somerset-House, November 25, 1852.

P. DEANS, Registrar of Bank Returns.

#### BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Saturday the 20th day of November 1852.

##### ISSUE DEPARTMENT.

£.		£.	
Notes issued	34,798,175	Government Debt	11,015,100
		Other Securities	2,984,900
		Gold Coin and Bullion	20,779,021
		Silver Bullion	19,154
	<u>£34,798,175</u>		<u>£34,798,175</u>

Dated the 25th day of November 1852.

M. Marshall, Chief Cashier.

##### BANKING DEPARTMENT.

£.		£.	
Proprietors' Capital	14,553,000	Government Securities (including Dead Weight Annuity)	13,962,688
Rest	3,131,287	Other Securities	11,605,603
Public Deposits (including Exchequer, Savings' Banks, Commissioners of National Debt, and Dividend Accounts)	6,661,061	Notes	12,127,350
Other Deposits	12,414,448	Gold and Silver Coin	523,819
Seven Day and other Bills	1,459,664		
	<u>£38,219,460</u>		<u>£38,219,460</u>

Dated the 25th day of November 1852.

M. Marshall, Chief Cashier.

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

Received in the Week ended November 20, 1852.	WHEAT.				BARLEY.				OATS.				RYE.				BEANS.				PEAS.				
	Quantities.		Price.		Quantities.		Price.		Quantities.		Price.		Quantities.		Price.		Quantities.		Price.		Quantities.		Price.		
MARKETS.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.
London .....	2213	0	4846	2	4	2131	0	3494	9	8	6955	0	7047	16	10	—	—	—	—	—	—	—	—	—	—
Uxbridge .....	787	2	1719	18	6	116	4	186	19	0	82	4	86	15	0	—	—	—	—	—	—	—	—	—	—
Cheimsford .....	2573	7	5295	11	3	1720	0	2723	19	1	65	0	57	3	6	—	—	—	—	—	—	—	—	—	—
Colchester .....	958	6	1933	11	6	1606	6	2541	4	3	97	4	95	18	3	—	—	—	—	—	—	—	—	—	—
Romford .....	952	0	1852	2	2	640	0	966	18	9	19	0	18	12	0	—	—	—	—	—	—	—	—	—	—
Chipping Ongar .....	None		Sold.			—		—			—		—			—	—	—	—	—	—	—	—	—	—
Saffron Walden .....	373	6	657	16	6	1153	5	1734	12	10	18	0	14	11	0	—	—	—	—	—	—	—	—	—	—
Braintree .....	1021	2	1924	8	3	1282	1	1982	17	10	25	0	24	7	9	—	—	—	—	—	—	—	—	—	—
Hertford .....	77	4	144	16	6	636	3	954	17	0	—		—			—	—	—	—	—	—	—	—	—	—
Royston .....	309	3	577	16	0	1521	0	2185	7	0	40	0	43	0	0	—	—	—	—	—	—	—	—	—	—
Bishop Stortford.....	721	4	1351	6	10	4009	1	6247	14	3	71	0	69	14	6	—	—	—	—	—	—	—	—	—	—
St. Albans .....	198	6	438	7	6	127	6	194	0	10	—		—			—	—	—	—	—	—	—	—	—	—
Hemel Hempstead .....	67	4	132	12	0	—		—			20	0	19	5	0	—	—	—	—	—	—	—	—	—	—
Hitchin .....	331	2	649	12	0	586	4	805	13	10	—		—			—	—	—	—	—	—	—	—	—	—
Aylesbury .....	121	4	242	0	0	243	4	367	19	6	—		—			—	—	—	—	—	—	—	—	—	—
Buckingham .....	None		Sold.			—		—			—		—			—	—	—	—	—	—	—	—	—	—
High Wycombe .....	193	0	410	13	0	483	4	776	18	3	33	0	29	14	0	—	—	—	—	—	—	—	—	—	—
Newport Pagnel .....	47	4	93	3	0	—		—			—		—			—	—	—	—	—	—	—	—	—	—
Oxford .....	135	0	256	7	0	637	0	990	0	1	120	0	117	5	0	—	—	—	—	—	—	—	—	—	—
Banbury .....	114	1	210	4	10	268	4	390	15	6	—		—			—	—	—	—	—	—	—	—	—	—
Henley.....	6	0	11	14	0	439	4	733	18	9	40	0	38	0	0	—	—	—	—	—	—	—	—	—	—
Witney .....	115	4	209	1	0	78	0	116	7	6	—		—			—	—	—	—	—	—	—	—	—	—
Chipping Norton.....	35	0	64	0	0	320	0	455	10	0	80	0	83	15	0	—	—	—	—	—	—	—	—	—	—
Warminster.....	412	4	832	4	9	1191	0	2084	11	3	58	0	54	14	0	—	—	—	—	—	—	—	—	—	—
Swindon .....	292	0	560	6	0	194	0	333	0	0	—		—			—	—	—	—	—	—	—	—	—	—
Devizes .....	772	0	1504	6	9	350	4	628	16	6	15	0	16	10	0	—	—	—	—	—	—	—	—	—	—
Salisbury .....	565	0	1115	14	0	456	4	716	13	0	24	0	22	16	0	—	—	—	—	—	—	—	—	—	—
Trounbridge .....	None		Sold.			—		—			—		—			—	—	—	—	—	—	—	—	—	—
Chippenham .....	None		Sold.			—		—			—		—			—	—	—	—	—	—	—	—	—	—
Windsor .....	42	0	90	18	0	49	0	82	9	0	—		—			—	—	—	—	—	—	—	—	—	—
Reading .....	390	4	832	11	3	1112	4	1730	17	0	14	4	16	5	6	—	—	—	—	—	—	—	—	—	—
Abingdon .....	None		Sold.			—		—			—		—			—	—	—	—	—	—	—	—	—	—
Maidenhead .....	63	0	140	6	0	222	4	359	13	0	20	0	21	10	0	—	—	—	—	—	—	—	—	—	—
																5	0	10	12	6	12	0	18	12	0





Received in the Week ended  
November 20, 1852.

MARKETS.	WHEAT.				BARLEY.				OATS.				RYE.				BEANS.				PEAS.								
	Quantities.		Price.		Quantities.		Price.		Quantities.		Price.		Quantities.		Price.		Quantities.		Price.		Quantities.		Price.						
	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.				
Wareham.....	94	0	183	17	0	157	0	243	10	6	10	0	8	0	0	—	—	—	—	—	—	—	—	—	—				
Poole .....	None		Sold.			—		—			—		—			—		—			—		—						
Exeter .....	98	7	232	6	0	—		—			—		—			—		—			—		—						
Barnstaple .....	84	0	181	10	6	63	7	87	7	3	—		—			—		—			—		—						
Plymouth.....	—		—			68	6	99	14	7	—		—			—		—			—		—						
Totness .....	65	0	153	12	6	60	0	84	0	0	—		—			—		—			—		—						
Tavistock.....	122	0	275	3	0	81	0	118	5	0	157	0	154	17	0	—		—			—		—						
Kingsbridge.....	None		Sold.			—		—			—		—			—		—			—		—						
Oakhampton .....	62	4	143	15	6	—		—			63	6	54	4	0	—		—			—		—						
Tiverton .....	—		—			16	7	26	8	9	—		—			—		—			—		—						
Honiton .....	None		Sold.			—		—			—		—			—		—			—		—						
Truro .....	11	2	24	0	0	105	0	128	7	6	150	0	157	10	0	—		—			—		—						
Bodmin .....	96	4	219	12	6	32	4	40	4	9	48	3	52	16	6	—		—			—		—						
Launceston .....	98	0	209	4	9	44	0	59	0	0	148	4	126	4	0	—		—			—		—						
Redruth .....	—		—			58	4	78	0	0	—		—			—		—			—		—						
Helstone .....	39	3	84	0	0	31	4	39	18	0	—		—			—		—			—		—						
St. Austell .....	168	0	373	5	0	76	1	95	8	6	400	4	350	14	6	—		—			—		—						
Falmouth .....	None		Sold.			—		—			—		—			—		—			—		—						
Callington .....	Incor		rect.			Incor		rect.			—		—			—		—			—		—						
Liskeard .....	14	0	25	13	3	6	6	8	8	6	24	0	22	8	0	—		—			—		—						
St. Columb .....	48	6	107	5	0	22	4	27	15	0	—		—			—		—			—		—						
Bristol .....	400	3	770	8	9	1307	0	1983	3	4	2517	4	2379	16	8	—		—		23	6	43	0	0	5	4	9	7	0
Taunton .....	314	4	711	7	4	296	4	478	18	10	6	2	6	5	0	—		—		—		—		—					
Wells .....	208	4	469	13	0	125	4	172	0	0	483	0	453	12	0	—		—		52	4	98	14	6	6	0	10	16	0
Bridgewater.....	110	0	232	7	6	74	5	119	1	9	—		—			—		—		—		—		—					
Frome .....	9	4	18	13	0	7	0	10	3	0	—		—			—		—		8	4	15	14	6	—				
Chard .....	316	2	734	5	10	51	4	79	5	4	34	1	31	10	4	—		—		5	0	9	0	0	2	3	4	15	0
Somerton.....	414	5	858	18	10	4	0	5	8	0	—		—			—		—		67	4	113	0	0	—				
Shepton Mallett .....	—		—			19	4	33	17	6	—		—			—		—		—		—		—					
Wellington .....	75	0	165	0	0	—		—			—		—			—		—		—		—		—					
Wiveliscomb .....	—		—			148	6	233	6	8	—		—			—		—		—		—		—					
Monmouth .....	None		Sold.			—		—			—		—			—		—		—		—		—					
Abergavenny .....	130	0	271	18	4	102	3	160	3	5	—		—			—		—		—		—		—					
Chepstow.....	242	4	495	11	8	—		—			12	4	12	0	0	—		—		—		—		—					
Pontipool.....	45	4	87	19	4	40	0	58	13	4	—		—			—		—		—		—		—					
Newport .....	None		Sold.			—		—			—		—			—		—		—		—		—					
Gloucester .....	—		—			Incor		rect.			—		—			—		—		—		—		—					
Cirencester .....	782	0	1519	10	0	727	0	1117	15	6	122	0	137	11	0	—		—		54	0	97	14	0	28	0	51	10	0

Received in the Week ended  
November 13, 1852.

MARKETS.	WHEAT.			BARLEY.			OATS.			RYE.			BEANS.			PEAS.		
	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.
	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.
Tetbury .....		No	Return.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stow-on-the-Wold .....	40	0	89 0 0	10	0	12 10 0	—	—	—	—	—	—	—	—	—	—	—	—
Fewkesbury .....	217	2	483 15 2	101	0	148 19 0	13	0	11 1 0	—	—	—	—	—	—	—	—	—
Cheltenham .....		None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dursley .....	85	0	177 5 0	100	0	160 0 0	20	0	22 0 0	—	—	—	—	—	—	—	—	—
Northleach .....	24	0	45 15 0	107	0	154 5 6	—	—	—	—	—	—	—	—	—	—	—	—
Stroud .....		None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hereford .....	159	4	305 17 7	63	1	89 16 6	—	—	—	—	—	—	25	0	50 0 0	25	0	40 0 0
Leominster .....		No	Return.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kington .....		None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worcester .....	4	4	7 4 0	153	0	242 11 0	—	—	—	—	—	—	28	1	48 11 6	20	5	39 18 9
Bromsgrove .....	164	6	326 2 9	112	3	184 6 8	—	—	—	—	—	—	3	6	6 10 0	4	4	7 10 0
Kidderminster .....	153	0	313 18 4	119	6	192 3 4	—	—	—	—	—	—	9	3	18 6 0	—	—	—
Stourbridge .....	—	—	—	34	6	55 12 0	—	—	—	—	—	—	—	—	—	—	—	—
Evesham .....	80	0	164 6 8	—	—	—	—	—	—	—	—	—	5	5	10 17 6	7	4	12 10 0
Shrewsbury .....	490	0	990 1 2	459	2	732 1 4	70	0	67 10 0	—	—	—	4	6	10 0 0	46	5	74 13 6
Ludlow .....	44	3	95 18 6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Newport .....	43	1	87 11 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Oswestry .....		None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wellington .....	63	2	125 14 6	137	6	197 3 0	—	—	—	—	—	—	—	—	—	—	—	—
Wenlock .....	104	5	220 2 0	—	—	—	5	4	6 10 0	—	—	—	—	—	—	—	—	—
Whitchurch .....	59	7	121 0 0	20	6	30 10 0	5	7	5 1 9	—	—	—	—	—	—	—	—	—
Market Drayton .....	49	2	102 14 8	27	0	38 5 0	—	—	—	—	—	—	—	—	—	—	—	—
Stafford .....	21	6	47 16 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Burton-on-Trent .....	87	0	171 2 0	250	0	421 2 3	—	—	—	—	—	—	—	—	—	—	—	—
Lichfield .....	—	—	—	16	4	28 1 0	—	—	—	—	—	—	—	—	—	—	—	—
Newcastle-under-Lyne .....		None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone .....		None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Uttoxeter .....	116	3	248 16 9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Walsall .....	93	6	199 2 6	50	7	78 16 6	—	—	—	—	—	—	—	—	—	—	—	—
Wolverhampton .....		No	Return.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Chester .....	92	0	224 1 8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Nantwich .....	377	5	743 2 1	31	3	46 11 0	23	2	19 18 9	—	—	—	38	1	72 10 0	—	—	—
Middlewich .....	135	1	258 8 6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Four-Lane-ends .....		None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Congleton .....		None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Macclesfield .....		None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stockport .....		None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Received in the Week ended  
November 20, 1852.

MARKETS.	WHEAT.						BARLEY.						OATS.						RYE.						BEANS.						PEAS.					
	Quantities.			Price.			Quantities.			Price.			Quantities.			Price.			Quantities.			Price.			Quantities.			Price.			Quantities.			Price.		
	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.						
Derby .....	168	4	346 11 0	154	4	255 18 0	184	0	226 0 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Chesterfield .....	156	3	330 10 9	10	0	15 0 0	49	0	49 16 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Coventry .....	449	7	914 2 4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Birmingham .....	920	5	1922 17 6	275	4	430 14 0	20	0	22 10 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Warwick .....	981	4	2046 16 6	385	4	631 0 0	10	0	12 0 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Stratford-on-Avon .....	393	6	831 15 0	401	0	623 14 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Leicester .....	711	0	1432 1 6	803	0	1278 8 6	72	0	78 13 6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Loughborough .....	350	0	721 1 0	342	4	555 1 0	37	0	35 3 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Hinckley .....	341	0	700 15 4	197	0	316 4 0	12	0	15 0 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Lutterworth .....	—	—	—	18	4	28 0 6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Northampton .....	1914	0	3588 0 6	1986	0	2767 18 3	168	0	172 5 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Peterborough .....	2050	0	3574 18 10	653	0	956 3 9	423	0	309 16 7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Daventry .....	57	0	120 6 0	124	0	180 3 6	30	0	34 15 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Wellingborough .....	306	0	554 10 6	343	0	490 3 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Kettering .....	None	—	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Oakham .....	None	—	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Bedford .....	882	0	1592 19 4	1143	2	1649 10 9	27	4	29 18 6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Leighton Buzzard .....	—	—	—	40	0	59 0 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Luton .....	None	—	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Huntingdon .....	251	5	455 2 11	454	0	597 12 0	7	0	5 19 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
St. Ives .....	1289	4	2173 12 1	420	6	539 18 2	227	0	166 10 10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Cambridge .....	1135	5	1918 0 4	2812	1	3532 7 6	231	4	166 2 4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Ely .....	726	2	1271 11 6	93	4	111 5 6	505	0	360 15 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Wisbeach .....	4583	4	7960 4 5	11	0	13 15 0	929	0	660 16 11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Newmarket .....	424	7	763 18 1	453	5	664 15 4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Ipswich .....	510	4	1022 5 4	2447	1	3973 4 3	18	4	18 18 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Woodbridge .....	636	2	1218 3 1	2292	0	3611 9 11	11	0	14 6 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Sudbury .....	889	4	1775 3 9	980	0	1438 18 3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Hadleigh .....	601	3	1207 4 0	919	3	1382 1 6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Stowmarket .....	387	2	736 3 9	1681	0	2617 10 6	9	0	9 18 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Bury St. Edmunds .....	1996	2	3790 2 3	4423	5	6642 12 6	107	4	93 12 0	15	0	20	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Beccles .....	143	0	273 12 0	607	0	944 14 6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Bungay .....	316	0	630 15 0	1454	0	2334 6 0	14	0	14 18 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Lowstoft .....	10	0	18 10 0	48	0	59 8 0	154	0	161 14 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Norwich .....	2614	2	5212 16 7	8409	0	12952 15 3	5	0	5 15 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Yarmouth .....	233	0	475 15 9	1475	5	2231 11 9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Lynn .....	1150	4	2099 5 2	2840	3	4148 10 3	25	0	17 15 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Thetford .....	5	0	9 15 0	55	0	71 15 0	10	0	6 0 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					

Received in the Week ended  
November 20, 1852.

MARKETS.	WHEAT.			BARLEY.			OATS.			RYE.			BEANS.			PEAS.											
	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.									
	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.							
Watton .....	152	6	292	11	6	435	4	621	7	7	—	—	—	—	—	18	0	27	15	0	5	0	7	10	0		
Diss .....	452	4	880	1	9	420	2	642	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
East Dereham .....	440	4	840	13	0	1034	0	1558	10	3	—	—	—	—	—	30	4	48	4	6	5	0	7	10	0		
Harleston .....	240	2	479	2	3	926	0	1424	4	0	25	0	27	15	0	—	—	—	—	—	—	—	—	—	—		
Holt .....	165	7	323	3	0	838	0	1268	0	4	17	4	16	12	6	—	—	—	—	—	—	—	—	—	—		
Aylesham .....	65	5	132	6	6	245	4	349	14	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Fakenham .....	855	3	1650	8	10	4436	2	6839	13	0	—	—	—	—	—	—	—	—	—	—	—	11	4	17	5	0	
Northwalsham .....	247	7	495	0	9	918	1	1357	6	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Swaffham .....	No	Return.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Lincoln .....	3635	4	7618	7	0	2406	0	3778	18	9	429	4	373	1	6	—	—	—	—	—	—	16	0	31	4	0	
Gainsborough .....	261	0	541	17	6	89	0	132	18	0	6	0	4	13	0	—	—	—	—	—	—	5	0	10	0	0	
Glanfordbridge .....	972	4	2000	4	6	748	0	1123	13	6	39	0	32	2	0	—	—	—	—	—	—	8	0	13	12	0	
Louth .....	891	4	1787	16	6	1897	0	2364	9	0	47	4	41	7	3	—	—	—	—	—	—	10	0	18	10	0	
Boston .....	4226	0	8339	5	6	512	0	754	13	0	856	0	740	13	9	—	—	—	—	—	—	160	0	284	7	6	
Sleaford .....	488	0	961	7	0	166	0	246	16	0	—	—	—	—	—	—	—	—	—	—	—	50	0	85	0	0	
Stamford .....	733	4	1278	6	3	1028	4	1634	5	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Spalding .....	1604	0	2915	13	2	64	0	89	12	0	135	0	101	17	6	—	—	—	—	—	—	94	0	171	1	0	
Barton-on-Humber .....	329	0	702	5	0	213	0	333	9	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Bourne .....	218	0	381	7	0	30	0	44	5	0	85	0	65	0	0	—	—	—	—	—	—	9	0	16	17	6	
Grantham .....	842	0	1747	12	6	699	0	1110	15	0	—	—	—	—	—	—	—	—	—	—	—	46	0	88	14	0	
Grimsby .....	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Horncastle .....	649	4	1198	12	0	477	0	731	17	0	24	0	22	5	0	—	—	—	—	—	—	—	—	—	—	—	
Market Raisin .....	209	4	426	6	6	44	4	61	4	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Caister .....	100	0	192	0	0	90	0	130	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Alford .....	20	0	39	10	0	80	0	117	1	3	—	—	—	—	—	—	—	—	—	—	—	6	4	12	0	6	
Holbech .....	No	Return.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Long Sutton .....	No	Return.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Nottingham .....	1006	0	2099	13	3	947	0	1543	11	3	195	0	194	2	6	—	—	—	—	—	—	—	114	0	216	10	6
Newark .....	613	0	1463	4	4	1210	6	1956	17	6	15	0	15	15	0	—	—	—	—	—	—	—	—	—	—	—	
Mansfield .....	103	1	220	11	0	154	0	238	2	0	20	0	22	0	0	—	—	—	—	—	—	10	4	20	9	6	
Retford .....	207	0	449	15	0	143	0	219	8	6	—	—	—	—	—	—	—	—	—	—	—	6	0	11	14	0	
York .....	840	7	1766	8	0	849	7	1254	10	8	465	0	444	11	6	31	6	45	0	0	—	—	59	0	115	1	0
Leeds .....	2094	0	4489	19	7	1474	0	2396	10	6	413	0	412	18	6	7	0	11	0	6	—	—	152	0	270	12	0
Wakefield .....	5457	6	11655	9	8	2289	5	3744	10	0	33	0	32	15	4	—	—	—	—	—	—	185	0	331	7	6	
Bridlington .....	379	0	778	15	0	80	0	116	15	0	20	0	14	3	4	—	—	—	—	—	—	—	—	—	—	—	
Beverley .....	688	4	1433	8	8	332	4	513	19	3	185	0	156	17	6	—	—	—	—	—	—	—	—	—	—	—	
Howden .....	282	0	582	6	0	70	0	101	15	0	18	0	14	5	0	—	—	—	—	—	—	63	0	119	1	0	
Sheffield .....	65	2	145	11	0	36	4	57	3	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

Received in the Week ended  
November 20, 1852.

MARKETS.	WHEAT.			BARLEY.			OATS.			RYE.			BEANS.			PEAS.									
	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.							
	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.					
Hull.....	1181	3	2401	18	9	72	2	104	5	9	40	0	30	0	0	—	—	—	—	—	10	0	16	0	0
Whitby.....	69	4	128	4	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
New Malton.....	1057	1	2204	19	9	1592	1	2277	5	8	667	7	567	7	0	—	—	—	—	—	—	—	—	—	—
Barnsley.....	200	4	454	13	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10	0	17	10	0
Bedale.....	75	3	156	6	2	5	0	7	6	8	16	0	15	0	6	—	—	—	—	—	—	—	—	—	—
Bradford.....	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Doncaster.....	1843	0	4106	13	11	671	0	1103	11	3	17	4	17	11	9	37	4	60	0	0	32	5	66	7	6
Knarborough.....	99	0	215	12	6	56	0	87	9	0	—	—	—	—	—	—	—	—	—	—	2	4	4	5	0
Pickering.....	163	2	314	15	0	47	5	61	6	0	26	2	22	17	6	—	—	—	—	—	—	—	—	—	—
Richmond.....	84	6	185	7	3	13	0	19	6	0	—	—	—	—	—	—	—	—	—	—	4	0	7	12	0
Ripon.....	165	3	353	6	6	149	0	235	9	0	—	—	—	—	—	—	—	—	—	—	15	3	29	6	7
Selby.....	135	2	284	1	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skipton.....	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Thirsk.....	88	5	187	19	4	40	2	59	14	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rotherham.....	—	—	—	—	—	129	6	212	8	10	20	0	21	0	0	—	—	—	—	—	—	—	—	—	—
Otley.....	3	0	6	6	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Thorne.....	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Liverpool.....	334	2	727	19	10	—	—	—	—	—	186	2	162	18	4	—	—	—	—	—	137	0	247	10	0
Ulverstone.....	18	4	43	19	6	371	2	538	16	8	18	0	19	9	6	—	—	—	—	—	2	2	3	12	6
Lancaster.....	8	2	19	2	3	—	—	—	—	—	35	6	32	6	5	—	—	—	—	—	5	6	9	2	6
Preston.....	359	4	786	2	11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	21	3	36	9	9
Wigan.....	40	6	85	5	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Warrington.....	104	0	201	1	4	246	0	352	12	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Manchester.....	294	1	610	8	8	19	4	25	4	3	28	5	30	19	1	—	—	—	—	—	160	5	300	15	0
Bolton.....	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Blackburn.....	No		Return.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bury.....	No		Return.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rochdale.....	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Appleby.....	38	4	79	11	4	8	4	11	8	1	121	0	121	0	0	—	—	—	—	—	—	—	—	—	—
Kendal.....	17	0	42	13	6	—	—	—	—	—	14	5	14	0	4	—	—	—	—	—	—	—	—	—	—
Carlisle.....	307	4	708	9	3	33	0	44	6	6	91	1	88	1	6	—	—	—	—	—	—	—	—	—	—
Whitehaven.....	469	7	1021	9	6	38	2	55	11	6	23	2	22	0	0	—	—	—	—	—	—	—	—	—	—
Cockermouth.....	41	6	98	15	10	13	3	19	1	6	21	4	22	0	6	—	—	—	—	—	—	—	—	—	—
Penrith.....	115	4	263	17	6	36	0	49	9	9	128	4	126	8	6	—	—	—	—	—	—	—	—	—	—
Egremont.....	46	4	104	4	9	10	7	15	3	7	18	2	18	17	2	—	—	—	—	—	—	—	—	—	—
Wigton.....	103	4	233	12	9	37	1	50	15	3	39	6	41	0	3	—	—	—	—	—	—	—	—	—	—
Maryport.....	94	4	220	7	5	129	0	197	0	1	8	0	7	19	7	—	—	—	—	—	—	—	—	—	—
Workington.....	41	5	101	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Received in the Week ended November 13, 1852.		WHEAT.			BARLEY.			OATS.			RYE.			BEANS.			PEAS.																			
MARKETS.		Quantities.		Price.			Quantities.		Price.			Quantities.		Price.			Quantities.		Price.																	
		Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.										
Belford	None	Sold.			—			—			—			—			—			—			—			—										
Hexham	40	0	84	6	8	73	4	105	7	0	6	2	6	7	1	—			—			—			—											
Newcastle	1971	4	4079	9	10	322	0	482	2	8	130	2	129	6	0	31	4	54	17	0	2	0	3	6	0	6	2	6								
Morpeth	628	0	1276	8	0	547	4	787	14	0	123	0	107	10	0	2	4	4	0	0	4	0	6	2	6	—										
Alnwick	188	6	378	11	5	393	5	548	5	10	—			—			—			—			—													
Berwick	569	6	1158	11	11	3221	3	4298	15	6	84	6	82	3	10	—			—			—														
Durham	173	5	351	10	10	323	6	510	14	6	33	0	31	15	0	—			—			—														
Stockton	214	7	445	11	10	—			—			20	5	16	4	9	—			—			—													
Darlington	183	2	383	10	7	1	4	2	5	9	—			—			—			—			—													
Sunderland	472	2	966	1	7	47	7	72	1	8	135	4	134	5	0	—			—			—														
Barnard Castle	92	4	209	6	0	5	0	6	16	0	—			—			—			—			—													
Wolsingham	53	0	107	10	11	37	0	51	0	7	40	0	41	13	4	—			—			—														
Mold	83	5	186	7	6	Incor rect.			Incor rect.			—			—			—			—															
Denbigh	47	1	90	8	0	41	6	55	12	6	—			—			—			—			—													
Wrexham	43	6	90	3	4	—			—			—			—			—			—			—												
Carnarvon	None	Sold.			—			—			—			—			—			—			—													
Bangor	42	0	96	12	0	30	0	42	0	0	40	0	32	0	0	—			—			—														
Llangefni	No	Return.			—			—			—			—			—			—			—													
Corwen	No	Return.			—			—			—			—			—			—			—													
Welshpool	71	3	155	5	2	—			—			—			—			—			—															
Newtown	10	0	20	10	0	—			—			—			—			—			—															
Haverfordwest	Incor	rect.			Incor rect.			119 1			81 3 4			—			—			—			—													
Carmarthen	34	1	71	13	0	223	0	313	11	3	133	6	103	5	5	—			—			—														
Llandillo	—	—			36 5			51 2 2			—			—			—			—			—													
Swansea	16	7	33	12	8	12	6	18	11	3	—			—			—			—			—													
Cowbridge	97	4	194	10	10	—			—			—			—			—			—															
Cardiff	—	—			—			—			—			—			—			—			—													
Brecon	None	Sold.			—			—			—			—			—			—			—													
Knighton	None	Sold.			—			—			—			—			—			—			—													
Grand Total	96792	7	—	—			107394	1	—	—			21509	1	—	—			91	2	—	—			5229	1	—	—			3332	6	—	—		
General Weekly Average	—	40 0·942			—			30 6·142			—			18 9·166			—			29 9·764			—			35 6·138			—			33 3·637				
Aggregate Average of Six Weeks	—	39 2			—			29 4			—			18 2			—			27 4			—			34 10			—			31 11				

AN ACCOUNT of the Total Quantities of each Kind of CORN, distinguishing Foreign and Colonial, imported into the principal Ports of GREAT BRITAIN (viz. London, Liverpool, Hull, Newcastle, Bristol, Gloucester, Plymouth, Leith, Glasgow, Dundee, and Perth), with the Quantities entered therein for Home Consumption, and the Rates and Amount of Duty thereon, in the Week ended 17th November 1852.

SPECIES.	Quantities Imported into the Ports of Great Britain, enumerated above (being those into which Corn is chiefly Imported).			Quantities Entered for Home Consumption, at the same Ports.			Amount of Duty received thereon.			Rates of Duty (Foreign and Colonial).			
	Foreign.	Colonial.	Total.	Foreign.	Colonial.	Total.	Foreign.	Colonial.	Total.	Corn and Grain of all sorts, per qr.	Meal and Flour of all sorts, per cwt.		
	Qrs. Bus.	Qrs. Bus.	Qrs. Bus.	Qrs. Bus.	Qrs. Bus.	Qrs. Bus.	£ s. d.	£ s. d.	£ s. d.	s. d.	s. d.		
Wheat & Wheat Flour .....	72553 7	453 1	73007 0	72553 7	453 1	73007 0	3759 11 1	26 15 7	3785 17 6	}			
Barley & Barley Meal .....	13779 7	—	13779 7	13779 7	—	13779 7	689 0 0	—	689 0 0				
Oats and Oat Meal .....	19457 3	—	19457 3	19457 3	—	19457 3	972 17 6	—	972 17 6				
Rye and Rye Meal .....	0 4	—	0 4	0 4	—	0 4	0 0 9	—	0 0 9				
Pease and Pea Meal .....	6020 5	2 3	6023 0	6020 5	2 3	6023 0	301 0 10	0 2 5	301 3 3			1 0	0 4½
Beans and Bean Meal.....	5024 5	—	5024 5	5224 5	—	5224 5	261 4 9	—	261 4 9				
Indian Corn & Indian Meal .....	231 4	—	231 4	231 4	—	231 4	11 11 6	—	11 11 6				
Buck Wheat & Buck Wheat Meal	—	—	—	—	—	—	—	—	—				
Malt.....	—	—	—	—	—	—	—	—	—				
	117068 3	455 4	117523 7	117268 3	455 4	117723 7	5994 17 3	26 18 0	6021 15 3				

Office of the Inspector-General of Imports and Exports, Custom-house, London, 24th November 1852.

R. D. WOODIFIELD,  
Inspector-General of Imports and Exports.



## South Midlands Union Railway.

(Incorporation of Company; Power to make railway from Poole to the Bristol and Gloucester line of the Midland Railway Company at Mangotsfield; power to use lines and stations of the London and South Western Railway Company, the Midland Railway Company, the London and North Western Railway Company, and the North Staffordshire Railway Company.)

Notice is hereby given, that application is intended to be made to parliament in the ensuing session, for an act for making and maintaining the following railways, with all necessary works, stations, and conveniences, that is to say, a railway commencing on the public quay, near the Fish Shambles, in the parish of Saint James, in the town and county of Poole; and terminating by a junction with the Bristol and Gloucester line of the Midland Railway Company, at or near the station of the said Company at Mangotsfield, in the county of Gloucester, on the southern verge of the said station, and which said intended railway and works will be made on, or pass through, the several parishes, townships, townlands, and extra-parochial or other places following (that is to say), Saint James, Hamworthy, Longfleet, Parkstone, Great Canford, or Canford Magna, within the town and county of the town of Poole; Hamworthy, Parkstone, Longfleet, Great Canford, or Canford Magna, Kinson, Lytchett Minster, Lytchett Matravers, Wimborne Minster, Corfe Mullen, Higher Henbury, Lower Henbury, Coombe Almer, Tarrant Keystone, Tarrant Crawford, Sturminster Marshal, Charborough, Almer, Mapperton, Spettisbury, otherwise Spetisbury, Spetisbury cum Crawford Magna, Shapwick, Littleton, Charlton Marshall, Langton Long Blandford, Blandford Saint Mary, Blandford Forum, Bryanstone, Pimperne, Pimperne Warnership, Iwerne Steepleton, otherwise Steepleton Preston, Strickland Quarleston, Nutford, Knighton, Durweston, Durweston and Knighton, Tarrant Gunville, Stourpaine, otherwise Stowerpaine, Ashe Lazerton, Iwerne Minster, Iwerne Courtney, otherwise Shroton, Shilling Okeford, alias Okeford, Hanford Shilling, alias Shillingstone, Beer, alias Beer Marsh, Okeford Fitzpain, Okeford Shilling, or Shillingstone, Child Okeford, Hanmoon, alias Hammohun, Little Fontmell, or Fontmell Parva, Belchalwell Manston, Sturminster Newton, Fiddleford, alias Fittleford, Newton Cober, alias Colber, alias Colebourne, Bagbor, alias Bagber, Hinton Saint Mary, Lydlinch, Stalbridge, Stalbridge Weston, and Anteox, Stock Gaylard, Stourton Caundle, Fifehead Neville, Hanford, Ibberton, Bishops Caundle, Marsh Caundle, Purse Caundle, Fifehead Magdalen, Marnhull, Todber, West Stour, otherwisk West Stower, Kington Magna, Keinton Magna, East Stour, otherwise East Stower, Stour Provost, otherwise Stower Provost, Nyland, Higher Nyland, Buckhorn Weston, all in the county of Dorset; Henstridge, Henstridge Marsh, Yenston, Whitchurch, Holwell, Bowden, Temple Coombe and Abbas Combe, otherwise Abbas and Temple Coombe, Horsington, Horsington South, Cheriton, North Cheriton Lattiford, Holton, Cucklington, Stoke Tristor, Bayford, Wincanton, Wincanton Free Tithe Land, Wincanton Common, Sutton, Barrow Common, Kingwell, Charlton Musgrove, or Charlton Musgrave, Moorhays, Strafford, Stoney, Stoke Knoll, Higher Knoll, Lower Knoll, Redlinch, Redlands, Verrington, Higher Holbrook, Cuddlesome, Bratton, or Bratton Seymour, Eastfield, Kingswood, Shepton Montague, otherwise Shepton Montacute, Discove, or Dishcove, Roundhill, Lower Shepton, Higher or Upper Shepton, Hapspen, Honeywick, Cole, Castle Cary, Almsford, or

Ansford, Alhampton, Ditcheat, Westbrock, Bagbury, Southwood, Street, East Compton, Pilton, Cannard's Grave, Prestleigh, or Prestleigh, Shepton Mallet, Charlton, Godminster, Pitcomb, or Pitcombe, Stoneyhill, Bruton, Wickchamflower, or Weekchamflower, or Wickcampflower, Lamyat, Milton Clevedon, Evercreech, Stoney Stratford, Stratton-on-the-Foss, Edford, Bector, or Bektor, Coleford, Stoke Bottom, East and West-end, the Fishponds, Chesterblade, Doulting, West Cranmore, Longcross, Waterlip, Farncombe, Bodden, Newman-street, Chelinch, or Cheylinch, Leigh-upon-Mendip, Downhead, Dean Peckingmill, Stoke Lane, otherwise Stoke Saint Michael, Oakhill, Ashwick, Holcombe, Midsomer Norton, otherwise Midsummer Norton, Downside, Kilmersdon, Luckington, Lypiate, Chilcompton, Chewton Mendip, Litton, Hinton Blewett, Cameley, otherwise Camley, otherwise Camely, Temple Cloud, Chew Magna, Stone, North Elm, Bishop Sutton, Northwick, Norton Hauteville, otherwise Norton Hawkfield, Charlton, Radstock, otherwise Radstoke, Norton, Clapton, Welton, Knowle, Knighton, Sutton, East Cranmore, Mells, Newbury, Babbington, Hemmington, Paulton, Binegar, Ston Easton, alias Stone Easton, Farrington, Gurney, otherwise Farrington Gournay, Writhlington, Foscott, otherwise Foxcot, otherwise Forscott, Wellow, Stony Littleton, Shoscombe, Woodborough, Dunkerton, Camerton, Timsbury, Hallatron, Clutton, Stowey, High Littleton Tinsbury, Farmborough, Stanton Drew, East Town, Bitton, otherwise Belluton, Stanton Wick, Chelwood, Marksbury, Houndstreet, otherwise Hound Street, Stanton Prior, Publoleigh Saint Thomas, Pansford, Pansford Publow, Woollard, Compton Dando, Burnet, or Burnett, Queen Charlton, Keynsham, Chewton Keynsham and Whitchurch, otherwise Trilton, in the county of Somerset; Hannam, Oldland, Bitton, Warmley, Siston, Mangotsfield, Downend, Pucklechurch, Kingswood and Willsbridge, in the county of Gloucester.

A branch railway diverging from the said intended railway, on the common adjacent, to Lytchett Beacon, in the parish of Lytchett Minster aforesaid, and terminating by a junction with the Southampton and Dorchester line of the London and South Western Railway Company, at, near, or adjacent to the Stop Gate, near the Tollgate of the Poole turnpike trust, in Lytchett Minster aforesaid, and passing through the parishes of Corfe Mullen and Lytchett Minster, in the said county of Dorset, or one of them.

A branch railway diverging from the said intended railway in the parish of Lytchett Minster aforesaid, on the said common adjacent to Lytchett Beacon aforesaid and terminating by a junction with the said Southampton and Dorchester line, at a point situate one mile or thereabouts, to the east of the said toll-gate of the Poole trust, and passing through the said parishes of Lytchett Minster and Corfe Mullen, or one of them.

A branch railway diverging from the said intended railway, at a point lying nearest to the southern end of the public street, leading through Temple Coombe, in the county of Somerset, and terminating in a field situate in the parish of Sherborne, belonging to the Earl of Digby, and now in the occupation of John Baker, and adjoining the road leading from Sherborne to Bristol, and passing through the parishes or extra-parochial places of Temple Coombe, Stowell, Henstridge, Milborne Port, Osborne, and Sherborne aforesaid.

And it is proposed by the said intended Act to take power to authorise junctions with any railway or railways, at the commencement or termination, or in the line or course of the said railway and works as before described, in the several parishes,

townships, townlands, and extra-parochial places aforesaid.

And by the said intended act, power will be applied for to deviate from the line laid down on the plans hereinafter mentioned, to the extent therein defined, and to alter, divert, or stop up, either permanently or temporarily, all such turnpike or other roads, aqueducts, canals, navigations, and railways, within the parishes, townships, townlands, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to alter, divert, or stop up for the purposes of such railway, branches and works.

And notice is hereby further given, that it is proposed by the said intended Act to take powers to levy tolls, rates, or duties for the use of the said railway, branches, and works, and to grant certain exemptions from such tolls, rates, or duties; and also powers for the compulsory purchase of the lands and houses to be described upon the said plans and in the books of references thereto; and also power to vary and extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And it is also proposed by such intended act, to incorporate a Company with all the necessary powers for the purpose of carrying into effect the said intended railway, branches, and works, and to create a joint-stock or capital for that purpose by shares.

And notice is hereby further given, that it is proposed by the said intended act, to take powers to enable the said intended Company, or any other Company, or person lawfully using the said intended railway, branches, and works, to run and pass over, with their own engines and carriages, or with the engines and carriages of such other company or person, the lines of railway following (that is to say):—

The Southampton and Dorchester line of the London and South Western Railway Company, and those portions of the lines of the said last-mentioned Company, which lie between Southampton and Bishopstoke, between Bishopstoke and Salisbury, and between Bishopstoke and Portsmouth and Gosport respectively.

The lines of the Midland Railway Company.

Those portions of the line of the London and North Western Railway which lie between Birmingham and Crewe, and between Crewe and Manchester.

The lines of the North Staffordshire Railway Company.

And it is proposed by the said intended act to enable the Company to be thereby incorporated to use the stations of the said London and South Western Railway Company, the Midland Railway Company, the London and North Western Railway Company, and the North Staffordshire Railway Company, upon or adjoining to the said lines, over which powers are to be taken as aforesaid, together with the watering-places and water sidings, platforms, booking and other offices, warehouses, buildings, conveniences and accommodations, of or belonging to the said several companies, connected with the said stations, and to fix and determine the amount of rate, toll, or charge which shall be paid by the said intended Company for the use by them of the before-mentioned lines, or portions of lines, stations, works and conveniences, or any of them, and, if need be, to alter and limit the tolls, rates, and charges now authorized to be levied and demanded by the said several companies, or any or either of them, for the use of the said lines or portions of lines, stations, works, and conveniences, or any of them; and to enable the said intended Company and the London and South Western Rail-

way Company, the Midland Railway Company, the London and North Western Railway Company, and the North Staffordshire Railway Company, or any or either of them, to enter into arrangements for the working by the said several Companies or any or either of them, of the said intended railway and branches, and for the management and regulation of the traffic thereon, the use of locomotive and other stock, and the apportionment and division of the tolls, rates, and duties to arise thereon; and to enable the said intended Company to enter into arrangements with other Companies or persons, touching all or any of the matters aforesaid; and also to vary or extinguish all such rights or privileges as could or might interfere with the objects aforesaid.

And it is proposed by the same act to amend and enlarge the several acts following (that is to say):

Relating to the London and South Western Railway Company, namely, 4 and 5 Will. IV, cap. 88; 1 Vic., cap. 71; 2 and 3 Vic. cap. 28; 4 and 5 Vic., caps. 1 and 139; 7 and 8 Vic., cap. 86; 8 and 9 Vic., caps. 165, 185; 9 and 10 Vic., caps. 252, 131, 174, 175, 370, 173, 391; 10 and 11 Vic., caps. 88, 249, 244; 11 and 12 Vic., cap. 125; 10 and 11 Vic., cap. 2; 10 and 11 Vic., caps. 58, 57; 11 and 12 Vic., cap. 75; 12 and 13 Vic., cap. 34.

Relating to the Midland Railway Company, namely: 9 and 10 Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326, 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, 270; 11 and 12 Vic., caps. 21, 88, 131; 14 and 15 Vic., caps. 57, 113, 88.

Relating to the London and North Western Railway Company, namely: an act passed in the 9th and 10th Victoria, intitled "an Act to consolidate the London and Birmingham Grand Junction and Manchester and Birmingham Railways," 8 and 9 Vic., cap. 156; 9 and 10 Vic., caps. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 121, 132, 139, 159, 178, 188, 228, 236, 270, 271, 278, 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. The London and North Western Railway Act, 1852, (No. 2).

Relating to the North Staffordshire Railway Company, namely: 9 and 10 Vic., cap. 85; 10 and 11 Vic., cap. 108; 11 and 12 Vic., cap. 66, 83; 13 and 14 Vic., cap. 55; 1 Will. IV, cap. 55.

And it is proposed by the said intended Act, to incorporate therewith, with respect to the several matters hereinbefore mentioned, but subject to alterations and amendments, all or some of the provisions of the several public general acts of parliament following, or some of them (that is to say): "the Lands Clauses Consolidation Act, 1845," "the Railways Clauses Consolidation Act, 1845," and "the Company's Clauses Consolidation Act, 1845."

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway and branches, and the lands and houses 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 houses, and also a copy of this notice as published in the "London Gazette," and a published map with the line of the intended railway and branches delineated thereon, 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 town and county of Poole, at his office in Poole aforesaid with the Clerk of the Peace for the county of

Dorset, at his office at Sherborne, in the said county; with the Clerk of the Peace for the county of Somerset, at his office, at the city of Wells, in the same county; and with the Clerk of the Peace for the county of Gloucester, at his office at the city of Gloucester, in the same county; and at the office of the Board of Trade, and at office of the Board of Admiralty; and that on or before the same day a copy of so much of the said plans and sections, and books of reference, as relates to each of the said parishes in or through which the said railway and branches will pass or be situate, and also a copy of this notice, as published in the "London Gazette," will be deposited with the clerks of each such parish at his residence, or 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 intended Act will be deposited at the Private Bill Office of the House of Commons.

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

*Fearon and Clabon*, 21, Great George-street, Westminster.

*Martin Kemp Welch*, Poole.

*Thomas Kingdon*, Wimborne.

#### Bedford Charity Act Amendment.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to repeal an Act passed in the seventh year of the reign of His Majesty King George the Fourth, intituled "An Act for the better management and disposition of the estates given by Sir William Harpur Knight, and Dame Alice his wife, for a free and perpetual school in the town of Bedford, and other purposes, and of the rents and profits thereof," and to enact other powers and provisions in lieu thereof, for the better regulating the application and distribution of the funds and income of the said charity, and for other purposes:

And notice is hereby further given that by the said proposed Act, it is intended to alter the existing constitution of the body corporate of the trustees of the Bedford charity, and to introduce enactments giving effect to the provisions of a scheme sanctioned by the Court of Chancery in that behalf, and which provisions are as follows. First. That the existing mode of electing trustees shall be discontinued, and no person shall hereafter become a trustee by reason of his being an alderman or councillor, or of any appointment of the town council of the borough of Bedford, or ex officio. Second. That twenty-four persons shall be appointed by the Court of Chancery, who shall continue in office until they resign or become bankrupt or insolvent, or cease to reside within five miles of the centre of the present bridge over the river Ouse in the town of Bedford, or neglect to act for the space of one whole year (each of which circumstances shall be a disqualification and create a vacancy in the office), and immediately after such appointment, all the ex officio trustees except the present master and usher, and all the corporate and elective trustees who shall have become such by virtue of any election as alderman, town-councillor or trustee, since the first day of December, 1851, shall cease to be trustees of the said charity, and the other corporate and elective trustees shall continue to be trustees for such period respectively, as they would have so continued if the existing Act of Parliament had not been repealed, and no longer, and the present master and usher respectively, shall continue trustees until they shall respectively resign the office of trustee, or cease respectively to be such master or usher.

Third. That when the number of trustees appointed by the Court of Chancery shall be reduced to or below eighteen, the Court shall, on application for that purpose, to be made on notice to the Attorney-General and town council of Bedford, appoint other persons to make up the full number of twenty-four:

And it is also intended by the said proposed Act, to apply for powers to authorize the trustees of the said charity to purchase additional messuages, lands, tenements, and hereditaments, and to raise or borrow money on the credit of the revenues, rents, and income of the charity estates for the improvement thereof, and also for the discharge of debts incurred in respect of such charity:

And it is also intended by the said proposed Act, to alter the manner, terms, and conditions of letting and leasing the messuages, lands, tenements, hereditaments, and estate, subject to the trusts of the said charity, and to make other provisions for letting and leasing the same:

And it is also intended by the said proposed Act, to alter the terms of admission to the Bedford schools, by requiring the payment of head-money and otherwise, to reduce the number of marriage portions to be paid to poor maidens in each year, to reduce the amount to be applied in apprentice fees; and to make the payments for the said schools, for the marriage portions for poor maidens, and for the hospital for poor children, the primary charge; and the payments for apprentice fees, and for clothing for poor children, the ultimate charge on the funds of the charity,—to vary, increase, reduce, or extinguish certain allowances or payments now made, and payable under the provisions of the Act now in force, and to authorize other allowances and payments pursuant to the provisions of the before mentioned scheme, and generally to carry into effect the provisions of the said scheme:

And it is further intended by the said Act to give power to the Court of Chancery, to alter and vary the scheme to be thereby established or confirmed:

And it is further intended by the said Act, to vary or extinguish any existing rights and privileges of, or relating to the said charity, as may impede or interfere with the powers and provisions which may be deemed necessary for carrying into effect the purposes and objects of the said Act, or in reference to the disposition of the said estates, or the rents and profits thereof, and to confer other rights and privileges.

Dated this 1st day of November 1852.

*Raven and Bradley*, 2, Harcourt-buildings, Temple, Solicitors.

#### Kirkleatham Free School Estate.

(Regulation, Extension of Objects, and Management.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to alter, vary, and extend the trusts, powers, and administration, and to enlarge the charitable uses, extend the objects, and regulate the application of the rents and profits of the estates and property belonging to the charity, commonly called Kirkleatham Free School, and situate in the counties of York and Durham, according to the provisions of a scheme of the High Court of Chancery, made, or to be made, in a suit wherein Her Majesty's Attorney-General is the informant, and Henry Vansittart, Esq., and Dame Teresa, his wife, Henry Ingilby, clerk, Edward Shaw, clerk, and the governor, brethren, and sisters, visitor, master, and usher,

of the Hospital and Free School of Turner's Hospital, and free school of the foundation of Sir William Turner, Knight, are the defendants; and in another suit wherein Her Majesty's Attorney-General is the informant, and Teresa Newcomen and James Holme are the defendants; and generally to carry into effect the provisions of the said scheme. And it is proposed by the said intended Act to take powers to remove the existing school-house at Kirkleatham aforesaid to another site, and to effect an exchange of the said school-house for a site in another place, and for money in equality of exchange; and to sanction the appointment of trustees for the management of the property belonging to the charity, and of the said school, and to provide by the payment of head money by the scholars, and to enable the granting of leases of the said property, and to carry into effect any arrangement with the lady of the manor of Kirkleatham for carrying out the purposes aforesaid, and for enabling all incapacitated persons to make such exchange or arrangement as aforesaid. And it is proposed by the said intended Act to alter, amend, or repeal, so far as relates to the said free school, an Act, passed in the 31st year of the reign of His Majesty King George the Second, intituled, "An Act for settling the several charities of the Hospital and Free School at Kirkleatham, in the county of York, of the foundation of Sir William Turner, Knight, deceased, and the possessions and revenues thereunto belonging, pursuant to the will and codicil of Cholmley Turner, late of Kirkleatham aforesaid, Esquire."

Dated this 1st day of November 1852.

*John Peter Fearon*, Solicitor to the Attorney-General in Crown Charity Suits.

#### Padigham Waterworks.

(Incorporation of Company and Establishment of Waterworks for Supplying the Town of Padigham in the county of Lancaster with Water.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company to be called "The Padigham Waterworks Company," for the better supplying with water the inhabitants of the town of Padigham and the village of Habbergham, both in the parish of Whalley, in the county of Lancaster, and to confer upon such Company all requisite powers to make, construct, and maintain waterworks, reservoirs, and filtering beds, feeders, conduits, pipes, cuts, channels, drains, buildings, and other works and conveniences necessary for that purpose; and particularly, to execute, make, and maintain the works following, (that is to say):

A reservoir or reservoirs, with all necessary approaches and other works, to be situate at or near Cuckoo Hall, at the foot of Padigham Height, near Padigham, in the parish of Whalley.

A conduit or conduits, and line or lines of pipes, with all proper works and conveniences connected therewith, commencing from and out of the said reservoir or reservoirs, and passing thence along the highway to the town of Padigham, thence along Church Street to Isles House, and thence along Moor Lane, in Padigham aforesaid, and from Moor Lane aforesaid along the Burnley Road to the village of Habbergham aforesaid, all in the said parish of Whalley.

Another conduit or conduits, and line or lines of pipes, with all proper works and conveniences, commencing at the highway near Cuckoo Hall aforesaid, and passing along the foot of Padigham Height aforesaid, and extending to the east of Northwood, near Padigham, in the said parish of Whalley.

And it is intended by the said Act to empower the said Company, for the purposes aforesaid, to take and use the waters of certain springs situate in or under the portion of land bounded on the north by the before-mentioned conduit or line of pipes from the highway leading from Padigham to Clitheroe aforesaid, to the east of Northwood aforesaid, and extending to the waterfall on Padigham Height aforesaid, and on the west by the said highway leading from Padigham aforesaid to Clitheroe.

And also to lay down, repair, and maintain all such embankments, filtering beds, dams, sluices, cuts, channels, drains, pipes, wells, and other works, as may be necessary for supplying the said town of Padigham, and parishes, townships, and places aforesaid, with water, and to lay down mains, pipes, culverts, and other works, in, under, over, and across, and for that purpose to break open any roads, highways, streets, public places, bridges, viaducts, brooks, streams, watercourses, sewers, or drains, and for the purpose of the proposed works to alter, divert, or stop up, either temporarily or permanently, any sewers, drains, ways, or watercourses.

All which proposed works will be situate in and pass from, through, or into the township of Padigham, in the parish of Whalley, in the said county of Lancaster.

And it is intended by the said Act to empower the said Company to purchase by agreement, or to take on lease, all lands, houses, springs, streams, waters, and other hereditaments required for the purposes of the said Act, and to alter, vary, or extinguish all rights and privileges connected with any such lands, houses, springs, streams, waters, and hereditaments, and all other rights and privileges whatsoever which would in any way interfere with the purposes of the said Act.

And it is also intended by the said Act to empower the said Company to levy and collect rents, rates, tolls, and charges for such supply of water, and to confer, vary, or extinguish exemptions from payment of rents, rates, tolls, and charges, and to confer, vary, or extinguish other rights and privileges.

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

And notice is hereby further given, that duplicate plans, showing the line or situation of the intended works, and the lands in or through which the same will be made, and also duplicate sections, shewing the levels of the said intended 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 November instant be deposited for public inspection at the office of the Clerks of the Peace for the county of Lancaster, at Preston; and that, on or before the same 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 intended 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 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 5th day of November 1852.

*Bollard & Mitchell*, Burnley & Padigham,  
Solicitors for the Bill.

Dean Forest, Monmouth, Usk, and Pontypool Railway.

(Incorporation of Company. Power to construct a Railway from the Newport, Abergavenny and Hereford Railway, at Llanvihangel Pontymoyle, to the South Wales Railway, at Awre, with branches to Monmouth Gas Works, and Foxes Bridge. Power to use Lines and Stations of the Newport, Abergavenny, and Hereford Railway Company, the Monmouthshire Railway and Canal Company, the South Wales Railway Company, the Gloucester and Dean Forest Railway Company, and the Great Western Railway Company.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for making and maintaining the following railways, with all suitable and proper bridges, stations, erections, warehouses, sidings, landing places, approaches, and conveniences attached thereto, or connected therewith, that is to say :

A railway commencing by a junction with the Newport, Abergavenny, and Hereford Railway, now in course of construction, in the parish of Llanvihangel Pontymoyle, in the county of Monmouth, in a certain field numbered 16 in the said parish, on the parliamentary plan of the said last mentioned railway, deposited with the Clerk of the Peace for the county of Monmouth, and terminating by a junction with the South Wales Railway, at or near the level crossing over the said last mentioned railway, at or near a place called Poulton Court, in the parish of Awre, in the county of Gloucester, and passing from, in, through, or into the several parishes, townships, extra-parochial and other places of Llanvihangel Pontymoyle, Mamhilad Goytre, Glascoed, Monkwood, Llanbaddock, Usk, Gwehelog, Langeview, Landenny, Ragland, Lanishen, Llangoven Penyclawdd, Dingestow, Cwmcarvan, Wonastow, Mitchel Troy, Monmouth, Dixon, Dixon Hadnock, and Wyesham, or some of them, in the county of Monmouth, and Newland, Staunton, Coleford, East Dean, West Dean, the Forest of Dean, Etloe, Etloe Duchy, Nibley, Blakeney, and Awre, or some of them, in the county of Gloucester.

A branch railway diverging from the said intended railway, at or near Wyesham Farm Buildings, in the parishes of Dixon, and Dixon Hadnock, or one of them, in the county of Monmouth, and terminating at or near the Monmouth Gas Works, near May Hill, in the said parishes of Dixon, and Dixon Hadnock, or one of them, in the said county of Monmouth, and which said branch railway will pass through, or into, the parishes, townships, extra-parochial or other places of Wyesham, Dixon, and Dixon Hadnock, or some or one of them, in the said county of Monmouth.

A branch railway diverging from the said intended railway, at or near the Moseley turnpike gate, at Moseley Green, in the said forest of Dean, and county of Gloucester, and terminating at or near a place called Foxes Bridge, in the townships of East Dean and West Dean, or one of them, in the said Forest of Dean, and county of Gloucester, and passing from, in, through, or into the several parishes, townships, extra-parochial and other places of Newland, East Dean, West Dean, Etloe, Etloe Duchy, Nibley, and the Forest of Dean, or some or one of them, in the said county of Gloucester.

And it is proposed by the said intended Act, to take power to make lateral deviations from the line of the said railway, branches, and works to the extent, or within the limits defined upon the plans hereinafter mentioned; and also to cross, alter, divert, or stop up, whether temporarily or

permanently, all such turnpike roads, parish roads, and other highways, streets, paths, passages, sewers, waters, and watercourses, streams, canals, navigations, aqueducts, rivers, railways, and tramroads, within the said parishes, townships, and extra-parochial or other places aforesaid, as it may be necessary to cross, alter, divert, or stop up, for the purposes of the said railway, branches, works, or any of them, or any part thereof.

And it is proposed by the said intended Act, to enable Her Majesty or Her Majesty's Commissioners of Woods, Forests, Land Revenues, Works, and Buildings, to sell and convey, or grant a lease or leases to the Company to be incorporated by the said intended Act of such part or parts of the said Forest of Dean, as may be required for making and maintaining the said railway, branches, and works, or any of them, or any part thereof, or to grant a license or licenses to such Company to make and maintain the said intended railway, branches and works, or any of them, or any part thereof, and to enable her said Majesty, or the said Commissioners, to require the said intended Company to deviate the line of the said railway, branches and works, within the said Forest of Dean, and also to enable the Commissioners acting in the execution of the Act 5 and 6 Vic., chapter 9, to advance money on the security of the said intended railway, branches, and works, or of the tolls, rates, and duties, hereinafter mentioned.

And it is intended by the said Act to incorporate a Company, with all the necessary powers for carrying into effect the proposed works or some part thereof, and to enable the said Company to create a capital stock or fund divisible into shares, with all usual and requisite provisions incident thereto, and to take powers for the purchase of lands, houses, tenements, and hereditaments, either by compulsion or agreement, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments proposed to be taken, or which would in any manner interfere with or impede the construction, maintenance, or use of the said intended railway, branches, and works, or any of them, or any part thereof, and to confer other rights and privileges, and also powers to levy tolls, rates, and duties, upon or in respect of the said railway, branches, and works, or any of them, or any part thereof, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges, and to authorize the said intended Company to raise money on the credit of the said tolls, rates, and duties, and on the credit of the said railway, branches, and works, or any of them, or any part thereof, for the purposes of the said undertaking.

And notice is hereby further given, that it is proposed by the said intended Act to enable the Company to be thereby incorporated, to purchase by compulsion or agreement from the Monmouth Tramway Company, the tramway belonging to the said last-mentioned Company, running from Monmouth to Coleford, and the stations, branches, buildings, and works belonging thereto, and to enable the said last-mentioned Company to sell and transfer the same to the said intended Company. And to enable the said intended Company to alter and enlarge the said tramway within the limits of deviation shown on the plans hereinafter mentioned. And in the said intended Act powers will be contained for the dissolution of the said Monmouth Tramway Company, and all other powers necessary or incident thereto.

And notice is hereby further given, that it is proposed by the said intended Act to give to the said intended Company, or to any other Company, person, or persons lawfully using the said intended

railway and branches, power to run and pass over with their own engines and carriages, or with the engines and carriages of other Companies, or persons using or passing over their own line of railway, the following lines of railway (that is to say),

That portion of the Newport, Abergavenny, and Hereford Railway now in course of construction, which extends or will extend from the point of junction of the intended railway with the said Newport, Abergavenny, and Hereford Railway, at Llanvihangel Pontymoyle, to the intended station on the said last-mentioned railway at Pontypool, in the county of Monmouth.

That portion of the Taff Vale Extension Railway of the Newport, Abergavenny, and Hereford Railway Company now in course of construction, or for which powers have been obtained, which will extend from Pontypool to its junction with the Taff Vale Railway, at or near Quaker's Yard, in the county of Glamorgan.

That portion of the Newport, Abergavenny, and Hereford Railway, which extends from the point of junction with the intended railway at Llanvihangel Pontymoyle, to the junction of the Newport, Abergavenny, and Hereford Railway with the Newport and Pontypool Railway, at or near Coedygric, in the county of Monmouth.

The portion of the Newport and Pontypool Railway, of the Monmouthshire Railway and Canal Company, which extends from the last-mentioned junction to Dock Street Station, Newport, in the county of Monmouth.

The portion of the South Wales Railway which lies between the junction of the said intended railway therewith, and the junction of the said South Wales Railway with the Gloucester and Dean Forest Railway, at or near Hagloe Farm, in the parish of Awre, in the county of Gloucester, or the Grange, otherwise Grange Court, in the parish of Westbury-on-Severn, in the same county.

The whole of the Gloucester and Dean Forest Railway.

That portion of the Great Western Railway which lies between Gloucester and the Paddington Station of the said last-mentioned railway.

And it is proposed by the said intended Act to take powers for the said intended Company, or any other Company or person lawfully using the said intended railway and branches, to use the stations of the Newport, Abergavenny, and Hereford Railway Company, the Monmouthshire Railway and Canal Company, the South Wales Railway Company, the Gloucester and Dean Forest Railway Company, and the Great Western Railway Company, together with the watering places, water, and water tanks, sidings, platforms, booking and other offices, warehouses, buildings and other conveniences and accommodation of or belonging to the said several Companies upon or adjoining to the said portions of railway or railways respectively; and to fix and determine the amount of rate, toll, or charge, which shall be paid by the said intended Company, for the use by them of the before-mentioned portions and lines of railway, stations, works, conveniences, or any of them. And also, if need be, to alter and limit the tolls, rates, and charges 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, or any part thereof; and powers to enable the said intended Company and the said Newport, Abergavenny, and Hereford Railway Company, the Monmouthshire Railway and Canal Company, the South Wales Railway Company, the Gloucester and Dean Forest Railway Company, and the Great Western Railway Company, or any of them, to enter into and effect such contracts and arrangements as the contracting Companies may think fit

with reference to the working and using the said intended railway, branches, and works, the regulation and management of the traffic thereon, or any part thereof, the supply of locomotive and other stock, and the division, apportionment, distribution, and appropriation of the tolls, rates, and duties arising from such traffic between the contracting Companies; and to enable the said intended Company to enter into arrangements with any other Companies or persons touching all or any of the matters aforesaid, and also powers to vary or extinguish all such rights or privileges as could or might interfere with the objects aforesaid.

And it is proposed by the said intended Act to alter, amend, or enlarge the several Acts relating to the Newport, Abergavenny, and Hereford Railway Company, the Monmouthshire Railway and Canal Company, the Monmouth Tramway Company, the South Wales Railway Company, the Gloucester and Dean Forest Railway Company, and the Great Western Railway Company (that is to say)—

Acts relating to the Newport, Abergavenny, and Hereford Railway Company, viz.:—"The Newport, Abergavenny, and Hereford Railway Act, 1846," "The Newport, Abergavenny, and Hereford Railway (Deviations) Act, 1847," and "The Newport, Abergavenny, and Hereford Railway (Extension to Taff Vale Railway) Act, 1847."

Acts relating to the Monmouthshire Railway and Canal Company, viz.:—Local and Personal Acts, 32 Geo. 3, cap. 102; 37 Geo. 3, cap. 100; 42 Geo. 3, cap. 115; "The Newport and Pontypool Railway Act, 1845; "The Newport and Pontypool Railway Act Amendment Act, 1848," and "The Monmouthshire Railway and Canal Act, 1852."

The Act relating to the Monmouth Tramway Company, viz.: Local and Personal Act, 50 Geo. 3, cap. 123.

Acts relating to the South Wales Railway Company, viz.: "The South Wales Railway Act, 1845;" "The South Wales Railway Amendment Act, 1846;" "The South Wales Railway Amendment Act, 1847;" "The South Wales 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."

Acts relating to the Gloucester and Dean Forest Railway Company, viz.: "The Gloucester and Dean Forest Railway Act, 1846," and "The Gloucester and Dean Forest Railway Dock Act, 1847."

Acts relating to the Great Western Railway Company, viz., 5 and 6 Wm. IV., cap. 107; 6 Wm. IV., caps. 36, 38, 77, 79; 1 Vic., caps. 91, 92 (1837), 24, 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic., 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, 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, 402; 10 and 11 Vic., caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, 243; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, 159; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, 110; 14 and 15 Vic., caps. 48, 81. "The Great Western, &c., Railway Companies (Traffic Arrangements) Act, 1852;" "The Great Western Railway Act, 1852 (No. 1);" "The Great Western Railway Act, 1852 (No. 9)."

And it is also proposed by the said Act to incorporate therewith, with respect to the several matters hereinbefore mentioned, but subject to alterations and amendments, all or some of the provisions of the public general Acts following, that is to say, "The Lands Clauses Consolidation Act, 1845;" "The Railways Clauses Consolidation Act,

1845," and "The Companies Clauses Consolidation Act, 1845."

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway, branches, and works, and the lands and houses 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 houses, and also a copy of this notice, as published in the London Gazette, together with a published map, with the line of the intended railway and branches delineated thereon, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester, and with the Clerk of the Peace for the county of Monmouth, at his office, at Newport, in the said county of Monmouth; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, maps, and books of reference as relates to each of the several parishes in or through which the said railway, branches, and works are intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each parish, at his residence, and in the case of an extra-parochial place, with the clerk of some parish adjoining thereto; and that on or before the said 30th day of November instant, a copy of so much of the said plans and sections as may relate to the lands of Her Majesty, or of any other person, in the said townships of East Dean and West Dean, in the said Forest of Dean, through which the said works are proposed to be made, together with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will be deposited in the Speech House, in the said Forest of Dean.

And notice is hereby further given, that copies of the said intended Act 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.

A. Waddington, Solicitor for the Bill.

#### Evesham Bridge.

(Power to remove the present Bridge across the River Avon, and to construct a new one in lieu thereof, and a Temporary Bridge; to widen and improve the approaches to such Bridges; and to dredge, widen, and improve the River Avon; and to authorize and empower the Mayor, Aldermen, and Burgesses of the Borough of Evesham, and the respective Trustees of the Stow and Moreton United Trust of Turnpike Roads, the Stonebow Division of the Evesham First District of Turnpike Roads, the Pershore Division of the Evesham First District of Turnpike Roads, the Bretforton Division of the Evesham First District of Turnpike Roads, The Evesham and Cheltenham Turnpike Roads, and of the Evesham and Alcester Road (Evesham District), to contribute towards the expenses of the proposed Works; to levy Tolls, Rates, and Duties, 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 and empower the mayor, aldermen, and burgesses of the borough of Evesham, in the county of Worcester, or certain commissioners or trustees to be therein named, to take down and remove the bridge over the river Avon, which connects the two streets, called Bridge Street, in the parish of All Saints, and Port Street, in the parish of Bengworth, both within the said borough; and to make and maintain a new bridge, with suitable works and conveniences, across the said river, upon the site of the bridge so to be

removed, or partly upon the site of the said bridge so to be removed, and partly upon adjacent lands in the said parishes of All Saints and Bengworth, which proposed new bridge will extend from the eastern end of Bridge Street aforesaid, in the said parish of All Saints, across the said river, to the western end of Port Street aforesaid, in the said parish of Bengworth, all within the said borough.

And it is also intended to take powers by the said Act to make and maintain all proper and convenient roads, avenues, and approaches to and from the said proposed new bridge, and particularly to widen, and if necessary alter, the levels of so much of Port Street aforesaid as lies between the present bridge and the eastern side of the garden in the occupation of James Hawley on the one side and the house in the occupation of Sophia Hands on the other side; and also to widen and improve, and if necessary alter, the levels of the turnpike road or public highway called or known by the name of "Waterside," in the said parish of Bengworth, from the point of junction at Port Street aforesaid to the southern side of the orchard belonging to the inn or public-house called the Northwick Arms, in the same parish; and also to widen and improve, and if necessary alter the levels of the public highway branching out of Port Street aforesaid, on the northern side thereof, and called Leys Lane, in the said parish of Bengworth; and also to widen and improve, and if necessary alter the levels of so much of Bridge Street aforesaid as lies between the foot of the present bridge, on the western side thereof, and a certain street called Mill Street, branching out of Bridge Street aforesaid, in the said parish of All Saints; all which said roads, avenues, approaches, works, improvements, and conveniences, will pass through or into, or be made in the said parishes of All Saints and Bengworth, in the borough of Evesham aforesaid.

And it is also intended by the said Act to take powers to authorize the said mayor, aldermen, and burgesses, or commissioners or trustees, as the case may be, to erect and build a temporary bridge, with suitable roads, approaches, conveniences, and other works over the said river Avon, in the said parishes of All Saints and Bengworth, within the said borough, for the use of passengers, horses, carriages, and other traffic, during the removal of the present bridge over the said river, and the making the new bridge proposed to be authorized by the said Act, which said temporary bridge and approaches will extend from the said turnpike road or public highway called "Waterside," in the said parish of Bengworth, near or opposite to the said inn or public-house called the Northwick Arms, in the said parish of Bengworth, across the said river and certain osier-beds therein, to and through a certain wharf and coal-yard in the occupation of John Collins, and the yard and road leading therefrom, and terminate in the said street called Bridge Street, in the said parish of All Saints, within the said borough; and also to take down and remove such temporary bridge and other works, as soon as conveniently may be after the erection and completion of the proposed new bridge, approaches, and works.

And it is also intended by the said Act to take powers to use and employ the materials of the existing bridge to be taken down and removed, and the materials of any houses or buildings to be taken for the said approaches and works in constructing the proposed new bridge, temporary bridge, approaches and works, or to sell and dispose of the same, or any part thereof.

And it is also intended by the said Act to take powers to erect toll houses and gates, and other conveniences and works, upon the proposed new bridge, or upon or near to one or both of the principal roads or approaches thereto.

And notice is hereby further given, that it is intended to apply for powers in the said Act to authorize and empower the said mayor, aldermen, and burgesses of the borough of Evesham, or commissioners or trustees, as the case may be, to remove certain osier-beds or aits upon or near to the said River Avon, and widen, deepen, straighten, dredge, and otherwise improve the bed, channel, and banks of the said river, and of all parts of the waters connected therewith, to such extent as shall be necessary for the due conservancy of the said river within the limits hereinafter mentioned, and for preventing and removing all obstructions in or upon the said river; and that that part of the said River Avon so proposed to be deepened, widened, straightened, enlarged, or otherwise improved and regulated as aforesaid, commences at or opposite the northern side of the wharf or yard in the occupation of Henry Burlingham on the one side, and a piece of meadow-land in the possession of Mrs. Sarah Smith on the other side thereof, and extends to and terminates at or opposite to the orchard belonging to the said Northwick Arms inn on the one side, and a piece of meadow land in the occupation of John Collins on the other side thereof; and that the osier beds and aits proposed to be removed are partly situate within the said parish of Bengworth, and partly within the said parish of All Saints, within the said borough.

And it is also intended to take powers to cross, divert, alter, or stop up, either temporarily or permanently, all such streets, highways, roads, rivers, and watercourses within the said parishes aforesaid, or either of them, as may be necessary or convenient for the purposes of the said works; and also powers to purchase by compulsion or otherwise, lands, houses, buildings, easements, or other hereditaments for the purposes aforesaid, or any or either of them, and to vary or extinguish all rights and privileges in any manner connected with such lands, houses, buildings, easements, and hereditaments, or any or either of them, and all other rights and privileges which would in any manner impede or interfere with the construction and maintenance of the said new bridge, temporary bridge, roads, approaches, and works, or other objects of the said Act; and also powers to allot, sell, or exchange, for any other lands, houses, or buildings which may be necessary for the purposes of the said intended Act, the surplus lands, houses, or buildings (if any), which may not be required for the purposes of such Act, or the several objects proposed to be authorized thereby; and also (by arrangement with the person or persons interested therein), to pull down, remove, or alter, such existing houses and buildings as may from time to time be necessary for the purposes of the said intended Act, and erect other houses and buildings in lieu of those so taken down and removed.

And it is also intended by the said Act to authorize and empower the trustees of the Stow and Moreton united trust of turnpike roads, the trustees of the Stonebow division of the Evesham first district of turnpike roads, the trustees of the Pershore division of the Evesham first district of turnpike roads, the trustees of the Evesham and Cheltenham turnpike roads, the trustees of the Bretforton division of the Evesham first district of turnpike roads, and the trustees of the Evesham and Alcester turnpike road (Evesham district), to respectively contribute towards the requisite funds for carrying all and every or some of the objects and purposes of the said intended Act into execution, and generally to enter into and carry into effect such arrangement or arrangements in reference thereto as may be eventually agreed upon between the said mayor, aldermen, and burgesses, or commissioners or trustees, as the case may be,

and the said turnpike road trustees, or any or either of them.

And it is further intended by such Act to take powers for levying and charging tolls, rates, duties, assessments, and other payments within the said borough, or any parish or district within the same, for contributing towards the purposes of the said intended Act, or any of them, and the cost of obtaining and executing the said intended Act, and for maintaining and keeping in repair the said bridge, approaches, and works, and to confer, vary, or extinguish exemption from payment of such tolls, rates, or duties, or some part or parts thereof, and to make and accept compositions for or in lieu of such tolls, rates, or duties; and also powers for borrowing money on the credit of such tolls, rates, duties, assessments, and other payments, or any or either of them, from time to time, when and as it may become necessary; and all such other powers and provisions as may be considered desirable or expedient for the due execution of all or any of the several objects aforesaid.

And also to empower the said trustees of the said several and respective turnpike roads hereinbefore mentioned to levy tolls, rates, and duties, and apply the same, or a portion of any tolls, rates, and duties, which they are at present authorised and empowered to raise, towards the purposes of the said intended Act, or any of them, and the costs of obtaining and executing the said Act; and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties, and also powers for borrowing money on the credit of such tolls, rates, and duties, and all such other powers and provisions as may be considered desirable or expedient for all or any of the purposes aforesaid.

And it is also intended by the said Act, so far as may be deemed necessary for the purposes aforesaid, to repeal, alter, amend, and enlarge the powers and provisions of the several Acts following (that is to say), local and personal Act, 5th Geo. 4, cap. 67, relating to the said borough; and local and personal Acts, 56 Geo. 3, cap. 1; 59 Geo. 3, cap. 46; 5 Geo. 4, cap. 9; 2 and 3 Will. 4, cap. 16; 59 Geo. 3, cap. 124; 3 Geo. 4, cap. 69, relating to the aforesaid turnpike roads, or some or one of them; and also the public general Acts of 3 Geo. 4, cap. 126; 8 Geo. 4, cap. 24; and 5 and 6 Will. 4, cap. 50; and all and every or any other Act or Acts which would impede or otherwise interfere with the carrying into execution the said intended Act, or the several objects proposed to be authorised thereby, or any of them.

And notice is hereby further given, that duplicate plans and sections, describing the line and situation of the said river, and the proposed new bridge and temporary bridge, and other works, and the lands in or upon which the same 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 Clerk of the Peace of the county of Worcester, at his office at Worcester, in the said county, on or before the 30th day of November instant; and also that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and books of reference, as relates to each of the aforesaid parishes of All Saints and Bengworth, and a copy of this notice, will be deposited with the parish clerk of each such parish at his residence. 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. Dated this 10th day of November 1852.

*Oswald Cheek*, Town Clerk, Evesham.

*R. H. Wyatt*, 43, Parliament Street, Westminster, Parliamentary Agent.



**East London Water Works Company.**

To improve supply; construct new aqueducts from the river Lee, above Fielde's Weir; new reservoirs at Walthamstow and Lee bridge; bridge over river Lee at Old Ford, and intercepting drain from Hertford and Ware; to raise further capital; to authorise arrangements with various companies and persons; to amend acts.

Notice is hereby given, that application is intended to be made to parliament in the ensuing session; to alter, amend, and enlarge the powers of the East London water works company, and to enable the same company to obtain an improved supply of water from the rivers Lee and Stort respectively, and from the respective tributaries, springs, cuts, and branches thereof, situate respectively within and flowing through the counties of Hertford, Essex, and Middlesex, or some of them; and for that purpose to make and maintain new works; and to divert certain drains and sewage now flowing into the said river Lee; and also to enable the same company to make and maintain additional filtering and storing reservoirs and other works; and to extend the limits which the same company are authorised to supply with water and for the other purposes herein mentioned.

And notice is hereby further given, that it is intended by the said bill to obtain powers for enabling the said company to make and maintain the several works hereinafter mentioned, that is to say:—

1. An aqueduct conduit, channel or pipe track, commencing in the parishes of Broxbourne and Stanstead Abbots; or one of them, in the said county of Hertford, from and out of the navigable river Lee, at or near the point where the northern and eastern line of the eastern counties railway crosses the same river above Fielde's Weir, and near thereto, and terminating in the parish of Walthamstow, in the said county of Essex, by a junction with the intended aqueduct or channel, authorised by the East London water works act (No. 2.), 1852, and in the eighty-first section of the same act, thirdly described in pasture land occupied by Mr. Robert Nicholson Halfhead, and abutting on the copper mill tail, and which said aqueduct, conduit, channel or pipe track is intended to be made in, and to pass from, through, and into the several parishes, townships, extra parochial and other places following, that is to say, Stanstead Abbots, Hoddesdon, Broxbourne, Wormley, and Cheshunt, or some or one of them, in the county of Hertford, and Enfield, Ponders End, Lower Edmonton, Upper Edmonton, Edmonton, Saint John Hackney, Tottenham, and Tottenham Cross, or some or one of them, in the said county of Middlesex, and Nasing, Waltham Holy Cross, Waltham Abbey, and Walthamstow, or some or one of them, in the said county of Essex.

2. A reservoir or reservoirs, in the said parish of Walthamstow, upon certain forest and allotment lands adjoining, and on the western side of the junction between the Woodford New Road and Hagger-lane, leading respectively from the Lee Bridge Road, and from Walthamstow to Woodford, in the said county of Essex.

3. An aqueduct, conduit, channel, or pipe track, commencing in the parish of Saint John, Hackney, and in the parishes of Walthamstow, and Leyton, otherwise Low Leyton, in the county of Essex, or some or one of them, in the pumping works of the said company, at Lee Bridge Mills, and terminating in the said parish of Walthamstow, in the before described intended reservoir, and which last mentioned aqueduct, conduit, channel or pipe track, is intended to be made in, and to pass from, through, and into the several parishes, townships, extra-parochial and other places following, that is to say: Hackney, Lee Bridge, and St. John, Hackney, or some or one of them, in the said county of Mid-

dlesex; and Walthamstow, Leyton, Low Leyton, and Leytonstone, or some or one of them, in the said county of Essex.

4. A reservoir or reservoirs, in the said parishes of Saint John Hackney, Walthamstow and Leyton, otherwise Low Leyton, some or one of them; upon certain lammas and other lands and property, abutting towards the north-west, on the bridge over the said river Lee, called Lee Bridge and situate between the Lee Bridge road towards the north, and the river Lee towards the south and west.

5. A bridge over the said navigable river Lee at the Old Ford, in the parish of Saint Mary, Stratford-le-Bow, in the county of Middlesex, with all proper roads, abutments, and approaches thereto, commencing in the road leading to the same ford, between the Old Ford road and the same river, and terminating on the opposite side of the same river in certain lands belonging to the East London water works company.

6. Channels, drains, or sewers for intercepting and diverting sewage, sewage waters, and other waters flowing into the rivers Lee, Beane, and Stort, or some or one of them, and to divert such waters accordingly, (that is to say):—

Three several sewers or drains in the parishes of Bengoe and Saint Andrew, Hertford, or one of them, in the said county of Hertford, respectively, commencing one thereof (A) in the said parish of Bengoe, at the west end of the Port Vale road; one other thereof (B) in the said parish of Saint Andrew, Hertford, in the North road, near to Sele's mill; and the remaining one (C) in the same parish, in the Hertingfordbury road, at or near to the Cottagers' Allotment Gardens, there and all terminating in the last-mentioned parish at one and the same point at or near the east end of the bridge over the river Beane, called Cowbridge.

Two several sewers or drains in the parishes of Saint Andrew, Hertford, All Saints, Hertford, and Saint John, Hertford, and in the liberty of Brickendon, all in the said county, or some or one of them respectively, commencing one thereof (D) in the said parish of Saint Andrew Hertford, at the lastly described point at the east end of Cowbridge aforesaid, and the other (E) in the said parish of All Saints, on the east side of the river Lee, at or near a garden occupied by Joseph Sterry, and both terminating in the said parish of Saint John, Hertford, at one and the same point in the King's Mead road, near the Hertford railway station.

A pipe, track, sewer, or drain (F) in the said parishes of Saint Andrew and Saint John, Hertford, commencing in the said parish of Saint Andrew, at the south end of Hartham-lane, and terminating in the said parish of Saint John, Hertford, by a junction with the before described sewer or drain (D) in certain lammas land called Hartham-mead.

A sewer or drain (G) in the said parishes of All Saints and Saint John, Hertford, commencing in the said parishes of All Saints and Saint John, Hertford, or one of them, on the western side of the Lee navigation, near Bull's-plain bridge, and terminating in the said parish of Saint John, Hertford, by a junction with the before described sewer or drain (D) near Dicker mill-head bridge.

A cut or channel (H) in the said parish of Saint Andrew, Hertford, with other works, for diverting the course of the river Beane, commencing near the point of junction between the said river and the waste stream of Sele's mill, and terminating by a junction with the same river near Cowbridge aforesaid.

A sewer or drain (I) in the parishes of Saint John, Hertford, All Saints, Hertford, Ware, and Great Amwell, or some or one of them, in the said county of Hertford, commencing in the said parish of Saint John, Hertford, at the before described

point, near the Hertford railway station, and terminating in the said parish of Great Amwell, in Hard-mead, about five hundred yards east of the new London road bridge over the railway there.

A sewer or drain (K) in the said parishes of Ware and Great Amwell, commencing in the parish of Ware, in the said county of Hertford, at the junction of Watton-road with Baldock-street there, and terminating in the said parish of Great Amwell, at the before described point in Hard-mead, by a junction with the before described sewer or drain (I).

A sewer or drain (L) in the said parish of Great Amwell, commencing at the last described point in Hard-mead aforesaid, and terminating in Amwell marsh, on the east side of the railway there, and about two hundred yards from Amwell marsh lock, on the river Lee navigation.

A sewer or drain (M) in the parishes of Great Amwell, Saint Margaret, Hoddesden, and Broxbourne, in the said county of Hertford, and Roydon, in the said county of Essex, or some or one of them, commencing in the said parish of Great Amwell, by a junction with the said sewer or drain (L) at the last described point near Amwell marsh lock aforesaid, and terminating in the said parishes of Broxbourne and Roydon, or one of them, in the said navigable river Lee, about five hundred yards below Fielde's weir there.

Together with all tunnels, aqueducts, channels, embankments, cuttings, pipe tracks, pipes, weirs, dams, sluices, flood-gates, filtering beds, tanks, culverts, arches, bridges, roads, approaches, drains, sewers, engines, pumps, and other works and conveniences necessary and proper to be respectively connected with the said intended new works, for the effectual construction, maintenance, and use thereof respectively.

And notice is hereby further given, that it is intended by the same bill to obtain powers for relinquishing the construction and maintenance of the following works authorised to be made and maintained by the said East London water works act (No. 2), 1852, (that is to say): the cut, drain, or sewer proposed to begin at the public highway near Ponder's end station, in the said parish of Enfield, and to end near the tail of Tottenham mill lock, in the said parish of Tottenham, being the work first described in the eighty-first section of the same act. And also the new cut, channel, or mill head proposed to begin at the old mill head, near Stone bridge lock, in the said parish of Tottenham, and to end in that parish, at the lower end of Tottenham mill head stream; and also the diversion and straightening of the old navigable Tottenham mill head, and the communication by gates between the same old mill head and the said intended new mill head; and also the proposed new cut for straightening the channel of the river Lee, commencing near Francis's weir, in the said parishes of Tottenham and Walthamstow, or one of them, and terminating in the same parishes, or one of them, about three hundred yards above the junction of the Tottenham mill waste gate stream with the river Lee; and also the proposed widening, deepening, and improvement of the water way of the same river under Hilliers ferry bridge, in the same parishes, or one of them. And also the proposed rebuilding of that bridge, and which said last mentioned several works so intended to be relinquished, are the same works as are secondly described in the said eighty-first section of the same act; and also so much of the proposed new cut or channel, commencing from and out of the tail of the Tottenham mill stream, and terminating by a junction with the East London water works canal (being the cut or channel thirdly described in the same section) as was by the same act authorised to be executed above or north of the before

described pasture land, in the occupation of Mr. Robert Nicholson Halfhead, and which portion so proposed to be relinquished will be rendered useless by the making of the aqueduct or conduit first hereinbefore described; and all which works intended to be so relinquished, were proposed to be made in and to pass from, through, and into the several parishes, townships, and extra-parochial places following, or some of them (that is to say), Enfield, Ponder's End, Lower Edmonton, Upper Edmonton, Edmonton, Tottenham, Tottenham Cross, Lee Bridge, Hackney, and Saint John, Hackney, in the said county of Middlesex, and Walthamstow, Leyton, Low Leyton, and Leytonstone, in the said county of Essex.

And notice is hereby further given, that it is intended by the said bill to extend the district and limits which the said East London water works company is by the said East London water works act (No. 2), 1852, authorised to supply with water, by adding thereto and including therein the several parishes and places following, (that is to say): Waltham Abbey, Waltham Holy Cross, Chingford, Walthamstow, Woodford, Leyton, Low Leyton, Leytonstone, Wanstead, East Ham, Barking, Great Ilford, Little Ilford, Romford, Chigwell, Lowton, otherwise Loughton, and Dagenham, in the county of Essex, and so much of the parish of Woolwich, in the county of Kent, as is situate north of the river Thames.

And notice is hereby further given, that powers will also be applied for in the said bill, for enabling the said company to effect the several objects following, or some of them, that is to say, to divert and take water into the said intended works from the river Lee, the river Lee navigation, the river Stort, the river Stort navigation and the several navigations, streams, cuts, canals, aqueducts, springs, and tributaries connected with the same rivers and navigations respectively, and from any brooks or streams shown on the plans hereinafter mentioned, or situate in the lines of the said works herein before described.

To cross, divert, break up, alter, or stop up, either temporarily or permanently, any turnpike or other roads, highways, footways, bridges, streets, railways, tramways, rivers, navigations, streams, brooks, water courses, drains, and sewers, within the parishes and places before mentioned, or any of them, so far as may be necessary for the purpose of making and maintaining the said intended works.

To prevent the turning or emptying of any drainage, sewage, or other impurity into the said river Lee or the river Lee navigation, and the streams and channels connected therewith respectively, or any of them, above Fielde's weir aforesaid, and to prevent the fouling and deterioration of the waters of the same rivers, streams, and channels respectively, above the point aforesaid; and to contribute monies towards the making and maintenance of any works for all or any of the purposes aforesaid, or for effecting the same or similar purposes which may be undertaken by the governor and company of the New river brought from Chadwell and Amwell to London, or by any other corporation commissioners, board, or person having authority in the premises, and to enter into and effect all necessary and proper contracts and engagements with reference thereto respectively, with corresponding powers for the said governor and company and other parties respectively, to enter into and effect such contracts and engagements.

To provide specially, and in such manner as shall be deemed expedient, for the compensation of the owners, lessees, and occupiers of mills and other property, and of other owners, lessees, and occupiers having rights or interests in the waters so proposed to be diverted and taken by the said

company as aforesaid; and for enabling the said company to purchase lands, houses, mills, and waters, by compulsion, and by agreement; and in the same manner to vary and extinguish all rights and privileges connected with the same lands, houses, mills, and waters, and all other rights and privileges which would interfere with the execution of the objects of the said bill.

To enter into and make all necessary and proper contracts, purchases, leases, and other arrangements with the Eastern Counties railway company and the Northern and Eastern railway company, and other the owners, and occupiers of the main railway (London to Cambridge) and branch railway (to Hertford) for the purchase or use of any part of the same railways, or of the lands, works, and property connected therewith, for any of the purposes of the said intended bill with corresponding powers for the same railway companies and other parties respectively, to enter into and make with the said Water Works company all necessary and proper contracts, sales, leases, and other arrangements for the same purposes.

To levy new rates or rents, and to continue or alter the existing rates or rents now authorised to be taken by the said East London water works company, and to confer, vary, and extinguish exemptions from the payment of such rates, or rents, respectively; and to raise money by mortgage of the rates, rents, lands, mills, and other property of the said East London water works company, or by the creation and issue of new shares, or by sale, lease, or other disposition of their lands and other property.

And notice is hereby further given, that it is intended by the said bill to alter, amend, and enlarge, so far as may be necessary for the purposes thereof, the powers and provisions of the charter relating to the said governor and company of the New river, and the acts of parliament relating to the said New river and the river Lee respectively, or some of them (that is to say) 13th Eliz. cap. 18; 3rd James I, cap. 18; 4th James I, cap. 12; 11th Geo. II, cap. 14; 12th Geo. II, cap. 32; 7th Geo. III, cap. 51; 19th Geo. III, cap. 58; and the local and persons' acts, 45th Geo. III, cap. 69; 3rd Geo. IV, cap. 109; 13th and 14th Vic. cap. 109; and "the New river company's act, 1852;" and also of "the East London water works act (No. 2), 1852;" and also of the following act of parliament, relating to the river Stort, or the navigation thereof, that is to say, the local and persona. act, 6th Geo. III, cap. 78.

And also of the following acts of parliament relating to the Eastern Counties railway company, and the Northern and Eastern railway company respectively; and to the several railways and branch railways now vested in those companies respectively, that is to say, 6th and 7th Will. IV, cap. 106; 1st and 2nd Vic., cap. 81; 4th Vic., cap. 14; 7th Vic., caps. 19 and 20; 7th and 8th Vic., caps. 62 and 71; 8th and 9th Vic., caps. 85, 110, and 201; 9th Vic., cap. 52; 9th and 10th Vic., caps. 258, 356, 357, and 367; 6th and 7th Will. IV, cap. 103; 2nd and 3rd Vic., caps. 77 and 78; 3rd Vic., cap. 52; 4th Vic., cap. 24; 4th and 5th Vic., cap. 42; 6th Vic., cap. 28; 7th Vic., cap. 35; 10th and 11th Vic., caps. 92, 156, 157 and 158; 15th and 16th Vic., caps. 30, 33, 41, 84, and 108.

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 intended new 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 Middlesex, at his office, at Clerkenwell, in that county; and with the clerk of the peace for the county of Essex, at his office, at Chelmsford, in the last-mentioned county; and with the clerk of the peace for the county of Hertford, at his office at St. Albans, in the last mentioned county; and that on or before the said thirtieth day of November, one thousand eight hundred and fifty-two, copies of so much of the said plans, sections, and books of reference as relate to each parish and extra-parochial place from or through, or into which the 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 each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his place of abode, and printed copies of the said bill will also, on or before the thirty-first day of December, one thousand eight hundred and fifty-two, 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.

*Bircham, Dalrymple, and Drake,*  
46, Parliament-street, Westminster,  
For the company of proprietors of the East  
London water works.

Rugby, Southam, and Banbury Junction Railway.  
(Incorporation of Company; Construction of Railway and Works; Power to use the Rugby and Leamington Branch Line of the London and North-Western Railway, and the Birmingham and Oxford Junction Railway, with Engines and Carriages; and Limitation of Tolls in respect thereof: 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 the railway or railways hereinafter mentioned, with proper stations, communications, approaches, conveniences, and other works connected therewith respectively; (that is to say), a railway commencing by a junction with the Rugby and Leamington branch line of the London and North-Western Railway, in or near a certain field situate in the parish of Marton, in the county of Warwick, and near the Marton Station of the said line of railway, and on the south side of the same railway, belonging or reputed to belong to the trustees of Humphrey Davis's Hospital Charity at Leamington Hastings in the said county, and in the occupation of Henry Hands, and terminating by a junction with the Birmingham and Oxford Junction Railway, in the parish of Bishops Itchington, in the said county of Warwick, at or near a field belonging or reputed to belong to the representatives of the late James Taylor, Esquire, and in the occupation of Joseph Spraggett, and situate on the eastern side of such last mentioned railway near the mile post denoting the distance from London of 98 $\frac{1}{4}$  miles, 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 or other places following, or some of them; (that is to say), Marton, Long Itchington, Bascote, Stockton, Southam, Ladbroke, Chapel Ascote, Harbury, and Bishops Itchington, all in the said county of Warwick.

And also a branch railway or tramway, with all necessary approaches, works, and conveniences connected therewith, commencing by a junction with the said intended railway, in or near a field in the parish of Long Itchington, called Limekiln Ground, and belonging or reputed to belong to

the Vicar of Stretton-upon-Dunsmore, in the said county, and now in the occupation of Thomas Coles, and terminating in the same parish of Long Itchington, in a field called Long Furlongs, belonging or reputed to belong to Thomas Williams Oldham, Esquire, and now in the occupation of George Witherington and Charles Witherington.

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

And notice is hereby further given, that duplicate plans and sections of the said railways and works, together with books of reference to such plans, with a published map, shewing the general course and direction of the said proposed railways 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 Warwick, at his office at Stratford-upon-Avon, in the said county, on or before the 30th day of November instant; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and books of reference as relates to each parish, in or through which the said railways 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, at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his place of abode, and that on or before the 31st day of December next, copies of the proposed Act will be deposited in the Private Bill Office of the House of Commons.

And notice is hereby given, that it is proposed by the said intended Act to take powers to enable the company to be thereby incorporated to run and pass over the several lines of rails of the said Rugby and Leamington branch of the London and North-Western Railway Company, and the said Birmingham and Oxford Junction Railway Company, with engines and carriages, and to alter and limit the tolls, rates, and duties authorized to be levied and received by the before-mentioned Companies, or either of them, under the several Acts relating to such Companies 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 the said Rugby and Leamington Railway, and the said Birmingham and Oxford Railway; and also to authorize the said Company so to be incorporated to carry passengers, goods, merchandize, minerals, cattle, and other traffic on railways, other than the one to be constructed by them, and to enter into arrangements with other companies, persons, bodies politic or corporate, touching all or any of the matters aforesaid; and also to vary or extinguish all such rights or privileges as could or might interfere with the objects aforesaid; 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 belonging to the said London and North-Western Railway Company and the said Birmingham and Oxford Junction Railway Company, upon such terms and under such payments and conditions as shall be mutually agreed upon, or, as in case of dispute, shall be determined by the Board of Trade.

And notice is hereby further given, that is proposed by the said intended Act, to incorporate a company for the purpose of carrying into effect the works and objects aforesaid, and to apply for powers for the compulsory purchase of lands and houses; and to vary or extinguish all rights and privileges in any manner connected with such lands and houses; and also to levy tolls, rates, and duties upon or in respect of the said railways and works, to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemption from the payment of tolls, rates, and duties; and other rights and privileges.

And notice is hereby further given, that so far as may be necessary for the purposes aforesaid, or any of them, it is intended by the said proposed Act to alter, amend, enlarge, or repeal the powers and provisions of "The Rugby and Leamington Railway Act, 1846," "The Birmingham and Oxford Junction Railway Act, 1846," and the several Acts relating to the London and North-Western Railway Company, the Great Western Railway Company, and the said Birmingham and Oxford Junction Railway Company, or any or either of them, and all other Acts which may interfere with the carrying out of the before-mentioned objects or any of them.

Dated this eleventh day of November, 1852.

*Alfred Carter*, Solicitor to the Bill.

#### East Kent Railway.

(Incorporation of a Company—Construction of Railway from Strood to Canterbury, with Branches to Faversham Quays and Chilham—Power to use Lines and Stations of and to enter into working Arrangements with South-Eastern Railway Company—Amendment of Acts).

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for making and maintaining the following railways, with all suitable and proper bridges, stations, erections, warehouses, approaches, and conveniences attached thereto or connected therewith; (that is to say),

A railway commencing by a junction with the North Kent Line of the South-Eastern Railway, at a point at or near to the eastern end of the tunnel of such line, in the parish of Frindsbury, in the county of Kent, and terminating by a junction with the Canterbury, Ramsgate, and Margate line of the said South-Eastern Railway, in the parish of St. Dunstan, in the city of Canterbury, at a point 430 yards or thereabouts to the south-west of the point where the said last-mentioned line crosses St. Dunstan's Street, in the said city; and passing from, in, through, or into the several parishes, townships, extra-parochial and other places of Frindsbury, Strood extra, Strood intra, Strood, Borstal, the ville and hamlet of the Precincts of the Cathedral Church of Rochester, St. Margaret in Rochester, St. Nicholas in Rochester, St. Clement in Rochester, St. Clement and St. Nicholas in Rochester, Chatham extra, Chatham intra, Chatham, Brompton, Gillingham, chapelry of Grange Gillingham, hamlet of the Grange otherwise Grench, Rainham, Hartlip, Newington near Sittingbourne, Upechurch, Bobbing, Milton next Sittingbourne, Moor Street, Sittingbourne, Murston, Bapchild, Tonge, Teynham, Buckland next Faversham, Norton, Stone next Faversham, Green Street, Luddenham, Davington, Ospringe, Faversham, Preston next Faversham, Selling, Boughton

under Blean, ville of Dunkirk, Chilham, Chartham, Thanington, Milton otherwise Milton Chapel near Canterbury, Horton, Shalmsford, St. Michael Harbledown, St. Nicholas Harbledown, Harbledown, St. Dunstan, Westgate without the city of Canterbury, and Holy Cross Westgate without the city of Canterbury, all in the county of Kent, and Thanington, Chartham, St. Michael Harbledown, St. Nicholas Harbledown, Harbledown, Westgate without the city of Canterbury, Holy Cross Westgate without the city of Canterbury, and St. Dunstan, all in the liberty of the city and borough of Canterbury and county of the same, and St. Dunstan Westgate, and Holy Cross Westgate within the city of Canterbury, St. Martin's Wincheap in the county of the city of Canterbury, some or one of them.

A branch railway diverging from the said intended railway, in the said parish of Preston next Faversham, in the county of Kent, near Preston church, at a point 700 yards or thereabouts to the east of Preston Street, and terminating in a piece of waste land belonging to the Right Honourable Lord Sondes, situate on the shore of Faversham Creek, between the upper part of Standard Quay and buildings, in the occupation of Charles Jones Hilton, Esq., in the parish of Faversham, in the county of Kent; and which said branch railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places of Preston next Faversham and Faversham aforesaid, in the said county of Kent, or one of them.

A branch railway diverging from the said first-mentioned line of railway, in the parish of Chartham, in the said county of Kent, in an arable field in the occupation of Peter Martin, near the boundary of the parishes of Chartham and Chilham aforesaid, and terminating by a junction with the said Canterbury, Ramsgate, and Margate line of the said South-Eastern Railway Company, in the parish of Chilham, in the same county, at a point 400 yards or thereabouts to the north-east of the 76th mile-stone on that line, and passing from, in, through, or into the parishes, townships, or extra-parochial or other places of Chartham, Horton, Shalmsford, and Chilham aforesaid, some or one of them.

And it is proposed by the said intended Act to make lateral deviations from the line of the said railway, branches, and works, to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, alter, divert, or stop up, whether permanently or temporarily, all such turnpike-roads, parish roads, and other highways, streets, paths, passages, sewers, waters, and watercourses, streams, canals, navigations, aqueducts, rivers, railways, and tramroads, within the said parishes, townships, and extra-parochial and other places aforesaid, as it may be necessary to cross, alter, divert, or stop up, for the purpose of the said railway, branches, and works, or any of them, or any part thereof.

And it is intended by the said Act to constitute a company, with all the necessary powers for carrying into effect the proposed works, or some part thereof, and to enable the said Company to create a capital stock or fund divisible into shares, with all usual and requisite provisions incident thereto; and to take powers for the purchase of lands, houses, tenements, and hereditaments, either by compulsion or agreement, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments proposed to be taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway, branches, and works, or any of them, or any part thereof, and to confer other rights and privi-

leges; and also to levy tolls, rates, or duties upon or in respect of the said railway, branches, and works, or any of them, or any part thereof, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges; and to authorize the said intended Company to raise money on the credit of the said tolls, rates, and duties, and on the credit of the said railway, branches, and works, or any of them, or any part thereof, for the purposes of the said undertaking.

And notice is hereby further given, that it is proposed by the said intended Act to take powers to enable the Company to be thereby incorporated, or any other company or person lawfully using the said intended railway and branches, to run and pass over with their engines and carriages, or with the engines and carriages of such other company or persons, using and passing over the said intended railway and branches, those portions of the lines of railway belonging to the South-Eastern Railway Company, as are commonly known as the North Kent Railway, running from London to Strood, and the Canterbury, Ramsgate, and Margate Railway, running from the Ashford station of the South-Eastern Railway to Canterbury, Ramsgate, and Margate; and also powers to use the North Kent station of the said South-Eastern Railway Company at London Bridge, and the stations of the same Company at Strood, Ashford, Canterbury, Ramsgate, and Margate, and all other stations of the same Company on the said North Kent Railway, and on the said Canterbury, Ramsgate, and Margate Railway, together with the watering-places, water-sidings, platforms, booking and other offices, warehouses, buildings, and other conveniences and accommodations belonging to the said stations, and to fix and determine the amount of rate, toll, or charge which shall be paid by the said intended Company or such other Company or person as aforesaid, for the use of the before-mentioned portions and lines of railway, stations, works, and conveniences, or any of them; and also, if need be, to alter and limit the tolls, rates, and charges authorized to be levied and demanded by the said South-Eastern Railway Company for the use of the said portions of railways, stations, works, and conveniences, or any part thereof; and powers to enable the said intended Company and the South-Eastern Railway Company to enter into arrangements for the working, by the last-mentioned Company, of the said intended railway, branches, and works, and to enter into arrangements with the said Company, or any other person or Company, touching all or any of the matters aforesaid; and also powers to vary or extinguish all such rights or privileges as could or might interfere with the objects aforesaid.

And it is proposed by this said Act to enable the said intended Company and the Wardens and Commonalty of Rochester Bridge to enter and carry into effect such arrangements and agreements, in regard to the bridge now in course of construction by the said Wardens and Commonalty over the river Medway at Rochester, and the bridge by which the said intended railway will be carried over that river, and the construction, use, and maintenance of such bridges, or either of them, as may be mutually agreed on.

And it is proposed by the said intended Act to alter, amend, or enlarge the several local and personal Acts following; (that is to say), Acts relating to the South-Eastern Railway; 3 and 4 William 4, cap. 46; 6 William 4, cap. 75; 7 William 4 and 1 Victoria, caps. 50, 120; 1 Victoria, cap. 93; 1 and 2 Victoria, cap. 4; 2 Victoria, cap. 42; 2 and 3 Victoria, caps. 19, 79; 3 Victoria, cap. 46; 3 and 4 Victoria, caps. 127, 128; 5 Victoria, cap. 3; 5 and 6 Victoria, cap. 102; 6 and 7 Victoria;

caps. 51, 52, 62; 7 Victoria, cap. 25; 7 and 8 Victoria, caps. 67, 91; 8 and 9 Victoria, caps. 80, 167, 186, 197, 200; 9 Victoria, caps. 55, 56, 64; 9 and 10 Victoria, caps. 305, 339; 10 and 11 Victoria, caps. 104, 230, 276; 13 and 14 Victoria, cap. 31; 15 and 16 Victoria, cap. 103; Acts relating to Rochester Bridge—18 Elizabeth, cap. 18; 27 Elizabeth, cap. 25; 1 Anne, statute 1, cap. 18; and 9 and 10 Victoria, cap. 16.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the said railway, branches, and 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 premises so proposed to be taken, with a published map shewing the lines or situations of the proposed railway, branches, and works, 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 Kent, at his office at Maidstone, and with the Clerk of the Peace for the county of the city of Canterbury, at his office at Canterbury; and that on or before the said 30th day of November instant a copy of so much of the said plans and sections, maps, and books of reference, as relates to each of the several parishes and extra-parochial places in or through which the said railway, branches, and works are intended to be made, together with a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each parish, at his residence, or in the case of an extra-parochial district, with the parish clerk of some parish immediately adjoining thereto.

And it is intended to incorporate in the said Act the whole or some portion of the following Acts; (that is to say), "The Railways Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Companies Clauses Consolidation Act, 1845."

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

Dated this 3rd day of November, 1852.

*Hodgson, Concannon, and Noyes,*  
5, Lincoln-Inn-fields.

*Fearon and Clabon,*  
21, Great George-street.

*White and Borrett,*  
10, Whitehall-place.

Rossendale Water Works Company,

For Supplying Bacup and the Neighbourhood  
with Water.

**N**OTICE is hereby given, that it is intended to apply to Parliament in the ensuing session thereof, for an Act for better supplying Bacup and the neighbourhood, situate in the township of Spotland, in the parish of Rochdale, and in the township of Newchurch, in the parish of Whalley, in Lancashire, with water, and for that purpose it is intended by the said Act to incorporate a Company, and to enable them to exercise all or some of the following powers:—

1. To construct catch water drains and such other works as may be necessary for the collection of water from Holden Moor, Brandwood, Higher End Moor, Green's Moor, Height Barn Moss, Lee Moss, and other lands in the township of Spotland, in the parish of Rochdale, in the said county.

2. To make and maintain a reservoir, with all necessary works and conveniences connected therewith, at or near Higher Stack, in the township of Spotland, in the parish of Rochdale, in the said county, upon land belonging to John Holt,

Esquire, the trustees of the late Mrs. Susan Howorth, Mrs. Susannah Ormerod, and the Reverend James Heyworth, some or one of them; another reservoir, in the same township and parish, upon land lying near to Old Park, and belonging to the said John Holt, Susannah Ormerod, and James Heyworth, some or one of them; and another reservoir in the same township and parish, upon land lying at or near to Height Barn Plantation, and belonging to the said John Holt, Susannah Ormerod, and James Heyworth, some or one of them.

3. To lay down a line of pipes, with the necessary aqueducts and other works, commencing at Height Barn Plantation, in the said township of Spotland and parish of Rochdale, passing through or into the township of Spotland and parish of Rochdale aforesaid, and terminating at the reservoir intended to be made near Higher Stack, in the said township of Spotland, in the said parish of Rochdale; and also a certain other line of pipes, commencing at the last mentioned reservoir, near Higher Stack aforesaid, passing through or into the said township of Spotland, in the said parish of Rochdale, and the said township of Newchurch, in the parish of Whalley, and terminating at or near the George and Dragon inn, within Bacup, in the said township of Newchurch and parish of Whalley.

4. To take and divert the waters of the streams flowing from Holden Moor, Brandwood Higher End Moor, Green's Moor, Height Barn Moss, and Lee Moss aforesaid, which waters now flow into or supply the Trough Syke Brook and the river Irwell; and also to take and divert all streams and springs which may be found in and under the lands to be affected by or purchased under the powers of the said Act; which waters, or some of them, now flow into or supply 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.

5. To construct all such reservoirs, embankments, conduits, culverts, cuts, catch water and other drains, sluices, engines, and other works, in the said township of Spotland and parish of Rochdale, and in the said township of Newchurch and parish of Whalley, as may be necessary for carrying into execution the objects and purposes of the intended Act.

6. To lay the pipes, conduits, and other works, in, through, and under streets, lanes, roads, bridges, and other public passages and places, to purchase, compulsorily or otherwise, or to take on lease, houses, messuages, lands, tenements, springs, streams, and hereditaments, for the purposes of the water works, and to alter, vary, or extinguish all or any rights or privileges connected with or incident to any such property which might impede the construction and maintenance of the intended works; and to levy rates or rents for and in respect of the water to be supplied from the said works.

Plans and sections, showing the said works, with books of reference to such plans, and 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 or through 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. and J. Grundy*, Solicitors, Bury.  
*Geo. Thos. Read*, Solicitor, Bacup.

#### Rossendale Water Works Company.

For Supplying Bacup, Newchurch, Rawtenstall, Crawshaw Booth, and Intermediate and Neighbouring Places with Water.

**N**OTICE is hereby given, that it is intended to apply to Parliament in the ensuing session thereof, for an Act for better supplying with water the several townships, villages, or places following, or some of them; namely: Bacup, Spotland, Newchurch, Cowpe Lenches, New Hall Hey, and Hall Carr, Rawtenstall, Lower Booths, Higher Booths, and Crawshaw Booth, all in the county of Lancaster, and for that purpose it is intended by the said Act to incorporate a Company, and to enable them to exercise all or some of the following powers:—

1. To construct catch water drains and such other works as may be necessary for the collection of water from Holden Moor, Brandwood Higher End Moor, Brandwood Lower End Moor, Green's Moor, Height Barn Moss, Lee Moss, and other lands in the township of Spotland, in the parish of Rochdale, in the said county.

2. To make and maintain a reservoir, with all necessary works and conveniences connected therewith, at or near Higher Stack, in the township of Spotland, in the parish of Rochdale, in the said county, upon land belonging to John Holt, Esquire, the trustees of the late Mrs. Susan Howorth, Mrs. Susannah Ormerod, and the Reverend James Heyworth, some or one of them; another reservoir, in the same township and parish, upon land lying near to Old Park, and belonging to the said John Holt, Susannah Ormerod, and James Heyworth, some or one of them; another reservoir, in the same township and parish, upon land lying at and near to Height Barn Plantation, and belonging to the said John Holt, Susannah Ormerod, and James Heyworth, some or one of them; and also another reservoir, in the same township and parish, upon land at or near Green's, belonging to James Hardman and James Ashworth, both of Green's aforesaid, and John Turner, of Stacksteads, in the said township of Newchurch, some or one of them.

3. To lay down a line of pipes, with the necessary aqueducts and other works, commencing at Height Barn Plantation, in the said township of Spotland and parish of Rochdale, passing through or into the township of Spotland and parish of Rochdale aforesaid, and terminating at the reservoir intended to be made near Higher Stack, in the said township of Spotland, in the said parish of Rochdale; also a certain other line of pipes, commencing at the last-mentioned reservoir, near Higher Stack aforesaid, passing through or into the said township of Spotland in the said parish of Rochdale, and the township of Newchurch in the parish of Whalley, in the said county, and terminating at or near the George and Dragon Inn, within Bacup, in the said township of Newchurch and parish of Whalley; also a certain other line of pipes, commencing at the said reservoir, intended to be made near Higher Stack aforesaid, passing through or into the said townships of Spotland and Newchurch, the township of

Cowpe Lenches, New Hall Hey, and Hall Carr, in the parish of Bury, and the township of Lower Booths, in the parish of Whalley, and terminating at or near the Queen's Hotel, within Rawtenstall, in the said township of Newchurch and Lower Booths, or one of them.

Also a certain other line of pipes, in continuation of the lastly hereinbefore described line of pipes, commencing at the said Queen's Hotel, in the said township of Newchurch and Lower Booths, or one of them, passing through or into the said townships of Newchurch and Lower Booths, and the township of Higher Booths, in the said parish of Whalley, and terminating at or near the Black Dog Inn, within Crawshaw Booth, in the said township of Higher Booths.

And also a certain other line of pipes, commencing at or near a certain bridge over the river Irwell, at Waterfoot, in the said townships of Newchurch and Cowpe Lenches, New Hall Hey, and Hall Carr, or one of them, passing through or into the said last-named townships, and terminating at or near the Boar's Head Inn, in the village of Newchurch, in the said township of Newchurch.

4. To take and divert the waters of the streams flowing from Holden Moor, Brandwood Higher End Moor, Brandwood Lower End Moor, Green's Moor, Height Barn Moss, and Lee Moss, which said waters now flow into or supply the Trough Syke Brook and the river Irwell. And also to take and divert all streams and springs which may be found in and under the lands to be affected by or purchased under the powers of the said Act, and which said waters, or some of them, now flow into or supply 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.

5. To construct all such reservoirs, embankments, conduits, culverts, cuts, catch water and other drains, sluices, engines, and other works in the said townships of Spotland, Newchurch, Cowpe Lenches, New Hall Hey, and Hall Carr, Lower Booths and Higher Booths, as may be necessary for carrying into execution the objects and purposes of the intended Act.

6. To lay the pipes, conduits, and other works in, through, and under streets, lanes, roads, bridges and other public passages and places; to purchase, compulsorily or otherwise, or to take on lease, houses, messuages, lands, tenements, springs, streams, and hereditaments for the purposes of the water works, and to alter, vary or extinguish all or any rights or privileges connected with or incident to any such property, which might impede the construction and maintenance of the intended works, and to levy rates or rents for and in respect of the water to be supplied from the said works.

Plans and sections, showing the said works, with books of reference to such plans, and 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 or through which the intended works will be made will, together with a copy of the 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 de-

posited in the Private Bill Office of the House of Commons on or before the 31st day of December next.

Dated this first day of November 1852.

*T. A. and J. Grundy*, Solicitors, Bury.  
*Geo. Thos. Read*, Solicitor, Bacup.

Bedford and Newport Pagnell Turnpike Road.  
(Repeal or Amendment of Acts; Continuation of Term.)

**N**OTICE 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, extend, amend, and enlarge the powers of an Act, passed in the 54th year of the reign of King George the 3rd, intituled "An Act for repairing the road from Saint Lloyd's, in the town of Bedford, in the county of Bedford, to the turnpike road leading from Olney to Newport Pagnell, in the county of Buckingham," or to repeal the said Act, and enact other provisions in lieu thereof; and to continue or extend the term granted by the said Act, and any further term in continuance thereof granted by any subsequent Acts; and also to continue or alter the tolls, rates, or duties by the said first-mentioned Act authorized to be levied, and to levy new tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties, and to confer, vary, or extinguish other rights and privileges; and provision will be made in the said Bill for paying off, compounding, and making arrangements with reference to the mortgages and other debts and charges upon the said road or tolls, and for varying or extinguishing some of the rights and remedies of the mortgagees and other creditors thereon.—Dated this 10th day of November 1852.

*Pearse and Son*, Bedford, Solicitors for the Bill.

Barnet and Willesden Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the Session of 1853, for leave to bring in a Bill to make and maintain a railway, with all proper approaches, works, stations, and conveniences connected therewith, to commence by a junction or junctions with the Great Northern Railway, at or near the station thereof, in the town of Chipping Barnet; which junction will be in the parishes of Monken Hadley and Chipping Barnet, or one of them, in Middlesex; and to the northward of the said station; and the said railway will pass through Monken Hadley and Chipping Barnet, in the counties of Middlesex and Hertford, or one of them, East Barnet and Totteridge, in Hertfordshire, and Whetstone, Friern Barnet, Totteridge, Mill Hill, Drivers Hill, Page Street, Hendon, Burroughs, Hyde, Kingsbury, Neesdon, Willesden, otherwise Wilsdon, Harlesden, otherwise Holsdon Green, and Hammersmith, in Middlesex, and will terminate by a junction or junctions with the West London Railway, and the North and South Western Junction Railway, or one of them, at the northern terminus or termini of the last-named railways respectively, and where the same respectively unite with the London and North Western Railway, in the parishes of Hammersmith and Willesden, or one of them.

And also to make short spurs or branch railways from the said intended railway, to the London and North Western Railway, and also the North and South Western Junction Railway for the purpose of continuing and connecting the said intended

railway with the said two last-named railways, at or near the said points of junction of the London and North Western Railway with the West London Railway, and the North and South Western Junction Railway respectively, in the parishes of Hammersmith and Willesden, or one of them.

And it is proposed by the said intended Bill to incorporate a company for the purposes of the said railways and works, and to enable the same company to purchase, by compulsion or agreement, houses and lands, and to levy tolls, rates, and duties for the use of the said railways and works, and to abolish any rights and privileges which may interfere with the intended railways or works.

And the said Bill will enable the said company to contract with the Great Northern, the London and North Western, the London and South Western, and the North and South Western Junction Railway Companies, or with any of them, and will enable the said companies, or any of them, jointly or severally, to contract with the company to be incorporated by the Bill for the construction, maintenance, and working, in whole or in part, of the intended railways and works, and for the management of the traffic thereon, and the interchange of traffic, and the receipt and apportionment of tolls; and it will also enable the same four companies, or any of them, jointly or severally, to contribute towards the cost of making and maintaining the intended railways and works. And for those purposes the Bill will amend and extend the powers and provisions of the "Great Northern Railway Act, 1846," and of the other Acts relating to the Great Northern Railway Company; and also of 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 Railway Companies," and of the other Acts relating to the London and North Western Railway Company; and also of an Act passed in the 5th year of the reign of King William IV., cap. 88, intituled, "An Act for making a railway from London to Southampton," and of the other Acts relating to the London and South Western Railway Company, and also the North and South Western Junction Railway Act, 1851, and of the other Acts relating to the North and South Western Junction Railway.

Plans and sections of the said intended railways and works, a book of reference to the said plans, a published map, showing the direction of the said railways and works, together with a copy of this notice, will, before the 1st day of December next, be deposited for public inspection 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 Hertford, at his office in St. Albans. And before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each parish, in or through which the said railways and works are intended to be made, together with a copy of this notice, will be deposited with the parish clerk of that parish, at his residence. If the works will pass through any extra-parochial places, the documents relating to those places will be deposited at the residence of the parish 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 next.

Dated the 13th day of November, 1852.

*Francis William Mount*,  
10, Clement's Lane, London, Solicitor  
for the Bill.



## Spalding Improvement.

Appointment of Commissioners, with powers for better paving, lighting, watching, cleansing, and improving streets, &c. ; for providing a corn exchange, market-house, baths and washhouses, slaughter-houses, and other public buildings, waterworks, cemeteries, sewerage, and gasworks ; police regulations, compulsory purchase of lands, &c. ; purchase of existing gasworks ; for levying rates, and for other purposes.

**N**OTICE is hereby given, that application is intended to be made to parliament, in the present session, for leave to introduce a bill, and for an act for paving, lighting, watching, draining, watering, cleansing, and otherwise improving and regulating the town and parish of Spalding, in the county of Lincoln, and for the abatement of nuisances therein ; and, by the said intended act, it is proposed to provide for the same, and all other necessary sanitary and governing powers, being carried into execution by commissioners, to be constituted as in the said act shall be provided, and to be thereby made the surveyors of all highways throughout the limits of the said act. And, by the said act, it is proposed to enable such commissioners to construct or purchase, or rent, hold, and maintain, waterworks and gasworks, markets, and market places, a market-house and corn exchange, public baths and washhouses, public slaughter-houses, and other public buildings, and public cemeteries or burial-grounds, or all or any of them, and also works for drainage and sewerage, or for improving, regulating, and maintaining the present and future drains and sewers, and the collecting and storing of sewage water and sewage manure, with all necessary and proper appliances and appurtenances thereto respectively, and to purchase, take down, and remove all houses, buildings, and obstructions which may be deemed requisite for widening and improving streets, roads, and passages within the said town. And it is also proposed, by the said intended act, to vest in the said commissioners power to purchase the present Town-hall, within the said town, and the land or ground whereon the same stands, and to pull down, remove, or otherwise appropriate such building and land, and to extinguish all rights and interests therein, and to erect a new corn exchange and market-house, and market-place, with all necessary pens, stalls, standings, weighing machines, shops, buildings, avenues, and approaches, and to erect and provide slaughter-houses and places for slaughtering cattle, and to make bye laws for the regulation of the several markets, market-places, and slaughter-houses, and to prevent the hawking of butchers' meat within the said town and parish. And it is also proposed to enable the said commissioners to purchase all the rights and interests of the lord or lords of the manor of Spalding, with its members, in the existing markets and fairs. And it is proposed, by the said intended act, to authorise the said commissioners to supply the said town with water, and for that purpose to make and maintain the works following, or some of them, that is to say :—

First,—An aqueduct or main pipe, to commence from and out of the river Glen, at, near, or adjoining to a certain field belonging, or reputed to belong, to Henry John Adeane, esquire, in the occupation of Andrew Aitken and Thomas Aitken, situate near to a certain place called Tongue End, and lying and being in the extra-parochial place called Deeping Fen or Deeping St. Nicholas, in the said county of Lincoln, and to pass from, in, through, or into the several parishes, townships, and extra-parochial and other places of Deeping Fen or Deeping St. Nicholas, Pinchbeck, and Spalding, in the said county, or some of them, and to terminate

at or near the High Bridge, in the said parish of Spalding.

Secondly,—A reservoir or reservoirs, with filtering beds, tanks, works, approaches, and conveniences, at, upon, near, or adjoining the aforesaid field in the said extra-parochial place called Deeping Fen or Deeping St. Nicholas.

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

And it is further proposed by the said intended act, to take powers to divert, take, collect, and use for the purposes aforesaid, water from the said river Glen, and also water from all rivers, brooks, streams, and springs, flowing into the same or upon the line of the proposed works, and which water or some part thereof at present flows, or proceeds to or into certain cuts or watercourses branching therefrom, and into a certain river or navigation, called or known as the river Welland ; and also to enable the said commissioners to construct, lay down, keep, and maintain mains, pipes, syphons, ducts, watercourses, and other apparatus and works for effecting the purposes aforesaid, in, under, or along any of the streets, lanes, ways, turnpike or other roads, thoroughfares, passages, railways, canals, watercourses, bridges, and other places, or any open or inclosed lands within the said several parishes, townships, and extra-parochial, or other places before mentioned, or any of them. And it is also intended by the said act, to authorise and empower the said commissioners to purchase and hold, or lease any waterworks for supplying the said town and parish of Spalding with water, for sanitary, domestic, or other purposes, or to contract with any person or persons, bodies politic or corporate, for such a supply to the said town and parish.

And it is also intended by the said act, to take powers to make and maintain a sewer or drain, or sewers or drains, and tanks, culverts, sluices, and other works connected therewith ; that is to say ; a sewer or drain on the west side of the river Welland, to commence at or near to the house of correction in the said parish of Spalding, and to continue to a proposed tank or sump, intended to be made in a certain field belonging to Thomas Bemrose, in the said parish of Spalding, abutting upon the Marsh road, adjoining land of William Nicholls, and now in the occupation of Edward Sharp and Joel Sharp, and to terminate at an outfall into the said river Welland, at or near a certain place called Marsh Rail Gate, in the said parish of Spalding. And also a sewer or drain on the east side of the said river Welland, to commence at or near the High Bridge in the said parish of Spalding, and to continue to or near to a certain public-house called or known by the name of the Pigeon, situate near the Pigeon toll-gate, on the road leading from Spalding to Holbeach, in the said parish of Spalding, and thence to cross beneath the bed of the said river Welland, and to terminate by a junction with the tank or sump, lastly hereinbefore mentioned, and by an outfall into the said river Welland, to be used as and when occasion shall require, with all machinery, apparatus, and conveniences, which may be requisite or necessary thereto.

And it is also proposed by the said intended act, to empower the said commissioners to establish a cemetery or cemeteries, for the burial of the dead, with chapels and all necessary and proper ap-

proaches, works, and conveniences, annexed thereto or connected therewith, and to prevent interments, either wholly or partially, in the present church, churchyard, or burial ground, attached to the parish church, of the said parish of Spalding, and also in any other burial ground, in the said parish of Spalding, and to vary or extinguish existing rights and privileges, in connection with such existing burial grounds, or any of them, and to confer other rights and privileges instead thereof, and which said cemetery or cemeteries, chapels, approaches, and conveniences, are proposed to be made, constructed, and erected, in and upon certain fields, or pieces, or parcels of land, within the said parish of Spalding, belonging, or reputed to belong, to Catherine Massey, of Spalding, aforesaid, spinster; and which said fields, or pieces, or parcels of land, are bounded on the east, in part, by land belonging to John Massey, in other part, by land belonging to Benjamin Addenbrooke Messop, in further part, by land belonging to the devisees of the late John Williams Greeves, and in remainder part, by land, belonging to Thomas Bemrose; on the west, in part, by the turnpike road leading from Spalding to Donington, in other part, by land belonging to Theophilus Russel Buckworth, esquire, in further part, by land belonging to the assignees of Charles Green, and in remainder part, by the line of the Great Northern railway; on the north, in part, by land, belonging to the said Theophilus Russel Buckworth, in other part, by land belonging to William Nicholls, and in remainder part, by land belonging to the said Thomas Bemrose; and on the south, by land belonging to John Richard Carter, esquire, and to extinguish all rights and interests in such land.

And it is also proposed by the said intended act to authorise and empower the said commissioners to purchase by agreement, from the owner or owners thereof, all the lands, buildings, machinery, property, rights, easements, privileges, interests and effects, of and in, and arising from or out of the gasworks, called or known as the Spalding gasworks, situated in the said parish of Spalding, or to rent or lease the same, and to enable the said last-mentioned owner or owners to sell or lease the same to the said commissioners; or otherwise to authorise and empower the said commissioners to construct and maintain gasworks, and to provide all the necessary pipes and apparatus for lighting the said town of Spalding, and supplying the inhabitants thereof with gas, and to confer all other usual and requisite powers for such purpose.

And by the said intended act it is also proposed to confer on the said commissioners, to be thereby constituted, compulsory or other powers to enter upon, purchase, and use for all or any of the purposes aforesaid, or in connection therewith, all lands and houses or other buildings, and streams and water-courses, and other water privileges, easements, rights and hereditaments, and to alter or extinguish all existing rights or privileges, connected with such lands and houses and other property, which would interfere with the proposed undertakings or any of them, and also for the purposes aforesaid, or any of them, to break, stop up, dam up, raise, lower, arch over, culvert, divert, alter, close, cleanse, or otherwise deal with, use, or appropriate, either temporarily or permanently, streets, turnpike and other roads, banks, railways, canals, rivers, drains, ditches, streams, rivulets, water-courses, ways, passages, and places, or any open or inclosed land.

And it is also proposed by the said intended act to empower the said commissioners, for the purpose of defraying the expences of carrying into execution the said intended act, or for all or any of the purposes or powers thereof, or for any other of the purposes of the said intended act, to levy tolls,

rents, rates, and duties, within the said parish of Spalding, and to continue, alter, or extinguish, existing tolls, rents, rates, and duties, and to confer, vary, or extinguish exemptions from payment of tolls, rents, rates, and duties, and to confer, vary, or extinguish other rights and privileges; and also, if deemed expedient, to sell and dispose of water and gas and sewage-water, or sewage-manure, and vaults, or places of interment, or all or any of them, and also to set and let any buildings, stalls or standing-places or other privileges or accommodation, at or within any corn-exchange, market-house, market-place, market, or fair; and also to raise money for the several purposes of the said intended act, or any of them, on the credit of the several tolls, rents, rates, and duties which may become payable under the said intended act, or any of them, or on the credit of any water-works, gas-works, sewage-works, cemeteries, or burial-grounds, corn-exchange, market-house, markets, and market-places, or all or any of them, or on any other property whatsoever which may hereafter be acquired by or belong to such commissioners.

And by the said intended act it is further proposed for all or any of the purposes aforesaid, or in connection therewith, to confer on the commissioners to be thereby constituted the several powers, privileges, and authorities contained in the "lands clauses consolidation act, 1845;" "the markets and fairs clauses act, 1847;" "the gas-works clauses act, 1847;" "the commissioners clauses act, 1847;" "the water-works clauses act, 1847;" "the towns improvement clauses act, 1847;" "the cemeteries clauses act, 1847;" and "the town police clauses act, 1847," all or some of them, or some parts thereof respectively. And by the said intended act, it is also proposed to incorporate therewith, the several before-mentioned acts, or some of them, or some parts thereof respectively.

And notice is hereby also given, that on or before the thirtieth day of this instant November, there will be deposited for public inspection with the Clerk of the Peace for the parts of Holland in the county of Lincoln, at his office at Spalding, in the said county; and also for the Clerk of the Peace for the parts of Kesteven, in the said county, at his office at New Sleaford, in the said county, respectively, duplicate plans and sections, describing the lines or situations and levels of the intended aqueducts, mains, reservoirs, and other works, with a book of reference to such duplicate plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of the lands and houses intended to be taken or used for the purposes of the said waterworks, and a copy of this notice, as published in the "London Gazette;" and that 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 before mentioned, 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 the extra-parochial place of Deeping Fen or Deeping Saint Nicholas with the clerk of the district church of Deeping St. Nicholas, at his place of abode, and also with the parish clerk of the said parish of Pinchbeck, at his place of abode. And that on or before the said thirtieth day of November, instant, there will also be deposited for public inspection with the said Clerk of the Peace for the said parts of Holland, at his office at Spalding, in the said county, duplicate plans and sections, describing the lines or situations, and levels of the intended sewer or sewers, with a book of reference to such last-mentioned duplicate plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of the lands and houses in-

tended to be taken or used for the purposes of the said sewer or sewers, and a copy of this notice, as published in the "London Gazette." And that on or before the said thirtieth day of November, a copy of the said last-mentioned plans, sections, and book of reference, and a copy of this notice, (as published in the "London Gazette,") will be deposited with the said parish clerk of the said parish of Spalding, at his place of abode.

And lastly, notice is hereby further given, 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 twelfth day of November, one thousand eight hundred and fifty-two.

*Charles Harvey,*  
*A. F. Cartwright,* } Joint solicitors, Spalding.  
*R. H. Wyatt,* 43, Parliament-street, Westminster,  
Parliamentary agent.

### Spalding Waterworks.

Incorporation of company. Construction of works.  
Supply of water to the inhabitants of Spalding,  
in the county of Lincoln. Rates.

**N**OTICE is hereby given, that application is intended to be made to parliament, in the present session, for leave to introduce a bill and for an act for better supplying with water the inhabitants of Spalding, in the county of Lincoln; and for the purpose of affording such supply of water as aforesaid, it is intended by the said proposed act to obtain powers to authorise the said company to make and maintain the works following, or some of them; (that is to say):

First. An aqueduct, or main pipe, from and out of the river Glen, at, near, or adjoining to a certain field belonging, or reputed to belong to Henry John Adeane, esquire, and in the occupation of Andrew Aitken and Thomas Aitken, situate near to a certain place called Tongue End, and lying and being in the extra-parochial place called Deeping Fen, or Deeping St. Nicholas, in the said county of Lincoln, and to pass from, through, or into the several parishes, townships, and extra-parochial and other places of Deeping Fen, or Deeping Saint Nicholas, Pinchbeck, and Spalding, in the said county, or some of them, and to terminate at or near to the High Bridge in the said parish of Spalding.

Secondly. A reservoir, or reservoirs, with filtering beds, tanks, works, approaches, and conveniences, in, near, or adjoining the aforesaid field, in the said extra-parochial place called Deeping Fen, or Deeping Saint Nicholas.

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

And it is further proposed by the said act to take powers to divert, take, collect, and use for the purposes aforesaid, water from the river Glen, and also water from all rivers, brooks, streams, and springs, flowing unto the same, or upon the line of the proposed works, and which water, or some part thereof at present flows or proceeds to or into certain cuts or watercourses, branching therefrom into a certain river or navigation called or known as the river Welland; and also to enable the said company to construct, lay down, keep and maintain mains, pipes, syphons, ducts, watercourses, and other apparatus and works for effecting the purposes aforesaid,

said, to, under, or along any of the streets, lanes, ways, turnpike or other roads, thoroughfares, passages, railways, canals, watercourses, bridges, and other places, or any open or inclosed lands within the said several parishes, townships, and extra-parochial or other places before mentioned, 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 undertaking into effect, and to enable the company to be thereby incorporated to purchase or take by compulsion, or by agreement, lands, houses, waters, springs, and other hereditaments and easements, for the purposes of the proposed act, and to vary, repeal, limit, or extinguish all existing rights and privileges connected with such lands, houses, waters, springs, hereditaments, and easements, and to levy and receive tolls, rates, rents, and remunerations in respect of or incident to the supply of water within the said several parishes, townships, and extra-parochial and other places aforesaid, and to raise all such sums of money on the credit thereof by mortgage or otherwise, as may be requisite or proper, for providing funds for carrying out the objects of the said intended act or any of them. And also to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges, and to vary, repeal, or extinguish all or any existing rights and privileges which would impede or interfere with the objects of the proposed act.

And it is also intended to take power to break up, stop, alter, or divert, whether temporarily or permanently, all banks, turnpike and other roads, ways, bridges, drains, streams, rivers, and watercourses, within the aforesaid parishes, townships, and extra-parochial places, or any of them, for the purposes of the proposed act.

And it is also proposed by the said intended act to take powers to enable the said company so to be incorporated to sell or lease their waterworks when completed, with all their appurtenances, to any person or persons, or bodies politic or corporate, willing to purchase or lease the same, and to enter into contracts for watering the streets of the said town, and for supplying public and private baths and washhouses, manufactories, and buildings, with water in bulk or otherwise.

And it is further proposed by the said intended act, for all or any of the purposes aforesaid, or in connection therewith, to confer on the said company so to be incorporated the several powers, privileges, and authorities contained in "the companies clauses consolidation act, 1845;" "the lands clauses consolidation act, 1845;" and "the waterworks clauses act, 1847;" all or some of them.

And notice is hereby further given, that plans and sections in duplicate, showing the line, situation, and levels of the said proposed works, and the lands in or through which the same are to be maintained and intended to be taken for the purposes aforesaid, together with a book of reference to such plans, and also a copy of this notice (as published in the "London Gazette") will be deposited for public inspection on or before the thirtieth day of November instant, with the clerk of the peace for the parts of Kesteven in the county of Lincoln, at his office in New Sleaford in the said county, and with the clerk of the peace for the parts of Holland in the said county of Lincoln, at his office in Spalding, in the said county; and that a copy of so much of the said plans, sections, and books of reference respectively, as may relate to any parish in or through which the said works are made or maintained, and also a copy of this notice (as published in the "London Gazette") will be deposited for public inspection on or before the said thirtieth day of November instant, with the parish clerk of each such parish at his place of

abode; and also that a copy of so much of the said plans, sections, and book of reference respectively, as may relate to the said extra-parochial place of Deeping Fen or Deeping St. Nicholas, in or through which the said works are proposed to be made or maintained, and also 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 district church of Deeping St. Nicholas, at his place of abode; and also with the parish clerk of the said parish of Pinchbeck, being the parish immediately adjoining to such extra-parochial place, at his place of abode; and printed copies of the said 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 this twelfth day of November, one thousand eight hundred and fifty-two.

*Charles Harvey*, Solicitor, Spalding.

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

#### Shrewsbury and Aberystwith Railway.

(Incorporation of Company for Construction of Railway from Shrewsbury to Aberystwith, with a Branch to Oswestry; Power to the London and North Western Company to Subscribe; Power to make Working Arrangements with the London and North Western and Shrewsbury and Hereford Railway Companies; Use of Joint Station at Shrewsbury.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for making and maintaining the following railway and branch railways, or some of them, with all proper stations, works, and conveniences connected therewith (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 Saint 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, Edgebolton, 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 Shrewardine, Rowton and Amerson, Rowton, Rowton and Ambaston, Rowton and Amaston, Little Shrewardine,

Shrewardine, 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, Rantygynwen, Rantygynwen, Rhysnant, Rhusnant, Llandrinio, Penryn Fechan, Penthrvn Fechan, Penthrvn Vechen, Penryn Fechan, Buttington, Trewern, Trewerne, Hope and Clutterwood, Hope and Clutterwood, Hope, Clutterwood, Clutterwood, Guilsfield, Guildsfield, Pool Quay, Gungrog, Welshpool upper division, Welshpool middle division, Welshpool lower division, Welshtown, Welshpool, the Pool, Pool, Pooltown, Welchtown, Dysserth, Trallwmgollen, Tyddyn-Prydd, Stredalfedan, Stredalfeden, Llanerchydol, Llanerchyoel, Coffronydd, Cyfronydd, Trefnant-fechan, Gungogfawr, Gungrogvechan, Gungrog-fechan, Gungrogfawr, Worthen, Leighton, Berriew, Brithdir, Brithdin, Upper Allt, Lower Allt, Berriew, Frydd Penthrryn, Frydd, Penywerne, Keel, Vaenor Issa, Vaynor Issa, Vaenor Ucha, Vaynor Ucha, Gowthmill, Garthmill, Keel-Cochwyn, Keelcochwyn, Penthrvn, Brincamisir, Kefngwernfa, Llivior, Divior, Trwstewelin, Trwstewelin, Llandinior, Llandinir, Forden, Kedewen, Cadewen, Betws, Betus, Bettws Caedewen, Betws Kedewen, Betws Kydewen, Uchedre, Uheldre, Dolvorwin, Dolforwyn, Garthgallin, Garthgellin, Llanerthion, Llanrithion, Llanrithion, Llanrithion, Castle Caer-Enion, Castell Caer Enion, Castle Caereinion, Trehelig, Forden, Forden, Woodluston, Woodlaston, Woodbaston, Mumlin, Munlyn, Thornbury, Kilkewydd, Bellon, Llandysill, Llandysill, Bryntalch, Rhandir, Balbro, Bolbro, Brwnywood, Llanmerwig, Llanmerwig, Llanllwchairan, Llanllwchair, Aberbechan, Kilcowen, Gwested, Gwestyd, Hendidley, Pentyloddfen, Newtown, Newtown upper and lower division, Llanfair Dmffryn, Dyffryn, Dyffrin Llanfair, Kerry, Moughtrey, Newtown, Llanllwchaiarn, Scaffell, Aberhafesp, Penstrowed, Penystrowed, Llandinam, Maesmawr, Gwernerin, Detegneth, Llandinam, Llanwnnog, Carno, Llyslyn, Llanidloes, Llangerrig, Llangirrig, Llanbrynmaur, Tyrymynach, Tyrymynach, Trefolwern, Trefeglwys, Tref-Eglwys, Cemmes, Gwernybwelch, Darowen, Noddfa, Caerseddafan, Llanwrin, Glynceiriog, Llanwim, Glanfychan, Penegoes, Penegos, Isycoed, Machynlleth, Isygarreg, Isygarreg, and the liberty of Machynlleth, all in the county of Montgomery, Pennal, Upper Pennal, Lower Pennal, Cynfalaur, Towyn, all in the county of Merioneth, Llanfihangel-Geneur-Glynn, Llanfihangel-geneur-glyne, Scyboricoed, Llancynfelin, Henlllys, Caelanymaesmor, Cenlw-y-Maes-Mawr, Cynmill-Mawr, Cynmillmawr, Cyfoethybrenin, Tyrymynach, Llanbadarnfawr, Broncastellan, Trefeirig, Clarach, Llan-gorwen, Vaynorissa, Vaynorucha, Parcel-Carrol, Uchayndre, Issayndre, Melindwr, Cwmrheidol, Llanbadarnycroyddinucha, Llanbadarnycroyddinissa, and the town, borough, and liberty of Aberystwith, all in the county of Cardigan, and terminating at or near to the Town Hall of Aberystwith, in the town of Aberystwith, in the liberty of the borough of Aberystwith, in the parish of Llanbadarnfawr, in the county of Cardigan, together with a branch or extension of the said main line, with all proper works and conveniences connected therewith, commencing by a junction with the said main line at or near the Town Hall, in the liberty of the borough of Aberystwith, and terminating at the Harbour of the said borough of Aberystwith, at or near the junction of the rivers Rheidol and Istwith, which branch or extension railway will be wholly situate

within the liberty of the said borough of Aberystwith, in the said parish of Llanbadarnfawr, in the county of Cardigan.

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, Penthryn-Vechan, Penthryn-Fechan, Penthryn 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, Lyncelys, Blodwell, Knockin, Woolston, Osbaston, Oswestry, liberties of the town of Oswestry, Llanforda, Trefarclawdd, Treferclawdd, Trevyclawdd, Cynynion, Caenynion, Pentrygaer, Pentregaer, Tan-coed-y-gaer, Crickheath, Treflach, 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; with the Clerk of the Peace for the county of Montgomery, at his office at Welshpool in the said county of Montgomery; with the Clerk of the Peace for the county of Merioneth, at his office at Pormadoc in the said county of Merioneth; and with the Clerk of the Peace for the county of Cardigan, at his office at Aberystwith in the said county of Cardigan; 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 each 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 incorporate a Company for the purpose of constructing and carrying into effect the proposed railways and works, or some part thereof, and to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish 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 enable the Company thereby to be incorporated and the London and North Western Railway Company to enter into and carry into effect such agreements and arrangements as they may think fit in respect of the working and use by the London and North Western Railway Company of the said intended railways, or any of them, or any part or parts thereof respectively, and the conduct, regulation, and management of the traffic upon or over the said intended railways, or any of them, or any part or parts thereof respectively, and the fixing, levying, payment and division and apportionment of tolls, rates, and duties in respect of such traffic; and it is also intended by the said Act to authorize the Company to be thereby incorporated and the Shrewsbury and Hereford Railway Company to enter into contracts and arrangements in reference to the use of any portion of the Shrewsbury and Hereford Railway, upon payment of such tolls, rates, and charges, or sums of money, or upon such other terms and conditions as shall be agreed upon, or as shall be prescribed or provided by the said intended Act.

And it is also proposed in and by the said Act to authorize the London and North Western Railway Company, out of their corporate or other funds, to take and hold shares in, and to subscribe towards the said intended railways and works, or any part thereof.

And it is also intended by the said Act to enable the Company to be so incorporated, 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 by the Company to be so incorporated 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 by the said intended Company of such station, or any part thereof, and for and concerning the amount of rates, tolls, or other charges

which shall be paid by the said intended Company for the use by them 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 railway, 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 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, 9th and 10th Victoria, caps. 307 and 308; 10th and 11th Victoria, cap. 80; 11th and 12th Victoria, cap. 133; 12th and 13th Victoria, cap. 85; and 15th and 16th Victoria, 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 Victoria, cap. 99; 8th and 9th Victoria, caps. 42 and 115; 9th and 10th Victoria, caps. 250, 251, 274, and 275; 10th and 11th Victoria, cap. 144; 12th and 13th Victoria, cap. 55; 14th and 15th Victoria, cap. 131; and 15th and 16th Victoria, 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 Victoria, cap. 325; and 13th and 14th Victoria, 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 Victoria, caps. 304, 322, and 323; and 10th and 11th Victoria, cap. 236.

And also of the several Acts following relating to the London and North Western Railway Company, (that is to say): 8 and 9 Victoria, caps. 36, 37, 43, 105, 112, 123, 156, and 198; 9th and 10th Victoria, 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 Victoria, caps. 73, 107, 114, 118, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11th and 12th Victoria, caps. 58, 60, and 130; 12th and 13th Victoria, cap. 74; 13th and 14th Victoria, cap. 36; 14th and 15th Victoria, caps. 28 and 94; and 15th and 16th Victoria, caps. 98 and 105.

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.

*Swift and Wagstaff,* } Solicitors,  
*J. Bethell,* } Westminster.

#### Yarmouth and Lowestoft Railway.

Power to use the Lowestoft and the Halesworth, Beccles, and Haddiscoe railways.

**N**OTICE is hereby given, that it is intended to apply to parliament in the next session thereof, for a bill to incorporate a company, and to give to that company power to make and maintain a railway, with all proper works, stations, approaches, and conveniences connected therewith, commencing by two junctions with the Lowestoft railway, one thereof at or near the boundary line dividing the parishes of Oulton and Blundeston, in the county of Suffolk, and the other in the said parish of Blundeston, in a field numbered thirteen in the deposited plans of the said Lowestoft railway, at or about

seven miles from the Reedham station, and terminating at or near a certain mill and premises, now or lately called Branford's mill, in the hamlet or parish of Southtown, in the borough of Great Yarmouth, in the county of Suffolk, which said railway will pass through or into the several places following, or some of them, that is to say, Oulton, Flixton, Blundeston, Lound, Hopton, Gorleston, and Southtown, all of which places are in the said county of Suffolk.

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

And it is intended by the bill to enable the said company to run their engines and carriages over the Lowestoft railway, and the Halesworth, Beccles, and Haddiscoe railway, and to use the watering places, stations, and other works of such respective railways, upon the terms and conditions to be defined by the said bill, or by the Board of Trade.

And notice is hereby given, that duplicate plans and sections, shewing the line and levels of the said intended railway, 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, houses, and other property intended to be taken, a published map with the line of railway thereon delineated, and also a copy of this notice, 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 the county of Suffolk, at Bury Saint Edmund's 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 before-mentioned parishes, in or through which the said intended railway will pass, together with a copy of this notice, will be deposited with the parish clerk of each such parish at his place of abode; and in the case of any extra-parochial place, with the parish clerk of an 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, on or before the thirty-first day of December next.

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

#### Waveney Valley Railway Act Amendment and Extension to Beccles.

**N**OTICE is hereby given, that the Waveney Valley railway company intend to apply to parliament, in the next session thereof, for a bill to extend the Waveney Valley railway from Bungay to Beccles, in the county of Suffolk, and to make and maintain all proper works, stations, approaches, and conveniences in connexion with the said extension railway, which will commence by a junction with the Waveney Valley railway, at its authorized termination in the parish of Bungay Holy Trinity, in the said county, will pass thence through, or into the several places following, or some of them (that is to say), Bungay Holy Trinity, Bungay Saint Mary, Mettingham, Shipmeadow, Barsham and Beccles, in the said county of Suffolk, and Gillingham, in the county of Norfolk, and will terminate in the said parish of Beccles by a junction or junctions with the proposed Halesworth, Beccles, and Haddiscoe railway, in or near to the fields numbered 87 and 115 on the deposited plans of the said last mentioned railway referred to in "the

Halesworth, Beccles, and Haddiscoe railway act, 1851."

It is intended by the said bill to extend the provisions of "the Waveney Valley railway act, 1851," to the said extension, and to confer upon the Eastern Union railway company the same powers over the said extension as are now vested in them with respect to the said Waveney Valley railway, and for this purpose it is intended to amend and enlarge the several acts relating to the said Eastern Union railway company, namely, the 7 and 8 Vic., caps. 85; 8 and 9 Vic., cap. 94 and 97; the 9 and 10 Vic., cap. 97 and 280; the 10 Vic., cap. 19; the 10 and 11 Vic., cap. 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.

And it is intended by the same bill to empower the said Waveney Valley railway company to purchase by compulsion, the lands, houses, and other property which may be required in the construction of the said extension, and to vary and extinguish all existing rights or privileges, in any manner connected with such lands, houses, and other property, and also to levy tolls, rates, and charges, in respect of the said extension railway.

The said bill will also empower the said Waveney Valley railway company, to amend and enlarge some of the powers and provisions of "the Waveney Valley railway act, 1851," and will enable them to raise further sums of money by shares and mortgage. The said bill will also confer upon the said company other rights and privileges, and will alter, vary, and extinguish all existing rights or privileges, which might otherwise interfere with the accomplishment of the objects contemplated by the said bill.

And notice is hereby given, that duplicate plans and sections, shewing the line and levels of the said intended railway, books of reference to such plans containing the names of the owners, or reputed owners, lessees or reputed lessees, and occupiers of the lands, houses and other property intended to be taken, a published map with the line of railway thereon delineated, and also a copy of this notice 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 the said county of Suffolk, at Bury St. Edmund's, and for the said county of Norfolk at the Shirehall, Norwich Castle, in the said county. And that on or before the same day, a copy of so much of the said plans, sections, and books of reference, as relates to each of the before-mentioned parishes in or through which the said intended railway pass, together with a copy of this notice, will be deposited with the parish clerk of each such parish, at his place of abode; and in case of any extra-parochial place, with the parish Clerk of an adjoining parish, at his place of abode.

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 December next.

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

*Hartcup and Barlee,*  
Solicitors, Bungay, Suffolk.

#### Victoria (London) Docks.

Extension of works and construction of new docks; power to hold lands for warehouses; extension of time for purchasing lands and completing works; increase of capital; powers to lease; and amendment of act.

**N**OTICE is hereby given, that application is intended to be made to parliament in the ensuing session for leave to bring in a bill to alter,

amend, and enlarge some of the powers and provisions of "the Victoria (London) dock act, 1850," or to repeal the said act, and grant further, better, and more effectual powers to the Victoria (London) dock company instead thereof.

And it is intended to take powers in such bill to authorise the said dock company to make and maintain additional docks, with basins, cuts, channels, entrances, and other works connected therewith, on the east side of the dock authorised to be made by the said act, and extending thence to or towards or near the entrance from the river Thames authorised to be made by the said act, and shewn on the plans referred to in such act deposited with the Clerks of the Peace for the counties of Essex and Kent; and for the purpose of making such additional docks, basins, cuts, channels, entrances, and other works, to enable the said company to vary and enlarge the eastern cut or channel authorised by the said act to be made between the site of the intended dock authorised by such act and the river Thames, and to convert such cut or channel where necessary into docks, basins, ponds, and other works; and also to alter, vary, or enlarge the present authorised docks, and the cuts or channels thereto, and the works connected therewith, and to enable the said company in connection with such authorised and new docks to make such timber ponds, basins, and graving docks, wharfs, quays, and tramways, and to erect such warehouses, sheds, and other works as they shall think proper, which said additional docks, and the cuts, channels, and works in connection therewith, and also the alteration, variation, and enlargement of the authorised docks, cuts, or channels, and the several works aforesaid, will be situate in, or pass from, in, through, or into the parishes of East Ham, and West Ham, in the county of Essex, and Woolwich, in the county of Kent, and be situate on the north side of the river Thames, on the lands within the space comprised between the outlet of the river Lea into the river Thames at Bow Creek on the west, and Gallions Reach, in the said river Thames, on the east.

And it is also intended to enable the Victoria (London) dock company to provide and maintain warehouses and other buildings for receiving and housing goods and merchandise, together with wharfs, jetties, landing places, and other conveniences connected therewith, and for such purposes to purchase, take on lease, and hold lands in the city of London, or adjacent thereto, and to authorise such company to acquire and use steam and other vessels for the conveyance of goods to and from their said warehouses and docks respectively.

And it is intended to enable the Eastern Counties railway company and the Victoria (London) dock company to enter into contracts, agreements, and arrangements with respect to the use and diversion of the line of the North Woolwich railway, and to enable the dock company to contribute towards the cost of such diversion.

And it is intended to obtain powers in the said bill for the compulsory purchase of the lands, houses, tenements, and hereditaments to be defined on the plans hereinafter referred to, and to cross, alter, divert, or stop up, whether permanently or temporarily, all such turnpike roads, or other highways, occupation roads and paths, railways, rivers, sewers, and streams within the several parishes aforesaid, as it may be necessary or expedient to cross, alter, divert, or stop up for the purposes of the several works aforesaid, or any of them, and to vary or extinguish all existing rights and privileges connected with such lands, or with the lands immediately abutting on the said intended docks, wharfs, or works, or which would in any manner interfere with or impede the proposed undertaking.

And it is also intended to apply for powers to levy and take tolls, rates, rents, and duties for and in respect of the use of the said intended docks, canals, basins, warehouses, and other works and conveniences, and for the said steam communication or otherwise, and to confer, vary, or extinguish exemptions from payment of such rates, tolls, and duties, and also from payment of any existing rates and duties authorised by the said Victoria (London) dock act (or the other acts before specified) or otherwise, or to alter existing rates and duties, and to confer, vary, or extinguish other rights and privileges.

And it is also intended to take water from the river Thames, and from any streams or water-courses running into such river.

And it is intended to extend the time for the completion of the works authorised by the said Victoria (London) dock act, and also the time granted or limited by such act for the compulsory purchase of the lands and houses authorised to be taken by such act.

And it is intended to authorise the Victoria (London) dock company to increase their capital, and to raise further sums of money by issue of new shares and by mortgage.

And it is intended in such bill to authorise the said company to enter into any contracts or agreements with, or to lease their undertaking for any term or number of years to, Samuel Morton Peto, Edward Ladd Betts, and Thomas Brassey, or any or either of them, or to any other person or persons, or to any company, and to enable such person or persons, or company, to enter into such contracts or agreements, or to take such lease, and to exercise all the powers of the Victoria (London) dock company, or such of them as shall be agreed to be exercised by them, or to enable the said dock company to lease a part of the undertaking to such persons or company, or their rates, tolls, and duties authorised to be taken by them, to such persons or company, and to enable such lessees to exercise all such powers and authorities, and to take all such rates, tolls, and duties as the said Victoria (London) dock company could have done under the powers of the act relating to the undertaking, or under the powers to be conferred by the bill.

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections of the said intended new works and variations, enlargements, and diversions of existing works hereinbefore mentioned, and of the lands to be taken or used for the same respectively, and a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands intended to be taken, and a copy of this notice, as published in the "London Gazette," will be deposited at the office of the clerk of the peace for the county of Essex, at Chelmsford, and at the office of the clerk of the peace for the county of Kent, at Maidstone; and on or before the said thirtieth day of November a copy of so much of the said plans and sections as relates to each of the parishes from, in, through, or into which the said several works, or any of them, will pass or be situate, together with a book of reference thereto, and a copy of the same notice, will be deposited with the parish clerk of each such parish, at his place of abode.

Printed copies of such 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 first day of November, one thousand eight hundred and fifty-two.

*Burchell and Parson,*  
47, Parliament-street.

South Metropolitan Spring Water Company.

(Incorporation of company; powers to take water from stream called Hogsmill or Malden river; construction of reservoirs and aqueducts; and supply of water to certain parishes and districts in Surrey and Kent).

NOTICE is hereby given, that application is intended to be made to parliament in the next session for leave to bring in a bill to incorporate a company, and to enable such company to supply with water the inhabitants of the several parishes, townships, extra-parochial or other places of Epsom, Ewell, Streatham, Norwood, Penge, Forest Hill, Dulwich, Battersea, Peckham, Peckham Rye, Camberwell, Newington, and Lambeth, all in the county of Surrey; and Christchurch, Saint George the Martyr, Saint Saviour, Saint Saviour Clink, Saint Thomas, Saint Olave, Saint John Horseleydown, Bermondsey, and Rotherhithe, in the borough of Southwark, and said county of Surrey; and of Beckenham, Penge, Sydenham, and Lewisham, in the county of Kent, or some of them, or some parts of them respectively; and for such purpose to take, divert, appropriate, and use the waters of certain springs which arise at Ewell, in the county of Surrey, and flow into and form the source of the stream or river called or known as the Hogsmill, or Malden river, which flows from Ewell to Kingston, all in the county of Surrey; and to make, lay down, and maintain, an aqueduct, cut, channel, culvert, or conduit pipe, or pipe track, or aqueducts, cuts, channels, culverts, or conduit pipes, or pipe tracts, with all proper bridges, tunnels, mains, pipes, sumpts, works, and conveniences connected therewith, to commence in the parish of Ewell, at or near the said springs or head of the said stream or river at Ewell, passing thence from, through, in, or into, the several parishes, townships, extra-parochial places, or some of them, of Ewell, Cuddington, Nonsuch or Nonesuch park, Cheam, Sutton, Carshalton or Casehorton, Wallington, Beddington, Croydon, Mitcham, Streatham, Clapham, Dulwich, Saint Matthew's Brixton, Lambeth, Peckham, Peckham Rye, and Camberwell, all in the county of Surrey; and terminating at or near Peckham Rye Common, in the parish of Camberwell, in the county of Surrey; and also to make and maintain a reservoir or reservoirs, with proper engines, weirs, sluices, buildings, and works, at, upon, or near Peckham Rye Common aforesaid, in the said parish of Camberwell, with an aqueduct or main pipe from such reservoir to the commencement of the line of service pipes at or in the public road opposite Rye-terrace, all in the said parish of Camberwell; also to make a sewer or sewers for diverting the sewerage of the town of Ewell, such sewer or sewers commencing in or near the road from Ewell to Nonsuch park, and terminating in the Hogsmill stream below the source of supply before mentioned, all in the said parish of Ewell, and within the several parishes, townships, and extra-parochial places aforesaid, or any of them, to enable the said company to break up, use, and occupy, alter or divert, turnpike roads, highways, streets, public passages, and places, and to make, construct, place, and lay down and maintain, all such aqueducts, reservoirs, conduits, cuts, mains, pipes, sluices, sumpts, engines, and other works and conveniences, and carry the same in, under, over, through, across, or along, any turnpike roads, highways, streets, public passages, and railways, bridges, and places, and private lands.

And it is intended to apply for power in such bill to levy tolls, rates, duties, and water rents, for or in respect of the several purposes of the said bill, and for the supply of water within the several parishes and places before mentioned, as intended to be



supplied by the company to be incorporated; to alter existing tolls, rates, duties, and water rents, and to confer, vary, or extinguish exemptions from tolls, rates, duties, or water rents.

Also to authorise such intended company to contract and agree with any other water company, or any body of commissioners or other public body, company, or persons requiring or having large quantities of water for the supply of such company, commissioners, bodies, or persons with water, or to be supplied to such intended company, in bulk for domestic use, manufacturing, sanitary, or other purposes, and to take or pay rents, rates, or duties for water supplied by or to the said intended company, and to confer exemptions from the payment of rents, rates, or duties, and other rights and privileges.

And it is also intended by the said act, to authorise the said company to take by compulsion or otherwise, the lands, houses, waters, streams, and other property required for the purposes of the said company and the works to be authorised as aforesaid, or any of them, and to vary or extinguish all existing rights, or rights reserved, and privileges connected with the said lands, houses, waters, streams, or other property, or with any other lands, houses, waters, streams, or other property, and any rights or privileges of any water companies or other bodies or persons, whether held under act of parliament, letters patent, or otherwise, which might in any manner interfere with or impede the objects and purposes aforesaid, or any of them, and to confer other rights and privileges, and to purchase the mills and works from which water will be diverted, or give compensation in respect of the rights of the owners, lessees, and occupiers of such mills and works.

And it is intended to incorporate with such bill as modified thereby "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, on or before the thirtieth day of November instant, duplicate plans and sections, describing the lines, situations, and levels of the said intended works, and the lands, streams, and other property required for the purposes thereof, with a book of reference to such plans, and a copy of this notice as published in the "London Gazette," will be deposited with the clerk of the peace for the county of Surrey, at his office at Lambeth; and on or before the thirtieth day of November a copy of so much of the said plans, sections, and book of reference, as relates to each parish or extra-parochial place in or through which the said intended works will pass or be situate, with a copy of this notice as so published, will be deposited with the parish clerk of such parish, at his residence; and, as regards any extra-parochial place, with the parish clerk of some parish immediately adjoining thereunto, at his place of residence; and that on or before the thirty-first day of December next, printed copies of such 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.

Ambergate, Nottingham, and Boston, and Eastern Junction Railway Company.

Extension to Nottingham—further works and powers—abandonment of part of the authorized lines—arrangements as to capital—and amendment of acts, and alteration of title.

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 Ambergate, Nottingham, and Boston,

No. 21385.

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and Eastern Junction railway company (in this notice called "the Company") to make and maintain an extension of their main line of railway, commencing by a junction with such main line of railway, near a certain road leading from Colwich to Carlton, between the three mile post and the three and a quarter mile post on the said line, which point of junction is situate in the said parish of Colwich, in the county of Nottingham, and terminating in a piece of land called the East Croft, in the parish of St. Mary, in the town and county of the town of Nottingham, near the Nottingham canal, and on the north side of the line of the Midland railway company there. And also a junction line from the said intended extension railway, commencing in a field belonging to the Right Honorable Earl Manvers, in the parish of Sneinton, otherwise Suenton, in the said county or Nottingham, in the occupation of Mr. Samuel Eyre, and shewn upon the plans hereinafter referred to, and terminating by a junction with the said Midland railway in the East Croft aforesaid, in the said parish of Saint Mary; and also to make and maintain a station in or upon a portion of the East Croft aforesaid, near or adjoining to the line of the Midland railway, and in the said parish of St. Mary, in the town and county of the town of Nottingham, and all proper and convenient stations, approaches, sidings, buildings, works, and conveniences in connection with the said intended railways. Also a bridge, with all proper and convenient approaches thereto, in the said parish of St. Mary, in the said town and county of the town of Nottingham, across the Nottingham canal and towing path on the south side of the line of the Midland railway, from a certain road called the Flood Road, to a portion of the East Croft aforesaid, situate to the south of the line of the Midland railway. And also to pull down, alter, re-build, and enlarge a certain other bridge, now constructed over the said Nottingham canal and towing path, and which bridge is situate on the north side of the line of the Midland railway, in the said parish of St. Mary, in the said town and county of the town of Nottingham, and leads from the Flood Road aforesaid to a portion of the East Croft aforesaid, situate to the north of the line of the Midland railway. And also to widen the approaches to such last mentioned bridge, and extend the same to a road or place called the Hermitage, in the said parishes of Sneinton, otherwise Snenton, in the said county of Nottingham, and Saint Mary, in the said town and county of the town of Nottingham. And also to make and maintain a certain other road or approach, commencing at or near to a certain intended new street, being an extension of a street now called Manvers street, in the said parish of Sneinton, otherwise Snenton, in the said county of Nottingham, and terminating in a portion of the East Croft aforesaid, situate to the north of the line of the Midland railway, by a junction with the aforesaid intended extended approach to the Hermitage aforesaid, which said intended railways and works will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them: (that is to say) Colwich and Sneinton, otherwise Snenton, in the said county of Nottingham, and St. Mary Trinity, and St. John the Baptist, in the said town and county of the town of Nottingham. And it is intended by the proposed bill, to confer upon the company all necessary powers for effecting the purposes following: (that is to say) to stop up, alter, divert, cross, cover, or break up, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, sewers, drains, and watercourses, within the before-named parishes, townships, and extra-paro-

chial places, or any of them, which it may be necessary or desirable to stop up, alter, divert, cross, cover, or break up for any of the purposes of the said works, or of the said intended bill. To make lateral deviations from the lines of the said intended railways and works, to the extent and within the limits defined upon the plans hereinafter mentioned; and to purchase, by compulsion or otherwise, lands, houses, and hereditaments for the purposes of the said railways and works, and of the said 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 railways and works; to alter the existing tolls, rates, and duties which the company are now empowered to levy upon or in respect of their existing and authorized railways and works; to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges. To enable the company to abandon the formation of so much of the line of railway by the said acts authorized as lies between a field in the township of Manthorpe-cum-Little Gonerby, in the parish of Grantham, numbered twelve in the plans referred to in the Ambergate, Nottingham, and Boston and Eastern junction railway act, 1846, as regards lands in the said township of Manthorpe-cum-Little Gonerby, in the parish of Grantham, in the county of Lincoln, and the authorized terminus of the said line in or near the town of Spalding, in the parish of Spalding, in the parts of Holland, in the same county; and the formation of the extension line of railway, diverging from the main line in the parish of Pickworth in the said county of Lincoln, and terminating in the parish of Boston, in the said county of Lincoln. And the formation of the side, or branch railway, diverging from the said extension line of railway, to the harbour of Boston, in the said parish; and also the formation of the branch line diverging from the said main line, in the parish of Welby, in the county of Lincoln, and terminating in the parish of Quarrington, at Sleaford, in the same county. To enable the company to reduce the amount of capital which the company are by their acts authorized to raise by shares, and their powers of borrowing; to reduce or alter the number and amount of the shares into which the said capital is now divided; to attach, or to authorise the company to attach, to any shares which the company may have already created or issued, or may have, or may obtain power to create or issue, certain guarantees and preferences or priorities in payment of interest or dividend, or other rights and privileges; to authorize the creation and issue of shares or stock having preference or priority over all other shares or stock of the company, and other privileges, for the purpose of paying off or redeeming the mortgage or debenture debt of the company for the time being, or any part thereof; to make new and further provisions with reference to the arrangement and application of the shares and capital, funds, income, and profits of the company, and their distribution and appropriation; with reference to the borrowing powers of the company, and with reference to the forfeiture of shares in arrear; the acceptance of transfers, or surrenders of shares in arrear; the cancelling merger and re-issue of shares forfeited, surrendered, or transferred; and to vary some of the rights and privileges of the existing shareholders in the company; and also to change the name of the company, and to enable the company to make such other arrangements with reference to any of the objects or matters aforesaid, as shall be necessary or expedient.

And it is also intended by the said bill to amend "the Ambergate Nottingham, and Boston and Eastern junction railway act, 1846," and "the Amber-

gate, Nottingham, and Boston and Eastern junction railway amendment act, 1847," or to repeal those acts, and amend and consolidate their provisions, and also to amend the acts or some of the acts hereinafter referred to (that is to say): local and personal acts, 9 and 10 Victoria, chapters 71 and 352; 10 and 11 Victoria, chapters 143, 146, 148, 272, 286, and 287; 11 and 12 Victoria, chapter 114; 12 and 13 Victoria, chapter 84; 13 and 14 Victoria, chapter 61; 14 and 15 Victoria, chapters 45 and 114; and 15 and 16 Victoria, chapter 153, relating to the Great Northern railway company; also the local and personal acts, 7 and 8 Victoria, chapters 18 and 59; 8 and 9 Victoria, chapters 38, 49, 56, 90, and 181; 9 and 10 Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Victoria, chapters 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Victoria, chapters 21, 88, and 131 and 14 and 15 Victoria, chapters 57, 88, and 113, relating to the Midland railway company. And notice is hereby also given, that on or before the thirtieth day of November, 1852, duplicate plans and sections of the intended railways and works, together with a book of reference to such plans, a published map with the lines of the intended railways 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 Nottingham, at Newark, in that county; and also at the office of the clerk of the peace for the town and county of the town of Nottingham, at Nottingham aforesaid, 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 parish and extra-parochial place, in or through which the said railways 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 thirty-first day of December, 1852, printed copies of the intended bill, will be deposited in the Private Bill Office of the House of Commons.

Dated this eighth day of November, 1852.

*James Wheeler,*  
Solicitor for the Bill.

#### Cambridge University and Town Waterworks.

Incorporation of company; construction of works, supply of water to university and borough of Cambridge, and other places; power of sale to trustees or commissioners, to be appointed by university and borough; power to levy rates; contracts with Cambridge improvement commissioners; amendment of acts.

**N**OTICE is hereby given that application is intended to be made to parliament in the ensuing session, for leave to bring in a bill to incorporate a company for supplying water for public and private purposes to the university and borough of Cambridge, and also the parishes, townships extra-parochial and other places following (that is to say) Cherry Hinton, Teversham, Fen Ditton, Trumpington, Chesterton, Milton, Grantchester otherwise Granchester, and Coton, or some of them, in the county of Cambridge.

And the said bill will confer upon the company to be thereby incorporated all necessary and proper powers for making and maintaining the works and effecting the objects hereinafter mentioned, or some of them: (that is to say) to take water from certain springs or streams situate in the parish of Cherry

Hinton in the said county of Cambridge on the north side of a certain road leading from Cambridge to Fulbourn called Cherry Hinton springs now flowing into a certain river, or stream of water called the river Stour otherwise Cherry Hinton, or Paper-mills brook, and to make and maintain all necessary dams, tunnels, shafts, embankments, drains, sluices, and other works at the said springs, and to convey the waters thereof by means of a conduit or pipe commencing at the said springs in the parish of Cherry Hinton aforesaid, and terminating in the said parish, by a junction with the reservoir and works next hereinafter described.

To make and maintain a reservoir or reservoirs, and all other necessary engines, and works connected therewith, in the parish of Cherry Hinton aforesaid, near to certain cottages belonging to Joseph Beale, and now in the occupation of Samuel Thurston and William King, on the south side of and near to the road leading from Cherry Hinton to Cambridge, upon lands now belonging to George Bullen, Robert Emson, Charles Grange, the said Joseph Beale, the governors of St. Thomas Hospital, John Okes, and the Master, Fellows, and Scholars of Saint Peter's College in the university of Cambridge, or some of them, and now in the occupation of Frederick Bullen, the said Robert Emson, the said Charles Grange, the said Joseph Beale, and Headley Emson, and John Spencer.

Also to make and maintain a reservoir and all other necessary works connected therewith, in the parish of Cherry Hinton aforesaid, on the east side of, and near to the Lime Kiln road, upon certain lands now belonging to Walter Serocold Pearce Serocold, called the fifty-acre allotment.

Also to make and maintain, a conduit or line of pipes, commencing in the parish of Cherry Hinton aforesaid, in or at the reservoir lastly hereinbefore described, and terminating in the parish of St. Andrew the great, St. Andrew the less, and St. Benedict, in the said borough and county some or one of them at or near Hyde Park corner, in the borough of Cambridge aforesaid.

Also to make and maintain a tank or watering place in the said parish of Cherry Hinton, at the head or source of the said springs, and river Stour, or Cherry Hinton, or Paper-mills brook, adjoining and on the west side of the road leading from the cross roads from Cambridge to Fulbourn, towards the village and church of Cherry Hinton aforesaid, for the accommodation of the inhabitants of the said village of Cherry Hinton, or some of them.

To impound, collect and divert into the said intended works the waters of the said river Stour or Cherry Hinton, or Paper-mills brook, part of which now flow into the river Can and the navigation thereof, and of the springs supplying the river Stour or brook with water, and the springs arising in the said lands on the south side of the road from Cherry Hinton to Cambridge and any other springs and streams in the line of the said works.

To make and maintain approaches, roads, embankments, filtering beds, sluices, dams, cuts, tunnels, culverts, channels, drains, pipes, mains, wells, tanks, pumps, engines, stand-pipes and other conveniences necessary in connection with the before mentioned works and for collecting, cleansing, storing up, and delivering the waters of the said river Stour and brook, springs, and streams, which said intended works, and conveniences will be made in, or pass from, through, or into, the several parishes, townships and extra-parochial and other places following, or some of them (that is to say) Cherry Hinton, in the said county of Cambridge, and St. Andrew the less, St. Andrew the great, and St. Benedict, in the said borough and county of Cambridge; to lay down and main-

tain mains, pipes, culverts, and other works, in, under, over, or across, and for that purpose to break, open, cross, alter, divert, or stop up, either temporarily or permanently any roads, highways, streets, public places, bridges, canals, towing-paths, railways, tramways, sewers, drains, streams, springs, brooks, and watercourses in any of the parishes, townships and places before mentioned.

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

To levy and recover rents, rates, and charges for, or in respect of, the proposed supply of water, and to confer exemptions from the payment of such rents, rates, and charges.

And powers are also intended to be taken, in the said bill, to effect the objects following or some of them (that is to say,)

To provide for the sale or lease of the proposed undertaking to a body of trustees or commissioners, to be appointed by the university and borough of Cambridge, or either of them, or to any other body or person, and for the dissolution upon such purchase of the said company, and the winding up of their affairs.

To enable the said university and borough, or either of them, to appoint such trustees or commissioners, and to provide for the transfer to them, and the enjoyment, use, and exercise by them of the undertaking, property, powers, rights, and privileges of the said company.

To enable the said trustees or commissioners to sue and be sued, and to levy compulsory rates, and to collect rents, and make charges for the supply of water within the limits specified in the said bill, and to confer exemptions from such rates, and to borrow money on mortgage or otherwise.

To empower the Cambridge improvement commissioners, acting in the execution of two several acts relating to the town of Cambridge, viz., 28th George the Third, chap. 64, and 34th George the Third, chap. 104, and the said company, to enter into contracts for a supply of water, for watering the streets and roads within the limits of the said last-mentioned acts, and of the said borough, and for other public purposes, and to alter and amend (so far as may be necessary for the purposes of the said bill) the two acts before mentioned, and the Cambridge Corporation act, 1850.

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

And notice is hereby further given, that duplicate plans and sections of the intended works, showing the lines and levels thereof, 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, which may be required to be taken; and a copy of this notice, as published in the "London Gazette," will on or before the thirtieth day of November 1852, be deposited for public inspection at the office of the clerk of the peace for the county of Cambridge, in the borough of Cambridge, and also at the office of the clerk of the peace for the borough of Cambridge, in the said borough; and that on or before the said thirtieth day of November 1852, 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 from, in, through, or into which the said intended works will be made, and 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 place of abode; and in the case of each 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 thirty-first day of December, 1852, printed copies of the said bill, will be deposited in the Private Bill Office of the House of Commons.

Dated the third day of November 1852.

*Saml. Peed,*  
Solicitor for the bill.

London (city) and Finsbury (borough) Improvements and Railway, City Terminus, and Stations.  
Northern section.

(Railway from Great Northern railway near the station at King's Cross to Holborn Bridge; extension of Victoria-street to Maiden-lane; improvements of side streets; removal of House of Correction, Coldbath-fields; incorporation of company; powers to company, to Corporation of London, to Commissioners of Public Works, and to commissioners to be constituted; amendment of acts.)

**N**OTICE is hereby given, that application is intended to be made to parliament, in the ensuing session, for leave to bring in a bill or bills, for the following purposes, or some of them:—

To make and maintain a railway on the narrow gauge and broad gauge, or on a mixed gauge, all, or any, or either of them, with sidings and other works and conveniences, commencing by a junction with the Great Northern railway, near the Regent's canal, in the parish of Saint Pancras, in the county of Middlesex, and terminating at or near to the north side of Holborn-bridge and Holborn-hill, in the parishes of Saint Andrew Holborn and Saint Sepulchre, or one of them, in the city of London, and county of Middlesex, or one of them, and also stations, communications, buildings, works, and conveniences connected therewith, on the east and west sides of the street called Victoria-street, near Holborn-bridge and Holborn-hill aforesaid, and which said railway, stations, and other works, will be situate in or pass from, through, or into the several parishes, liberties, and extra-parochial places of Saint Pancras, Saint Mary Islington, Saint James and Saint John Clerkenwell, Saint Andrew Holborn above Bars, Saint George the Martyr Queen-square or the united parishes thereof, Ely-place, Ely-rents, Hatton-garden, Saffron-hill, Saint Sepulchre, or some of them, in the county of Middlesex; Saint Sepulchre and Saint Andrew Holborn, or one of them, in the city of London.

To make a new line of street to be called Victoria-street, commencing at Holborn-bridge, at the junction of Holborn-hill and Snow-hill, passing in part along the present line of Victoria-street authorised to be made by the act hereinafter mentioned, and from, in, through, and into the several parishes, liberties, and extra-parochial places following (that is to say): Saint Andrew Holborn and Saint Sepulchre, in the city of London; Saint Sepulchre, Saint Andrew Holborn above Bars, Saint George the Martyr Queen-square, or the united parishes thereof, Saffron-hill, Hatton-garden, Ely-rents, Ely-place, Saint John and Saint James Clerkenwell, Saint Pancras, and Saint Mary Islington in the county of Middlesex, or some of them; and terminating in Maiden-lane, at or near Edwards-street, in the said parishes of Saint James Clerkenwell, Saint Mary Islington, and Saint Pancras, or one of them; and for the purposes of such new street, or of some part thereof, it is intended to divert, widen, and alter the line course, and level of the present or intended street called Victoria-street, authorised

to be constructed by the acts relating to such street, hereinafter specified:

And, in connection with the said new line of Victoria-street, to widen Hatton-wall, and to make a new street in continuation thereof, in lieu of Vine-street and Brook-hill, to Silver-street, near to or adjoining the Sessions House on Clerkenwell-green; to divert, widen, and alter the line and levels of West-street, such diversions and alterations to commence at or near the point where the same street intersects Sharp's-alley, and to terminate on the east side of Victoria-street aforesaid; to widen and alter the east end of Charles-street, near to and adjoining Saffron-hill; to widen and alter the east end of Cross-street, near to and adjoining Great Saffron-hill; to widen, divert, and alter the line and levels of Ray-street and Back-hill, such diversion and alteration to commence at or near Silver-street near the Sessions House, and to terminate at or near the junction of Back-hill with Christopher-street; to alter and widen the line and levels of Coppice-row, such alteration to commence from the junction of Coppice-row with Ray-street, and to terminate at the junction of Coppice-row with Falcon-place; to alter the levels of and to widen Little Warner-street, and to divert Baker's-row and Crawford-place; to widen or alter Turnmill-street from its intersection with Sharp's-alley to its termination at Clerkenwell Sessions House; and to stop up and appropriate for the purposes of the said improvements, railway, and other works, the following streets and ways, or any of them, (that is to say): part of West-street, Field-lane, Saffron-hill from West-street to Charles-street, Sharp's-alley, or the part thereof in Saint Sepulchre, Middlesex, Union-court, Bleeding-hart-yard, Peter-street, New-street, Bull's-head-court, Bowling-street, Whitehorse-court, Saffron-street, Lilly-street, Lockwood's-court, Saffron-place, York-street, Castle-street, Castle-street east, Onslow-street, Vine-street, Brook-hill, Little Saffron-hill, George-yard, Falcon-place, Summers-street, Little George-street, Paradise-street, Bell-court; and also to stop up, alter, or divert all other streets, courts, ways, passages, and places in and near the streets and ways aforesaid, or any of them, or in and near the line of the intended railway, stations, new streets, and works before-mentioned, and to be comprised within the limits delineated on the plans hereinafter mentioned; and also to alter the level of Arthur-street, Baker's-row, Great Bath-street, Baynes-row, Lower Calthorpe-street, Pakenham-street, Swinton-street, George-street, Britannia-street, Charlotte-street, Field-street, Saint Chad's-place, Fifteen-foot-lane, Battle-bridge, Caledonia-road, Caledonia-street, Maiden-lane, and any other streets or ways within the said limits; and which said several streets, ways, lanes, passages, and places, and new streets, alterations in line or level, diversions, and other improvements aforesaid, are or will be situate in, or pass from; in, through, or into the several parishes, liberties, and extra-parochial places of Saint Sepulchre and Saint Andrew Holborn, in the city of London, and Saint Sepulchre, Saffron-hill, Hatton-garden, Ely-rents, and Ely-place, Saint John and Saint James Clerkenwell, Saint Andrew Holborn above Bars, and Saint George the Martyr Queen-square, or the united parishes thereof, Saint Mary Islington, and Saint Pancras, or some of them, in the county of Middlesex.

And it is intended to incorporate a company for the purpose of making the railway and the stations and all or any of the other works hereinbefore described.

And it is intended to apply for the following powers, or some of them (that is to say): to purchase by compulsion, or by agreement, the lands and houses to be described in the plans hereinafter

mentioned, or any of them; to erect houses and buildings on the lines of the intended streets, and for such purpose to take by compulsion the lands and houses abutting upon and near such intended streets to be described on such plans; to authorise the lease, sale, or mortgage of such lands or houses; to divert, alter, and stop up, whether temporarily or permanently, all highways, thoroughfares, streets, courts, passages, and squares, and to authorise the use and appropriation of any of them so stopped up, and to alter or remove all gas pipes and water pipes which it may be necessary to alter, divert, or remove, for the purposes of the intended works; to alter the course of the Fleet river or sewer, and also to alter, divert, or stop up, any sewers or drains, and to make new sewers or drains, in the several parishes and extra-parochial places aforesaid, or any of them; also to take and appropriate the burial grounds, or parts thereof, on and near the site of the intended new streets and works, or within the limits aforesaid, to be shown on the plans hereinafter mentioned.

And also to purchase, by compulsion or agreement, and take down, the church called Saint Jude, in the said parish of Saint Pancras, and to appropriate and use the site thereof, and any burial ground attached thereto.

To authorise the company to be incorporated, and the commissioners hereinafter mentioned, to purchase by agreement, take on lease, and hold lands in the county of Middlesex, on or near the line of the said intended railway, or of the Great Northern railway.

To authorise the justices of the peace for the county of Middlesex to appropriate the money to be received for the purchase of the prison known as the House of Correction for the county of Middlesex, with the land and buildings attached thereto, situate at Coldbath Fields, in the said parishes of Saint James Clerkenwell and Saint Pancras, intended to be taken for the purposes and under the powers of the proposed bill, in providing and erecting another House of Correction for the said county, and to enable the said justices to remove prisoners from the said present House of Correction to such other House of Correction, or to any other prison within their jurisdiction.

To levy rates, tolls, and duties for the use of the railway and stations, and to confer exemptions from payment of rates, tolls, and duties, and other rights and privileges; to authorise the Great Northern railway company, the East and West India Dock and Birmingham Junction railway company, the London and North Western railway company, the Great Western railway company, and the Eastern Counties railway company, or any of them, and the company to be incorporated, to agree and enter into contracts, agreements, and arrangements with reference to the construction, maintenance, and use of such intended railway, and stations, and works, and the payments to be made in respect thereof.

And also to constitute and incorporate a board of commissioners, for the purpose of carrying out or superintending and controlling, and to authorise the commissioners of her Majesty's works and public buildings, and the mayor, and commonalty, and citizens of the city of London, to carry out, superintend, and control, the execution of all or any of the powers herein mentioned, relating to the improvement of the streets, whether of purchasing property, executing works, or otherwise; and to authorise the company to be incorporated, and the said board of commissioners and the commissioners of her Majesty's works and public buildings, and the mayor, and commonalty, and citizens of the city of London, to enter into contracts and agreements in reference to the construction and carrying out of the said railway, stations, improvements, and works; and

for the grant or loan by or to them respectively of any monies for the said several purposes or any of them; and to authorise such company, and the said board of commissioners, and the commissioners of her Majesty's works and public buildings, and the said mayor, and commonalty, and citizens, to carry the objects aforesaid into effect, either together or separately, or to enable the said board of commissioners, and the commissioners of her Majesty's works and public buildings, and the said mayor, and commonalty, and citizens, separately, to purchase parts of the property, and to make any of the new streets and improvements aforesaid; and to enable the company to make the said railway and stations, or any parts thereof, and to purchase the necessary property, either alone or jointly with the said board of commissioners and the commissioners of her Majesty's works and public buildings, and the said mayor, and commonalty, and citizens, or either of them; and to authorise the company to purchase or take on lease any of the land or property which the said board of commissioners or the commissioners of her Majesty's works and public buildings, or the said mayor and commonalty and citizens, may purchase or have purchased, and to authorise the said board of commissioners, and the commissioners of her Majesty's works and public buildings, and the said mayor and commonalty and citizens to make such sale or grant such lease, and to transfer to and vest in the said board of commissioners, or in the commissioners of her Majesty's works and public buildings, or in the company to be incorporated, all or any of the powers which may be necessary or expedient for the purposes of the said bill, contained in the several acts hereinafter mentioned relating to the Clerkenwell improvement or to the said Victoria-street.

And it is also intended by the said bill to provide that the land purchased for the said new street and improvements, and the buildings to be erected thereon, shall, for a certain term of years, be assessable to the poor and other parochial rates at the same annual values at which the said lands and buildings now standing thereon are severally assessed at the time of the passing of the said bill; and to enable the said board of commissioners, or the commissioners of her Majesty's works and public buildings, or the said mayor and commonalty and citizens, to assess and levy on the owners and occupiers of such lands and houses, rates equivalent to the difference between the rates levied from time to time for the poor and other parochial purposes on such ascertained assessable values and on the increased annual values of such houses and buildings.

And it is also intended by the said bill to enable the said company, and the said board of commissioners, and the commissioners of her Majesty's works and public buildings, and the said mayor and commonalty and citizens, to divide the total cost of any lands and works which may be purchased and made partly for the purposes of both the said railway and works and the said new street and improvements, and to apportion to each its respective share; and to enable the said board of commissioners, and the commissioners of her Majesty's works and public buildings, and the said mayor, commonalty, and citizens, to raise, by mortgage, lease, or sale of any surplus land, or of any frontage or other property, either before or after the same shall have been acquired, and upon the security of the said rates, and by other means to be authorised by the said bill, all such moneys as may be necessary for the purposes of such new street and improvements.

And it is also intended to vary and extinguish all rights and privileges, under act of parliament, letters patent, or otherwise, which may interfere with the objects aforesaid.

And notice is hereby further given, that duplicate

plans and sections showing the line, or course, or situation, and levels of the said railway and stations, and of the said new streets, alterations of streets, and other works aforesaid, and the lands and houses intended to be taken, and books of reference containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, a published map showing the course or direction of the railway, and a copy of this notice, as published in the "London Gazette," will, on or before the thirtieth day of November, instant, be deposited for public inspection with the clerk of the peace for the county of Middlesex, at his office at Clerkenwell; and with the clerk of the peace for the city of London, at his office at the sessions house in the Old Bailey; and a copy of so much of the said plan, sections, and book of reference, as relates to the parishes or extra-parochial places aforesaid, in or through which any works will be situate or made, with a copy of the said "Gazette" notice, will, on or before the said thirtieth day of November, be deposited with the parish clerk of each 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 printed copies of the bill 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 intended to alter, amend, enlarge, or repeal some of the powers and provisions of the following acts, or some of them, that is to say: the public act 22 Car. II. cap. 11; and 26 Geo. III. cap. 55; and the local and personal acts 5 Geo. IV. cap. 151; 11 Geo. IV. cap. 64; 10 and 11 Vic. cap. 280; 1 and 2 Vic. cap. 83; 3 and 4 Vic. cap. 112; 5 and 6 Vic. cap. 47; 8 and 9 Vic. cap. 17; 11 and 12 Vic. cap. 162; and 14 and 15 Vic. cap. 120.

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

*Burchell and Purson, 47, Parliament-street.*

#### Great Western and City Junction Railway.

(Incorporation of Company—Construction of Railway—Running Powers over East and West India Docks, and Birmingham Junction, and London and Blackwall, and London and Blackwall Extension Railway Companies' Lines—Arrangements with East and West India Docks, and Birmingham Junction, London and Blackwall, and London and Blackwall Extension, and Great Western Railway Companies—and Amendment of Acts.)

**N**OTICE 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, with all proper stations, works, and conveniences connected therewith, commencing in the parish of Paddington, in the county of Middlesex, by a junction with the Great Western Railway, on the north side thereof, at or near the point where the said Great Western Railway passes under the road called or known by the name of the Westbourne Terrace Road, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Paddington, Willesden, Saint John's Hampstead, West End, Kilburn, Camden-town, Kentish-town, and Saint Pancras, in the county of Middlesex, or some of them, and terminating by a junction with the East and West India Docks, and Birmingham Junction Railway, at or near the point where the said East and West India Docks, and Birmingham Junction Railway crosses the Kentish-town road.

And it is intended by the said Bill to confer upon the Company to be thereby incorporated, all necessary and proper powers to effect the objects following, or some of them (that is to say:)

To stop up, alter, or divert, cross, or break up, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, pavements, railways, tramways, aqueducts, canals, rivers, streams, brooks, waters, sewers, pipes, drains, mains, bridges, watercourses, and other works within the said several parishes, townships, and extra-parochial or other places, or any of them which it may be necessary or desirable to stop up, alter, or divert, cross, or break up, for the purposes of the intended railway.

To make lateral deviations from the line of the intended railway, and 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 define the gauge or gauges of the said intended railway, to levy tolls, rates, and duties upon and in respect of the use of the intended railway; and to confer exemptions from payment of such tolls, rates, and duties; and to confer, vary, or extinguish other rights or privileges.

And it is also intended by the said Bill to empower the proposed Company to run over, work, and use with their engines, carriages, and other stock, the several lines of railway of the East and West India Docks, and Birmingham Junction Railway Company, and of the London and Blackwall Railway Company, and of the London and Blackwall Extension Railway Company, or some or one of them, or some part or parts thereof, and the stations, sidings, watering-places, and other works and conveniences connected with such railways and parts of railways respectively; and to levy tolls, rates, and duties for the conveyance of passengers, animals, goods, and other matters and things, over the same or any part thereof respectively; and (so far as may be necessary for the purposes aforesaid) to vary some of the tolls, rates, and duties now authorized to be taken upon such railways and parts of railways respectively, and to confer exemptions from the payment thereof.

And it is also intended by the said Bill to empower the proposed Company, and the Great Western Railway Company, and the East and West India Docks and Birmingham Junction Railway Company, and the London and Blackwall Railway Company, and the London and Blackwall Extension Railway Company, or any two or more of those Companies, to enter into, and carry into effect, contracts, agreements and arrangements, with reference to the running over, working, construction, maintenance, and use by the Companies being parties thereto, or any or either of those Companies, of the railways and works, or some of the railways and works of those Companies, or of any or either of those Companies; the management, regulation, interchange, and transmission of the traffic thereon respectively; the supply, use, and repairs of engines, carriages, and other stock of the same; the employment of officers and servants, and the collection, payment, appropriation, and distribution of the tolls, and other income and profits arising from the traffic on the railways, or parts of railways comprised in such contracts, agreements, or arrangements respectively.

And it is also proposed by the said intended Bill, (so far as may be necessary for the purposes thereof.) to amend the several Acts following, or some of them, 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, sess. 2, cap. 28; 6 Victoria, cap. 10; 7 Victoria, cap. 3; 7 and 8 Victoria, cap. 68; 8 and 9 Vic.

toria, 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, 383, 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, 131, 133, 135, 158, and 159; 13 Victoria, caps. 6 and 7; 13 and 14 Victoria, caps. 22, 44, and 110; 14 and 15 Victoria, caps. 9, 22, 48, 52, 53, 74, and 81; and 15 and 16 Victoria, caps. 9, 117, 125, 133, 140, 145, 147, and 168; and any other Act or Acts relating to the Great Western Railway Company. Also "The East and West India Docks and Birmingham Junction Railway Act, 1846," and "The East and West India Docks and Birmingham Junction Railway Branches and Amendment Act, 1850," and any other Act or Acts relating to the East and West India Docks and Birmingham Junction Railway Company, and also the local and personal Acts following, or some of them, that is to say: 6 and 7 William 4, cap. 123; 1 Victoria, cap. 133; 2 and 3 Victoria, cap. 95; 4 Victoria, cap. 12; 5 Victoria, cap. 34; 8 and 9 Victoria, cap. 203; 9 and 10 Victoria, cap. 273; 11 and 12 Victoria, caps. 90 and 111; 12 and 13 Victoria, cap. 73; 13 and 14 Victoria, cap. 30; 14 and 15 Victoria, caps. 28 and 30; 15 and 16 Victoria, cap. 84, and any other acts relating to the London and Blackwall Railway Company, and also "The London and Blackwall Extension Railway Act, 1845," and any other Act relating to the London and Blackwall Extension Railway Company.

And notice is hereby lastly given, that on or before the 30th day of November, 1852, duplicate plans and sections of the said intended railway and works, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of the lands proposed to be taken for the purposes thereof, and 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 with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in the said county; and that on or before the same day, copies of so much of the said plans and sections, and book of reference as relates to each parish and extra-parochial place, in or through which the said intended railway and works, or any of them, are intended to be made or be situate, together with a copy of this notice published as aforesaid, 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 in the Private Bill Office of the House of Commons.

Dated this 3rd day of November, 1852.

*Davies, Son, Campbell, and Hand,*  
Solicitors for the Bill.

#### Wellington Docks.

(Construction of Docks, Railway, and other Works; Formation of Streets and Roads; and Amendment of Acts.)

**N**OTICE 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 authorize and enable the same Company to make and maintain wet and dry docks and entrances from the river Thames, and a canal or canals, uniting the same with all proper and necessary basins, canals, piers,

jetties, wharfs, shipping and landing places, stages, cranes, tramways, warehouses, buildings, sheds, bridges, sluices, locks, lock-gates, dolphins, moorings, coffer dams, and works adjoining thereto or connected therewith; which docks, entrances, basins, canals, and other works, will be situate in the parishes of St. Mary Magdalen Bermondsey, and Saint Mary Rotherhithe, otherwise Redriffe, in the county of Surrey, on the south side of the River Thames; and to embank a portion of the River Thames at or near the Fore and Aft Docks and the premises occupied by Messrs. Dudin, on Bermondsey Wall, in the said parish of Saint Mary Magdalen Bermondsey, and at or near King Stairs, King Street, in the said parish of Saint Mary Rotherhithe, otherwise Redriffe, and to construct locks and entrances thereto from the River Thames; and also to dredge, scour, and deepen the bed and shore or soil of the River Thames at or near such intended entrances as may be necessary or convenient for the purposes of the said works, and to lay down proper buoys, dolphins, and mooring craft in the said river.

And it is also intended by the said Bill to authorize and enable the said Company to form a new street or road, commencing at or near Salisbury Street, and terminating at or near or into the Folly and Parker's Row, and to widen and improve Dock Head at or near the Feathers Public House; and also to widen and improve the Blue Anchor Lane, commencing at or near the Gregorian Arms Public House, in St. James's Place, and terminating at or near the Blue Anchor Public House, in the Blue Anchor Road, in the said parish of Saint Mary Magdalen Bermondsey; and also to form a new street or road commencing at or near the premises of Messrs. Morgan and Son, on Jamaica Level, Bermondsey, and terminating at or near Orange Place, Deptford Lower Road, in the said parish of Saint Mary Rotherhithe, otherwise Redriffe.

And it is also intended by the said Bill to authorize and enable the said Company to make and maintain a railway, together with all proper works and conveniences connected therewith and approaches thereto, commencing at the Garden Ground, in the occupation of Thomas Cork, in or near to the Blue Anchor Lane aforesaid, thence passing under the main line of the South Eastern and the London, Brighton, and South Coast Railways, and forming a junction with the Bricklayers Arms branch of the said railways, at or near to the Manor Road in the said parishes of Saint Mary Magdalen Bermondsey, and Saint Mary Rotherhithe, otherwise Redriffe, or either of them; and also to form a connection by a station, sidings, or otherwise, with the main line of the said railways, at or near Blue Anchor Lane, in the said parish of Saint Mary Magdalen Bermondsey; which intended docks, railway, and other works will be situate in the said parishes of Saint Mary Magdalen Bermondsey, and Saint Mary Rotherhithe, otherwise Redriffe, and the bed, or shore, or soil, of the River Thames, or some of them, all in the county of Surrey.

And it is also intended by the said Bill to take powers for the compulsory purchase of lands, houses, and other property, defined on the plans hereinafter referred to, and to cross, alter, divert, or stop up, permanently or temporarily, all such turnpike roads or other highways, occupation roads and paths, railways, rivers, streams, sewers, and drains within the parishes aforesaid as may be necessary for the purposes of the said several works; and to vary or extinguish all existing rights and privileges connected with such lands, houses, and other property, or with the lands, houses, and other property immediately abutting on the said intended docks, wharfs, or works,

which would in any manner interfere with or impede the proposed undertaking.

And it is also intended to apply for powers to levy tolls, rates, and duties, for and in respect of the use of the said docks, canals, basins, railway, and other works and conveniences, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and duties, and also from payment of any existing tolls, rates, and duties, and to confer, vary, or extinguish other powers, rights, and privileges; and it is also intended to take water from the River Thames and from any streams or watercourses running into such river.

And it is also intended by the said Bill to authorize the said Company so to be incorporated, and the South-Eastern Railway Company, and the London, Brighton, and South Coast Railway Company or the said Company, and either of the said Railway Companies, mutually to enter into arrangements and agreements with respect to the working, management, and use of the intended docks, railway and works, and the transmission of traffic to and from the said intended docks, railway, and works, and the South Eastern Railway, and London, Brighton, and South Coast Railway, or either of them, or any branch or branches of the said railways respectively; and the payment of the costs and expenses of such working, management, and use; and with respect to the terms and conditions, and tolls, rates, or duties, at, or for which, goods, articles, matters, and things shall be shipped from or on the said railways into or from the said intended docks, railway, and works; and with respect to the division and apportionment of such tolls, rates, or duties, and exemptions therefrom; and, so far as may be necessary for the purposes aforesaid, or for the other purposes of the said Bill, or any of them, to alter, amend, or enlarge the following Acts relating to the London and Greenwich Railway, namely, local and personal Acts, 3 William 4, cap. 46; 7 William 4, cap. 50; 1 Vict., caps. 4 and 120; 2 Vict., cap. 19; 3 and 4 Vict., caps. 127 and 128; 5 and 6 Vict., cap. 102; 8 and 9 Vict., cap. 80; The following Acts relating to the South Eastern Railway, namely, local and personal Acts, 6 William 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., cap. 69; 8 and 9 Vict. caps. 167, 186, and 197; 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; The following Acts relating to the London and Croydon Railway, namely, local and personal Acts, 5 William 4, cap. 10; 6 and 7 William 4, cap. 121; 1 Vict., cap. 20; 2 Vict., cap. 18; 3 and 4 Vict., cap. 129; 6 and 7 Vict., cap. 62; 7 and 8 Vict., caps. 92 and 97; 8 and 9 Vict., cap. 196; 9 and 10 Vict., caps. 234 and 283; and 10 and 11 Vict., cap. 167; The following Acts relating to the London, Brighton, and South Coast Railway, namely, local and personal Acts, 1 Vict., cap. 119; 6 Vict., cap. 27; 7 and 8 Vict., caps. 67 and 91; 8 and 9 Vict., caps. 52, 113, 199, and 200; 9 Vict., caps. 54, 63, 68, and 69; 9 and 10 Vict., caps. 281 and 283; and 10 and 11 Vict., cap. 244. And also the following Acts relating to the Thames Navigation and Port of London—namely, the Public Acts, 14 Geo. 3, cap. 91; 17 Geo. 3, cap. 18. The Local and Personal Acts, 50 Geo. 3, cap. 204; 52 Geo. 3, cap. 46; 54 Geo. 3, cap. 223; 5 Geo. 4, cap. 123; 8 Vict., cap. 1; 39 Geo. 3, cap. 69; 42 Geo. 3, cap. 49; 43 Geo. 3, cap. 124; 45 Geo. 3, cap. 63; 47 Geo. 3, sess. 2, cap. 31; 10 Geo. 4, caps. 124 and 130; and 4 and 5 Wm. 4, cap. 32.

And notice is hereby further given, that on or before the 30th day of November, 1852, duplicate

plans and sections of the works intended to be made and maintained as aforesaid, describing the line and situation, and levels of the whole of the said works, and the lands in or through which the same are to be made and maintained, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of all lands and houses defined on the said plans, and intended to be taken for the purposes of the said works, and describing the same, 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 Surrey, at Lambeth; 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 each of the parishes in which the said works will be situate, together with a copy of the same notice, will be deposited with the parish clerk of each such parish, at his usual place of abode.

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.

*McLeod & Stenning,*

13, London Street, Fenchurch Street, London,  
Solicitors for the Bill.

Nuneaton, Hinckley, and Leicester Railway.  
(Incorporation of a Company; Power to make a Railway from the London and North-Western Trent Valley Railway at Nuneaton, to the Midland Railway at Wigston Magna, near Leicester; Power to use the London and North-Western Railway, and Midland Railway, with their stations at Nuneaton and Leicester.)

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 railway and works hereinafter mentioned, or some part or parts thereof, together with all suitable and proper bridges, stations, erections, sidings, landing-places, approaches, and conveniences, that is to say,—

A railway, commencing by a junction with the Trent Valley Railway of the London and North-Western Railway Company, in the parish of Nuneaton, in the county of Warwick, at or near a certain public highway, situate about three furlongs to the north of the bridge, carrying the said Trent Valley Railway over the river Anker, and terminating by a junction with the Midland Railway in the parish of Wigston Magna, in the county of Leicester, between Rugby and Leicester, at or near a certain point situate about three furlongs eight chains north of the Wigston station of the said Midland Railway; which said intended railway and works will be made in or 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,—Nuneaton and Attleborough, or one of them, in the county of Warwick, Hydes Pasture, in the said county of Warwick and the county of Leicester, or one of them, Hinckley, Burbach or Burbage, Aston Flamville, Elmes Thorpe, Stony Stanton, Potters Marston, Barwell, Croft, Narborough, Cosby, Littlethorp, Whetstone, Blaby, Glen Parva, Ayleston, and Wigston Magna, or some of them, in the said county of Leicester.

And it is proposed by the said intended Act, to authorize junctions with the said railways, at the commencement or termination of the said railway and works, as before described, and by the said intended Act power will be applied for to deviate from the line laid down on the plans hereinafter mentioned, to the extent thereon defined, and to alter, divert, or stop up, either permanently or tempo-



rarily, all such turnpike or other roads, aqueducts, canals, navigations, and railways, within the parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to alter, divert, or stop up, for the purposes of such railway and works.

And it is proposed by such intended Act, to incorporate a company with all the necessary powers, for the purpose of carrying into effect the said intended railway and works, or some part thereof, and to enable the said company to create a capital stock or fund, divisible into shares, with all usual and requisite provisions incident thereto.

And notice is hereby further given, that it is proposed by the said intended Act to take powers to levy tolls, rates, or duties, for the use of the said railway and works, or any part thereof, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties, and also power to raise money on the credit of the said tolls, rates, or duties, or of the said railway and works; and also powers for the compulsory purchase of the lands and houses to be described upon the said plans, and in the books of reference thereto; and also powers to vary and extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby further given, that it is proposed by the said intended Act, to give to the company to be thereby incorporated, or to any other company, or person lawfully using the said intended railway and works, power to run and pass over with their own engines and carriages, or with the engines and carriages of such other company or person using or passing over the said intended railway and works, those portions of the line of railway of the London and North-Western Railway Company, as lie between Nuneaton and Coventry, and between Coventry and Birmingham, and those portions of the line of railway of the Midland Railway Company as lie between Wigston Magna and Leicester; and also to use the stations of the London and North-Western Railway Company at Nuneaton, Coventry, and Birmingham, and the stations of the Midland Railway Company at Leicester, and all other stations of the said companies, upon or adjoining to the said portions of railway, together with the watering places and water sidings, platforms, booking, and other offices, warehouses, buildings, conveniences, and accommodations of or belonging to the said several stations, and to fix and determine the amount of rate, toll, or charge, 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 powers to enable the said intended company, and the said London and North-Western Railway Company and Midland Railway Company, or either of them, to enter into arrangements for working the said intended railway and works, and to enter into arrangements with other companies, persons, bodies politic or corporate, touching all or any of the matters aforesaid; and also powers to vary or extinguish all such rights or privileges as could or might interfere with the objects aforesaid.

And it is proposed by the said intended Act, to alter, amend, and enlarge the several Acts relating to the said London and North Western and Midland Counties Companies, that is to say,—

Acts relating to the London and North Western Railway Company, viz., an Act passed in the 9th and 10th Victoria, intituled, "An Act to conso-

lidate the London and Birmingham Grand Junction, and Manchester and Birmingham Railways, and local and personal Acts, 8 and 9 Victoria, cap. 156; 9th and 10th Victoria, caps. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, 396, 10th and 11th Victoria, caps. 73, 107, 114, 118, 121, 132, 139, 159, 178, 188, 228, 236, 270, 271, 278, 294; 11th and 12th Victoria, caps. 60 and 130; 12th and 13th Victoria, cap. 74; 13th and 14th Victoria, cap. 36; 14th and 15th Victoria, caps. 28 and 94; The London and North Western Railway Act, 1852 (No. 2); Acts relating to the Midland Railway Company, viz., local and personal Acts, 9th and 10th Victoria, caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326, 340; 10th and 11th Victoria, caps. 122, 135, 150, 191, 214, 215, 270; 11th and 12th Victoria, caps. 21, 88, 131; 14th and 15th Victoria, caps. 57, 113, 88.

And it is also proposed by the said intended Act, to incorporate therewith, with respect to the several matters hereinbefore mentioned, but subject to alterations and amendments, all or some of the provisions of the several public general Acts of Parliament following, or some of them, that is to say, "The Lands Clauses Consolidation Act, 1845;" "The Railways Clauses Consolidation Act, 1845;" and "The Companies Clauses Consolidation Act, 1845."

And notice is hereby further given, that duplicate plans and sections, describing the lines and levels of the said intended railway and works, and the lands and houses to 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 and houses, and also a copy of this notice, as published in the London Gazette; together with a published map, with the line of the intended railway delineated thereon, 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 said county of Leicester, at his office at Leicester; and at the office of the Clerk of the Peace for the said county of Warwick, at his office at Stratford-upon-Avon; and that on or before the same day, a copy of so much of the said plans and sections and books of reference as relates to each of the said parishes, in or through which the said railway and works will pass, or be situate, and also a copy of this notice, as published in the London Gazette, will be deposited with the clerk of each such parish, at his residence; or in the 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 31st day of December next, copies of the said intended Act will be deposited at the Private Bill Office of the House of Commons.

Dated the 2nd day of November 1852.

*Fearon & Clabon,*  
21, Great George-street, Westminster.

In Parliament, Session 1853.

Crystal Palace Company.

(Power to buy Lands; Apportionment of Rates; Exemption from Metropolitan Building Act; Diversion of Roads; Incorporation).

**A** PPLICATION will be made to Parliament in the session of 1853, for leave to introduce a Bill for the following, or some of the following, among other powers:—

1. To fix the parochial and other rates to be paid by the Crystal Palace Company, and to apportion those rates among the several hamlets, parishes, or districts in which the lands and buildings of the Company may be situated,

and to exempt the Company and the buildings of the said Company from the operation of the Acts 7 and 8 Victoria, c. 84, for regulating the construction and size of buildings in the metropolis and its neighbourhood, and 9 and 10 Victoria, c. 5, for the amendment thereof.

2. To confirm an agreement made between the London, Brighton, and South Coast Railway Company and the Crystal Palace Company with relation to the conveyance of persons to the Crystal Palace.

3. To enable the Company to make and maintain a new road or public carriage way upon land belonging to the Crystal Palace Company, or contracted to be purchased by them, in the hamlet of Penge, in the parish of Battersea, in Surrey, which new road will commence in a public carriage way or road (called the Anerley Road) in the said hamlet of Penge, leading from Norwood to Beckenham, and will terminate in another road or public carriage way (called the Penge Road) leading from Penge to Dulwich and London, near the bridge of the London, Brighton, and South Coast Railway, over the last mentioned road.

And power will be taken in the same Bill to close, as soon as the said new road is completed, a certain road or bridle way, called Thicket's Lane, which communicates between and connects the two existing roads hereinbefore described, and intersects the land belonging to or contracted to be bought by the said Company in the hamlet and parish aforesaid, and to vest the soil of the said road when closed in the Company.

4. And also to make and maintain another public road or carriage way through other land of the same Company, or which they have contracted to buy, in the said hamlet of Penge and parish of Battersea, and also in the parishes, chapelries, or hamlets of Sydenham, Lewisham, and Beckenham, in Kent, which road will commence in the said road from Penge to Dulwich and London, near the aforesaid bridge, and will terminate in the existing road from Sydenham to London, in a plantation lately purchased or agreed to be purchased of John Cator, Esq. by the said Company.

And power will be taken in the said Bill to close (so soon as the new road herein last described is complete) so much of the said existing road from Penge to Dulwich and London as lies between the commencement therein of the last described new road and the point where it now terminates at or near Rockhills, in the road from Norwood, to Sydenham, and Dulwich next hereinafter mentioned, and all of which said existing road proposed to be closed is situate in the said hamlet of Penge, in the said parish of Battersea, and in the said chapelry of Sydenham and parish of Lewisham, in the county of Kent, and to vest the soil of the portion of road so closed in the Company.

5. To widen, on the western side thereof, in the parishes of Battersea, Lambeth, Croydon, and Camberwell, and hamlet of Dulwich, or some or one of them, in Surrey, that part of the said road from Norwood to Sydenham and Dulwich, which forms the north-western boundary of the Penge Place estate, in the said hamlet of Penge, on which the Crystal Palace is in course of erection.

6. To incorporate the Crystal Palace Company; to enable that Company to purchase lands, compulsorily, for the purpose of its undertaking; and to enable persons or corporations to sell to the Company land which they are under legal disability otherwise to convey.

7. The Bill will contain powers to purchase lands and houses compulsorily, for the purposes aforesaid, and also powers to purchase compulsorily a certain plot or parcel of land containing about two

acres, belonging to or vested in the Surveyor of Highways of the said hamlet of Penge, which land abuts on the eastward and southward upon land belonging to the said Company, or contracted to be purchased by them; on the west on the road or bridle way hereinbefore described; and on the north on the said road from Penge to Dulwich and London.

The Bill will abolish all rights or privileges which may interfere with any of the above objects.

A plan and section of the proposed new roads, and a book of reference to the plan, together with a copy of this notice, will be deposited before the 1st day of December next, for public inspection, at the office of the Clerk of the Peace for Surrey, at Lambeth, at the office of the Clerk of the Peace for Kent, at Maidstone, and at the residences of the parish clerks of Croydon, Camberwell, Lambeth, Lewisham, Beckenham, Battersea, Norwood, Sydenham, and hamlets of Penge and Dulwich.

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

Dated the 10th day of November 1852.

*Johnston, Farquhar, and Leech*, Solicitors for the Bill.

West End of London and Crystal Palace Railway. (Railway to Crystal Palace.—London and South Western and London, Brighton, and South Coast Railways Junction and Branches.)

**A**PPPLICATION will be made to Parliament in the session of 1853, for leave to introduce a Bill to incorporate a Company, and to confer upon such Company the following powers, or some of them:

1st. To enable that Company to construct a railway, with all necessary works and conveniences connected therewith, commencing at a point on the London and South Western Railway, near its junction with the Windsor, Staines, and Richmond Railway, in the parish of St. Mary Battersea, in the county of Surrey, and terminating in the Crystal Palace Park, in the hamlet of Penge, in the said parish of Saint Mary Battersea; which said railway is intended to pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them; that is to say: Saint Mary Battersea, All Saints Wandsworth, Holy Trinity Clapham, Saint Nicholas Lower Tooting or Tooting Graveney, the hamlet of Balham Hill, Saint Leonard Streatham, Upper Tooting or Tooting Beck in the parish of Saint Leonard Streatham, Saint Mary Lambeth, the parish of Saint Giles Camberwell, and the hamlet of Dulwich in the said last-mentioned parish, Norwood partly in the parishes of Saint Mary Lambeth, Saint Mary Battersea, and Saint John the Baptist Croydon, Brixton in the parish of Saint Mary Lambeth, the hamlet of Penge in the parish of Saint Mary Battersea, Saint Peter and Saint Paul Mitcham, and Saint John the Baptist Croydon, with the hamlet of Waddon in the said parish of Saint John the Baptist Croydon, all in the county of Surrey.

2nd. To construct the following branch railways, with all necessary works and conveniences connected therewith; namely: a branch, commencing at a point leading out of the said main line in the Crystal Palace Park, in the hamlet of Penge, in the said parish of Saint Mary Battersea, and terminating by a junction with the London, Brighton, and South Coast Railway, at or near the

Norwood Station, in the parish of Saint John the Baptist Croydon, which said branch is intended to pass from, in, through, and into the parishes, townships and extra-parochial or other places following, or some of them; that is to say: the hamlet of Penge in the parish of Saint Mary Battersea, and Saint John the Baptist Croydon, with the hamlet of Waddon, in the said parish of Saint John the Baptist Croydon, all in the said county of Surrey.

Another branch, commencing at a point on the said main line, near to the point of junction of the London and South Western Railway with the Windsor, Staines, and Richmond Railway, in the said parish of Saint Mary Battersea, and terminating on the Surrey side of the river Thames, in the said parish of St. Mary Battersea, near the site of the bridge in course of erection to lead from Chelsea to Battersea Fields, together with a wharf and landing-place to the same, near the said bridge, which said branch will pass entirely within the said parish of Saint Mary Battersea, in the said county of Surrey.

Another branch, commencing on the Surrey side of the river Thames, in the said parish of Saint Mary, Battersea, near the site of the bridge in course of erection to lead from Chelsea to Battersea Fields, and terminating by a junction with the London and South Western Railway at a point near to Long Hedge Farm-lane, in the said parish of Saint Mary Battersea, and which said branch is intended to pass entirely within the said parish of Saint Mary Battersea, in the said county of Surrey.

3rd. The Bill will take powers to purchase lands and houses compulsorily, for the purposes aforesaid—to extinguish any privileges which may interfere with the said railway and branches and to levy tolls, rates, and duties for the use thereof, and to grant exemptions from payment of any such tolls, rates, and duties.

4th. The Bill will also take powers to enable the said Company to enter into arrangements with the London, Brighton, and South Coast Railway Company, the South Eastern Railway Company, and the London and South Western Railway Company, or any of them, relative to the working of the traffic on the said railway and branches.

Plans and sections of the proposed railway and branches, a book of reference to the plans, a published map showing the direction of the proposed works, and a copy of this notice, will, before the 1st day of December next, be deposited for public inspection, with the Clerk of the Peace for the said county of Surrey, at his office, in Lambeth.

And a copy of so much of the plan, section, and book of reference, as relates to each parish in which the proposed works are situate, will be deposited, before the 1st day of December next, together with a copy of this notice, with the parish clerks of the respective parishes, at their places of residence.

Where the works are to be made in extra-parochial places, the aforesaid documents will be deposited at the residence of 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 10th day of November 1852.

*Johnston, Farquhar, and Leech, 65, Moor-gate-street, London.*

#### Bacup Waterworks.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the present session for leave to bring in a Bill for making and maintaining waterworks for supplying

with water the town of Bacup, in the parish of Whalley, in the county palatine of Lancaster, and the townships of Cliviger and Newchurch, in the said parish and county, and the township of Spotland, in the parish of Rochdale, in the said county; and for this purpose to incorporate a Company with power to sue and be sued, and all other necessary powers, and to make and maintain one reservoir at or near to Nook End, in the said parish of Whalley, one other reservoir at or near to Scar End, in the said parish of Whalley, one filtering bed or reservoir at or near to Wear-terrace, in the said parish of Whalley, and also one receiving or service reservoir, also at or near to Wear-terrace aforesaid; and also to make and maintain a main pipe or aqueduct commencing at the said firstly-mentioned reservoir, and terminating at the said filtering bed or reservoir, one other main pipe or aqueduct commencing at the said secondly-mentioned reservoir, and terminating at the said filtering bed or reservoir; one other main pipe or aqueduct, commencing at the said receiving or service reservoir, and terminating at or near to the intersection of the Rochdale and Burnley turnpike-road with the Haslingden and Todmorden turnpike-road, at or near Bridge End, in Bacup aforesaid; and also to make and maintain one catch-water drain or aqueduct, commencing at or near to Heald Town, in the parish of Whalley aforesaid, and terminating at the said firstly-mentioned reservoir; one other catch-water drain or aqueduct commencing at or from the Heald Brook, in the parish of Whalley aforesaid, on the west side of Heald Town aforesaid, and terminating at the said secondly-mentioned reservoir; one other catch-water drain or aqueduct, commencing at the Car Bridge Brook, in the parish of Whalley aforesaid, and terminating at the said secondly-mentioned reservoir; and one other catch-water drain or aqueduct, commencing at the west end of Coalpit Clough plantation, in the said parish of Whalley, and terminating at the said filtering bed or reservoir. And it is intended to apply for powers to take a supply of water from and to divert the several brooks and streams following; that is to say: the river Irwell, the several runlets or streams of water intercepted by the catch-water drains situate between the said firstly and secondly-mentioned reservoirs, the Heald Brook, the Scar End Brook, the rivulet at Scar End, the Car Bridge Brook, and the streams at or near to the said west end of the said Coalpit Clough plantation, all in the said parish of Whalley, 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 Manchester and Salford Junction Canal, the Bridgewater Canal, the River Mersey, and the Rochdale Canal.

And notice is hereby further given, that the said works are intended to be made and maintained in or through the several parishes, townships, townlands, and extra-parochial places following, or some of them, that is to say, Whalley, Cliviger, Newchurch, Bacup, Rossendale, Rochdale, and Spotland, all in the said county palatine of Lancaster. And it is also intended to apply for powers for the compulsory purchase of lands and houses, and 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 notice is hereby further given, that duplicate plans and sections of the intended works, together with a book of reference thereto, 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 palatine of Lancaster, at his office at Preston, and that on or before the said 30th day of November, copies of so much of the said plans and sections as relate to each parish in or through which the said works are intended to be made and maintained, together with a copy of so much of the book of reference as relates to such parish, and a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of such parish, at his residence, and in the case of any extra-parochial place, then with the parish clerk of an adjoining parish; and also 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 10th day of November 1852.

*E. M. Wright*, Solicitor, Bacup.

*Westmorland and Taylor*, Solicitors, Wakefield.

#### Llanelly Railway and Dock Company.

(Further works and powers; Repeal of restrictions, 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 effect the purposes following, or some of them, that is to say,—

To enable the Llanelly Railway and Dock Company to make and maintain the railways and works hereinafter mentioned, viz,—

No. 1. An extension railway commencing from and out of the present main line of the Llanelly Railway at or near Duffryn road, in the parish of Llandebie, in the county of Carmarthen, and terminating at or near the turnpike road from Llandilo to Llandovery, near to the point where the Gurreyfach stream crosses the same road, and in the parish of Llandilo fawr, in the same county.

No. 2. A branch railway commencing from and out of the said intended extension railway, in or near to a certain field called Wauncloddiaúrdwr, being part of a certain farm called Pistill-ishaf, in the parish of Llandebie, in the same county, and terminating at or near a certain field called Garn, being part of the said farm called Pistill-ishaf, in the said parish of Llandebie, in the same county.

No. 3. A branch railway commencing from and out of the said intended extension railway, in or near to the said field called Wauncloddiaúrdwr, and terminating at or near to a certain field called Stange, being part of a certain farm called Cityrychan, in the same parish of Llandebie, in the same county, and which said extension and branch railways will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say,—Llandebie, Llanvihangel, Aberbythich, Llandilo, and Llandilo fawr, all in the said county of Carmarthen.

To enable the Company to stop up, alter, or divert, either temporarily or permanently, any turnpike or other roads, highways, streets, railways, tramways, canals, aqueducts, streams, rivers, sewers, drains, and watercourses, within the aforesaid parishes, townships, and extra-parochial places, or any of them, which it may be necessary or desirable to stop up, alter, or divert, for any of the purposes of the intended Bill.

To make lateral deviations from the lines of the said extension and branch railways, to the extent and within the limits defined upon the plans hereinafter mentioned; and 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 said intended railways and works; to alter the existing tolls, rates, and duties receivable by the Company upon and in respect of their railway, docks, wharves, engines, and other property, and to levy new and additional tolls, rates, and duties, upon and in respect of the same, and of every or any part thereof, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To empower the Company to appropriate at their discretion, any of their yards, wharves, quays, depôts, or ground, for particular purposes, and for the use of particular persons, and to make and recover charges for the use of the property so appropriated. Also to empower the Company to purchase, build, hire, or provide steam tugs, and to make and recover tolls and charges for their use.

To amend, extend, and enlarge the powers and provisions of the several Acts of Parliament following, relating to the Company, that is to say,—(local and personal Acts,) 9 Geo. 4, chapter 91; 3rd William 4, chapter 52, and 5th and 6th William 4th, chapter 96; and also so far as may be necessary for the purposes of the said intended Bill to amend all other Acts of Parliament whatsoever, which might otherwise interfere with or prevent the attainment of the objects and purposes of the said intended Bill. Also to repeal all such of the provisions of the said Acts, or any or either of them as it may be necessary or desirable to repeal in order to carry into effect the objects of the said intended Bill, and especially to repeal the 61st, 65th, and 131st sections of the Act first hereinbefore mentioned, and the 9th, 10th, 11th, 12th and 13th sections of the Act secondly hereinbefore mentioned. Also to confer upon the Company the fullest and most effective powers of working, and using, and taking tolls upon their railways, as ordinary passenger railways, and of making and enforcing due provisions and regulations for the safety of the public and of the passengers conveyed thereon.

To empower the Company to raise additional capital for all or any of the purposes aforesaid. And also for the purpose of paying off mortgages; and to attach to such capital, or any part thereof, such rights and privileges in all respects, whether of priority of dividend or otherwise, as may be agreed upon by the Company.

And notice is hereby further given, that duplicate plans and sections of the intended railways and works, together with a book of reference to such plans, a published map with the lines of the said railways delineated thereon, 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 with the clerk of the peace for the county of Carmarthen, at his office at Carmarthen, 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 parish and extra-parochial place, in or through which the said railways 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 with the parish clerk of each such parish, at his place of abode; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode; and that on or before the 31st day of December, 1852, printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 3rd day of November 1852.

*Crowder and Maynard*,

Solicitors for the said Bill,

57, Coleman Street, London.

## Halifax Waterworks Extension and Improvement Bill.

(Amendment of Acts; Extension of Powers of Mayor, Aldermen, and Burgesses, and Local Board of Health; Waterworks; Markets and Fairs; Town Hall; Gas Works; Police; New Streets; Town Improvements; Rates and Tolls.)

**N**OTICE is hereby given, that it is intended to apply to Parliament in the next session, for an Act for all or some of the following purposes:

1. To repeal and re-enact or amend all or some of the provisions of all or some of the following Acts, to wit, an Act of the 2nd year of the reign of King George the Third, intituled "An Act for supplying the town of Halifax with Water;" and an Act of the 4th year of the reign of King George the Fourth, intituled "An Act for Paving, Lighting, Cleansing, Watching, and Improving the Township of Halifax, and for supplying the same with Water;" and an Act of the 50th year of the reign of King George the Third, intituled "An Act for regulating the New Market Place in the Town of Halifax, in the West Riding of the County of York;" and an Act of the 3rd year of the reign of King George the Fourth, intituled "An Act for lighting with Gas the Town and Township of Halifax and the Neighbourhood thereof, within the Parish of Halifax, in the West Riding of the County of York;" and an Act of the 59th year of the reign of King George the Third, intituled "An Act for continuing and amending Three Acts of his late and present Majesty, for repairing the Road from Kighley to Halifax, in the West Riding of the County of York."

2. To amend and extend the powers conferred on the mayor, aldermen, and burgesses of the borough of Halifax, in the West Riding of the county of York, in their capacity of the Halifax local board of health, by or under "The Public Health Act, 1848," and the Acts supplemental thereto, and to make further provision for the execution of those Acts within the borough.

3. To make further provision as to the period within which the purchase-money of the existing waterworks shall be liquidated, and to make further provision as to the application of such purchase-money.

4. To enable the said mayor, aldermen, and burgesses to supply more effectually with water the borough of Halifax and the neighbourhood thereof.

5. To enable the said mayor, aldermen, and burgesses, as well for the purposes of such supply, as for compensating the owners, lessees, and occupiers of any lands, mills, houses, engines, and works proposed to be taken as hereinafter mentioned, for the loss of the water to be taken or used under the authority of the intended Act, to make, maintain, vary, enlarge, and extend the reservoirs and aqueducts hereinafter mentioned, and all necessary and proper roads, watercourses, weirs, gauges, tunnels, conduits, pipes, works, and conveniences, and with any lateral deviations within the limits of deviation shown on the plans hereinafter mentioned, that is to say:—

A reservoir on Ogden Clough, Skirden Clough, and Hebble Brook, at or near Ogden, in the township of Ovenden, in the parish of Halifax, in the West Riding of the county of York.

A reservoir at or near and on the west side of the village of Mixenden, in the said township of Ovenden.

A reservoir on Warley Moor, at or near and on the west side of Fly, in the township of Warley, in the said parish of Halifax.

A reservoir on Luddenden Brook, at or near Castle Carr, in the said township of Warley,

and in the township of Midgley, or one of them, in the said parish of Halifax.

An aqueduct or conduit commencing at a certain stream or clough near to and on the west side of a certain farm house called Old Chapel, in Mixenden, and terminating at and in the said intended reservoir at or near Ogden, all within the said township of Ovenden.

An aqueduct or conduit commencing at the said intended reservoir at or near Ogden, then passing by or through the said intended reservoir at or near the village of Mixenden, and terminating at the Victoria reservoir of the Halifax waterworks, in the township of Halifax, in the said parish of Halifax, the property of the said mayor, aldermen, and burgesses, which aqueduct or conduit will pass from, in, through, or into the said township of Ovenden, and the township of Halifax, in the said parish of Halifax.

A branch in Dodgson Clough from the said last-mentioned aqueduct or conduit to connect therewith certain springs in Dodgson Clough aforesaid, the property of the said mayor, aldermen, and burgesses, which branch will lie wholly within the said township of Ovenden.

An aqueduct or conduit commencing on Midgley Moor, at or near Low Brown Knoll Flat, in the said township of Midgley, and terminating at the said intended reservoir on Warley Moor, which aqueduct or conduit will pass from, in, through, or into the said townships of Midgley and Warley, and the hamlet of Far Oxenhope, in the township of Haworth, in the parish of Bradford, in the said West Riding.

An aqueduct or conduit from the said intended reservoir on Warley Moor to the Luddenden Brook, at or near the northerly end of Lower Shore End Wood, which aqueduct or conduit lies wholly within the said township of Warley.

An aqueduct or conduit commencing at Back Clough, at or near to a place called Lower Cabin, in Shore End Wood, and terminating at and in the said intended reservoir at or near Castle Carr, which aqueduct or conduit lies wholly within the said township of Midgley.

An aqueduct or conduit commencing at the said intended reservoir at or near Castle Carr, and terminating by a junction with the aqueduct secondly hereinbefore mentioned, at or near a place called Ramsden Wood, in the said township of Ovenden, which said aqueduct or conduit will pass from, in, through, or into the said townships of Warley and Ovenden.

6. To enable the said mayor, aldermen, and burgesses to obtain water for all or any of the purposes aforesaid, from certain lands, 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 Calder and the Hebble Brook and Luddenden Brook aforesaid, and also into the Rochdale Canal, and the Calder and Hebble Navigation, and the Aire and Calder Navigation.

7. To enable the said mayor, aldermen, and burgesses, for the purpose of the waterworks, to make, lay down, and maintain through private lands, and through the streets, roads, lanes, and public places within the several parishes and townships hereinbefore mentioned, or some of them, all necessary and proper mains, pipes, and other works and conveniences.

8. To enable the said mayor, aldermen, and burgesses, for any of the purposes of the intended Act, to impound, intercept, stop up, alter and divert, either temporarily or permanently, within

the several parishes and townships aforesaid, all such turnpike and other roads, streets, highways, canals, streams, rivers, brooks, sewers, pipes, aqueducts, and railways, as it may be necessary to impound, intercept, stop up, alter, or divert for such purposes.

9. To enable the said mayor, aldermen, and burgesses to demand and receive rates or rents in respect of the supply of water to be afforded by them.

10. To enable the said mayor, aldermen, and burgesses to purchase, take on lease, or otherwise acquire the New Market Place in the said borough, and other the buildings, lands, and property held under the provisions of the above-mentioned Act of the 50th year of the reign of King George the Third, and to enable the trustees of the said market place to transfer and convey the same.

11. To enable the said mayor, aldermen, and burgesses to remove the old cattle market in the said borough to a more convenient place within the said borough.

12. To enable the said mayor, aldermen, and burgesses to erect, improve, repair, and maintain markets and market-places within the said borough, and to regulate all the markets, market-places, and fairs within the said borough.

13. To enable the said mayor, aldermen, and burgesses to erect, improve, repair, maintain, and regulate a building or buildings to be used as a town hall, court house, police station, prison cells, and for other public purposes, and to provide approaches thereto, and for all or any of such purposes to purchase by compulsion or agreement certain land and buildings of Sir Joseph Ratcliffe, Baronet, at or near Ward's End, within the said borough.

14. To enable the said mayor, aldermen, and burgesses to remove the now existing slaughter-houses within the said borough, and to make further provision with respect to the making, maintaining, removing, and regulating of the now existing and future slaughter-houses within the said borough.

15. To enable the said mayor, aldermen, and burgesses to purchase, take on lease, or otherwise acquire the gas works in the said borough, and other the lands, buildings and property of the Halifax Gas Light and Coke Company, incorporated by the above-mentioned Act of the 3rd year of the reign of King George the Fourth, and to make and sell gas, and to sell coke and other the products of the manufacture of gas, and to supply with gas the said borough of Halifax and the neighbourhood thereof, and to provide for the winding-up of the affairs and the dissolution of the Halifax Gas Light and Coke Company.

16. To extend the powers of the said mayor, aldermen, and burgesses, with respect to the paving, lighting, watching, cleansing, and improving, and the sale or other disposal and regulation of the sewerage of the said borough, and to make further provision with respect to the police and good government of the said borough.

17. To enable the said mayor, aldermen, and burgesses to remove projections into streets in the said borough, and to improve, vary, extend, and enlarge the streets in the said borough, and to make and maintain new streets in the said borough, and to purchase compulsorily or by agreement lands, buildings, and houses for those purposes, and which new streets are intended to be the following, to wit:—

A new street in continuation of Waterhouse-street southwards, commencing at Hall End, crossing Cheapside, the Old Cock-yard, into and through the before-mentioned land and buildings of Sir Joseph Ratcliffe, Baronet, crossing Ward's End, into and terminating in

St. John's-lane, near the south-western corner of the Riding School, and opposite to an intended new street across the Clare Hall estate, from St. John's-lane aforesaid to Oxford-road.

A new street in continuation of Orange-street, northwards, commencing in Orange-street, into and terminating in a street called North-parade, at or nearly opposite the southern end of a recently constructed street called Corporation-street North.

A new street in continuation of Westgate, westward, across Southgate and Ward's End, or one of them, into and terminating in the land hereinbefore mentioned of Sir Joseph Ratcliffe, proposed as the site of a town hall and other public buildings.

A new street in continuation of Albion-street (New Market), commencing at the western extremity of the said street, running in a westerly direction across Southgate, into and terminating in the land hereinbefore mentioned of Sir Joseph Ratcliffe, proposed as the site of a town hall and other public buildings.

A new street commencing in Barum Top, at or near the north-westerly end of Fountain-street, running in an easterly direction into, and terminating in, the land hereinbefore mentioned of Sir Joseph Ratcliffe, proposed as the site of a town hall and other public buildings.

A new street from Barum Top, commencing at the north-east extremity of Bull Close-lane, and terminating opposite Shaw's-court, in King Cross-street.

A new street from and out of King Cross-street, commencing at a point opposite to the north end of Delph-street, across Hopwood-lane, along the existing street called Brunswick-street, thence across Lister-lane and Gibbet-street, and terminating in Pellon-lane near to and on the east side of Pellon-place.

A new street in continuation of Bond-street, northwards, commencing in Hopwood-lane, opposite the north end of Bond-street aforesaid, thence to Lister-lane along the existing street called Clarence-street, across Gibbet-lane, thence by Melville-place across Pellon-lane and Upper Crib-lane, otherwise Green-lane, and terminating in Back-lane, opposite the southern end of Peel-street.

A new street in continuation of Rhodes-street, northwards, commencing in Hanson-lane, opposite the northern end of Rhodes-street aforesaid, thence across Pellon-lane at or near Greenhill, and thence in a due northerly direction into and terminating in Green-lane.

A new street in continuation of Aked's-road, southwards, commencing in West-parade opposite the southern end of Aked's-road, and terminating in Swires-road at or near to the south-west corner of a cottage there called Savile Cottage.

A new street from Northgate to Hall End, commencing in Northgate, at or near and on the northerly side of the Waggoner's-inn, and terminating in Hall End, at the junction of Crown-street and Waterhouse-street.

A new street in continuation of Corn-market, commencing in Crown-street, opposite the end of Corn-market, crossing the intended new street lastly hereinbefore described, and terminating in Waterhouse-street, at or near Wesley Chapel.

A new street in continuation of Union-street, southwards, commencing in New-road, opposite the end of Union-street, running due south, and terminating at the boundary which separates the Hope-hall and Clare-hall estates.

- A new street, commencing in Pellon-lane, near to and on the east side of Pellon-place, and terminating in St. James's-road, opposite to the end of North-parade.
- A new street, commencing in Stannary-lane, otherwise Stannary, nearly opposite Back-lane, thence across Crib-lane, and terminating in Corporation-street North, nearly opposite the east end of Darley-street.
- All which intended new streets hereinbefore mentioned are or will be wholly situate in the township of Halifax aforesaid.
- A new street, commencing at or near the Bank-foot mills of Messrs. Baldwin and Son, in the township of Southowram, in the parish of Halifax aforesaid, proceeding thence in a northerly direction across the foot of Southowram-bank, thence along the back or east side of the gas-works, and thence in a north-westerly direction, by Charlestown, to the foot of Haley-hill, at the northerly end of North-bridge, in the township of Northowram, in the said parish of Halifax, and which last-mentioned intended new street will be situate wholly within the said townships of Southowram and Northowram.
- A new street in continuation of the last-mentioned new street, commencing at the northerly end of North-bridge aforesaid, thence across Stoney Batter, otherwise Stoney Battery, and terminating in Old-lane, at or near the south-west corner of the Woodside-plantation, and which intended new street, now being described, will be situate wholly within the said township of Northowram.
- A new street in continuation of the recent extension of Wade-street, commencing in the township of Halifax, at or near the north-easterly corner of the premises of Samuel Cunliffe Lister, Esq., and terminating by a junction with the new street hereinbefore described, from Bankfoot-mills to Haley-hill, in a field there, in the said township of Northowram, and belonging to Mr. David Porter, and which intended new street, now being described, will be situate wholly within the said townships of Halifax and Northowram.
- A new street on the line or in the direction of the existing footpath called Jonas-well-lane, in the township of Halifax, commencing at and by a junction with the last described intended new street, at or near the north-easterly corner of Mr. Samuel Cunliffe Lister's estate, running in a southerly and westerly direction to and into King-street and Cripple-gate, or one of them, near Mulcture-hall, being wholly within the township of Halifax.
- A new street from and out of the last-mentioned intended new street, commencing at the angle of the said street, where it diverges from the mill-dam towards Mulcture-hall, proceeding thence in a southerly direction, and terminating in Cripple-gate, about midway between Mulcture-hall and the corn-mills called Four-mills, occupied by Messrs. Green and Kershaw, and being wholly within the township of Halifax.
- All which said intended new streets hereinbefore particularly described, are or will be situate within the borough of Halifax.
18. To enable the said mayor, aldermen, and burgesses, to widen, vary, improve, alter, and enlarge certain streets and roads within the said borough, and to purchase compulsorily or by agreement, lands, buildings, and houses, or parts thereof respectively, for those purposes, and which said streets and roads intended to be so widened, varied, improved, altered and enlarged, are the following

to wit:—Crown-street, Cow Green, Old Market, Market-street, Bull Close-lane, Haugh Shaw-lane, Lister-lane, Hopwood-lane, South-parade, Upper Kirkgate, Bridge-street, Cripplegate, Lower Kirkgate, Berry-lane, Causeway, Smithy-street, Winding-road, Woolshops, Square-road, Corn Market, Hall End, Silver-street, Orange-street, St. James's-road, Swine Market, Copper-street, Gibbet-street, Northgate, Trinity-road, Blackwall, Stone Trough-lane, South-street, Bull Green, Stannary-lane, Back-lane, and Pellon-lane; all which streets and roads are in the said township of Halifax, and Bank-bottom, which is in the said township of Northowram.

19. To declare as public and open thoroughfares and highways, the following streets within the said borough, and every part of such streets, to wit:—Rhodes-street, Aked's road, Clarence-street, Brunswick-street, Bond-street, and South-street; all of which are within the township of Halifax.

20. To enable the said mayor, aldermen, and burgesses to purchase by compulsion or agreement all such lands, houses, streams, springs of water, and other property, and to make, maintain, vary, extend, and enlarge all such works and conveniences as may be requisite for all or any of the purposes of the intended Act. And also to vary and extinguish any rights and privileges connected with such lands, houses, streams, springs of water and property, or which might impede or interfere with any of the objects of the intended Act.

21. To enable the said mayor, aldermen, and burgesses to levy tolls, rates, and duties for the several purposes of the intended Act, or some of them, and for any other purposes of the municipal corporation of the said borough and the Halifax local board of health respectively.

22. 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.

23. To confer on the said mayor, aldermen, and burgesses such powers, and to make such provisions, as may be proper for the several purposes of the Act.

24. To enable the said mayor, aldermen, and burgesses to raise money for all or any of the purposes of the intended Act, and for any other of the purposes of the municipal corporation of the said borough and the Halifax local board of health respectively, upon the credit of the rates or rents which they now are or by the intended Act may be authorized to levy and receive, and to raise the same either by mortgage, bond, annuity, or other means.

25. To provide for the application of the moneys received, under the authority of the intended Act.

26. To make further provision with respect to the rates and other sums now raisable or receivable by the municipal corporation of the said borough, and the Halifax local board of health respectively, and the application of such moneys.

27. To determine which of the powers and provisions of the Act shall apply to and be executed by the said mayor, aldermen, and burgesses in their capacity of the municipal corporation of the said borough; and which of them shall apply to and be executed by the said mayor, aldermen, and burgesses in their capacity of the Halifax local board of health.

And notice is hereby given, that it is intended to incorporate with the intended Act all or some of the provisions of all or some of the following Acts, to wit, "The Lands Clauses Consolidation Act, 1845," "The Railway Clauses Consolidation Act, 1845," "The Waterworks Clauses Act, 1847," "The Markets and Fairs Clauses Act, 1847," "The Gas Works Clauses Act, 1847," "The Town Police Clauses Act, 1847," "The Towns Improvement

Clauses Act, 1847," "The Commissioners Clauses Act, 1847."

And notice is hereby given, that plans and sections of these proposed works, together with a book of reference thereto, 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 upon the plan, 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 of the West Riding of the county of York, at Wakefield, in the said West Riding, on or before the 30th day of November, 1852; and also that on or before that day a copy of so much of the said plans and sections as relates to each parish in or through which the works are intended to be made, maintained, varied, extended or enlarged, together with a copy of so much of the book of reference as relates to such parish, 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 residence.

And notice is hereby given, that on or before the 31st day of December, 1852, 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.

*Wavell, Philbrick, and Foster*, Halifax,  
Solicitors for the Bill.

Manchester, Sheffield, and Lincolnshire Railway.

(Proposed Extension and Deviation of the Barnsley Branch Railway, and Extension of Time for Completion of Works, under the Manchester, Sheffield, and Lincolnshire Railways (Station at Sheffield, and Branch to the Sheffield Canal) Act, 1848; Power to Use Barnsley Station; and Amendment of Acts.)

**N**OTICE is hereby given, that the Manchester, Sheffield, and Lincolnshire Railway Company intend to apply to Parliament, in the next session, for an Act to enable them to do the following things, namely:—

I. To make and maintain a line of railway in substitution of a portion of the Barnsley branch of the Manchester, Sheffield, and Lincolnshire Railway authorized to be made by "The Manchester, Sheffield, and Lincolnshire Railway (Barnsley junction and branches) Act, 1848," such new line of railway to commence by a junction with, and proceed from and out of the said Barnsley branch as now of course of construction at or near the Doncaster and Saltersbrook turnpike-road, in the township of Dodworth, in the parish of Silkstone, in the West Riding of the county of York, and to terminate at or near to the Barnsley station of the Lancashire and Yorkshire Railway, in the township of Barnsley, in the said parish of Silkstone, in the said West Riding of the county of York, by a junction with such last mentioned railway, which said branch railway will pass through the parish of Silkstone, and townships of Barnsley and Dodworth, or one of them; and to abandon the portion of the authorized line of such Barnsley branch which is situated between the commencement of such new line of railway and the authorized termination of the said Barnsley branch, at or near Barnsley.

II. To purchase lands and houses compulsorily for the above named undertaking, and to vary and extinguish all privileges and rights appertaining to those lands or houses which would obstruct the said undertaking.

III. To stop up, alter, or divert, whether temporarily or permanently, all roads, highway, rivers,

streams, canals, railways, and tramways, which it may be necessary either to stop up, alter, or divert, for the purpose of the said undertakings.

IV. To levy tolls, rates, and duties, for the use of the said proposed undertaking.

V. To apply any part of their capital or money authorized by the Acts after mentioned, or any of them, to be raised for or towards the construction of the said undertaking: to raise further sums of money by shares or mortgage.

VI. And it is further proposed by the said intended Act to extend the period limited by "The Manchester, Sheffield, and Lincolnshire Railway (stations at Sheffield and branch to the Sheffield canal) Act, 1848," for the completion of the works by the said last mentioned Act, authorized; and also to amend and enlarge some of the provisions and powers of such Act, and of the said "Manchester, Sheffield, and Lincolnshire (Barnsley junction and branches) Act, 1848;" and also of the following Acts relating to the Company, viz.: the 12th and 13th Vic., c. 81, the 13th and 14th Vic., c. 94, and the 15th and 16th Vic., c. 83 and 144.

VII. To enable the Manchester, Sheffield, and Lincolnshire Railway Company to form a junction with the line of railway belonging to or under the control of the Lancashire and Yorkshire Railway Company, at or near the station at, in, or for the town of Barnsley, used by such Company, and also to use the said station, and the railways, sidings, watering-places, and other works and conveniences connected therewith upon payment of such tolls or charges as may be agreed upon between the Manchester, Sheffield, and Lincolnshire Railway Company, and the Company or Companies entitled to such station, or in case of dispute as may be settled in manner to be prescribed in the intended Act, and for such purposes it is intended so far as needful to alter the powers and provisions, rates or tolls granted by or contained in the Acts relating to the Lancashire and Yorkshire Railway Company, and in "The Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Act, 1845," and in any other Act or Acts relating to such respective railways or to the said station.

And notice is hereby further given, that duplicate plans and section describing the lines and levels of the works proposed to be authorized by the said intended Act, and the lands and houses which may be required for the same, together with a book of reference to the plans, containing the names of the owners and lessees, or of the reputed owners and lessees, and of the occupiers of such lands and houses, and a published map shewing the general line and direction of the proposed new line of railway and works, 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 at the office of the Clerk of the Peace of the West Riding of Yorkshire, at Wakefield; 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 thirtieth day of November, with the parish clerk of the parish of Silkstone, at his residence.

And notice is hereby 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 first day of November 1852.

*John W. Stable*, Manchester,  
Solicitor of the Bill.



Regent's Canal Company.  
Limehouse Dock.

**N**OTICE 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 Company of Proprietors of the Regent's Canal to construct and maintain a wet dock or wet docks, tidal basin or tidal basins, comprising therein, and as part thereof, the existing ship basin of the said Company at Limehouse and Ratcliff, in the county of Middlesex, commonly called the Limehouse Basin, and a ship entrance from the river Thames into the said dock or docks, basin or basins, and a cut or cuts, canal or canals, uniting the Limehouse cut of the river Lee with the same dock or docks, basin or basins, and to construct and maintain all proper and necessary walls, piers, stages, jetties, wharfs, quays, shipping and landing places, stairs, slipways, moorings, dolphins, buoys, machines, engines, pumps, cranes, roads, roadways, footpaths, towing paths, tramways, railways, embankments, fixed bridges, opening bridges, abutments, arches, aqueducts, tunnels, sluices, cuts, or channels of communication, culverts, shafts, drains, pipes, mains, conduits, weirs, locks, pens, lock gates, stop gates, vaults, warehouses, sheds, and other works and conveniences connected with the said dock or docks, basin or basins, ship entrance, cut or cuts, canal or canals, or incidental thereto, and for the purposes aforesaid, to extend, enlarge, and deepen the said Limehouse basin; also to dredge, scour, and deepen the bed and shore or soil of the river Thames; also to empower the said Company to remove the existing fixed bridge in Narrow-street, Limehouse, over and across the barge entrance from the river Thames to the said Limehouse basin, and to construct an opening bridge in lieu of such fixed bridge; also to empower the said Company to lay down lines of railway upon and over the said intended stages, jetties, wharfs, quays, shipping and landing places, and to connect the same with the London and Blackwall Railway, by junction lines near the point where the same railway crosses over the Regent's Canal, at the Commercial-road lock of the same canal; also to empower the said Company to re-build for the trustees of the river Lee, the bridge in the line of the Commercial-road over the said Limehouse cut of the river Lee, which bridge the said trustees are empowered to re-build under the provisions of "The Lee Navigation Improvement Act, 1850," and to construct a lock in the said Limehouse cut, at the point where the said cut is crossed by the line of the said Commercial-road, and to stop up and close so much of the channel or course, basins, and docks of the said Limehouse cut as is situated between the point at which the said cut is crossed by the line of the said London and Blackwall Railway and the river Thames at Limehouse, and also the entrance and lock of the said cut from or into the said river Thames; and to construct and maintain stop gates at the point at which the said cut is crossed over by the said last-mentioned railway, and to make and maintain a cut, canal, or basin from the said last-mentioned point, to connect the said Limehouse cut with the said intended dock or docks, basin or basins, and locks, all which works hereinbefore mentioned or referred to are intended to be made in the parish of Saint Anne, in the county of Middlesex, commonly called Saint Anne, Limehouse, and in the hamlet of Ratcliff, in the parish of Saint Dunstan, Stepney, otherwise Stebonheath, and in the bed or soil of the river Thames, all in the said county of Middlesex, and are intended to commence on the north, upon a line whereof the westernmost point is the point

where the Horseferry Branch-road diverges from the said Commercial-road, and in the said hamlet of Ratcliff, and whereof the easternmost point is at or near a point immediately north of the said Commercial-road, where the same crosses the said Limehouse cut of the river Lee, and in the said parish of Saint Anne, Limehouse, and to terminate on the south upon a line whereof the westernmost point is in the river Thames, near the ship entrance of the said Limehouse basin, and in the said hamlet of Ratcliff, and whereof the easternmost point is in the said river Thames, near the entrance of the said Limehouse cut of the river Lee, from the said river Thames, and in the said parish of Saint Anne, Limehouse.

And notice is hereby given, that it is intended in the said Bill to apply for powers to alter the level of, deepen, remove, cross, divert, break up, alter, stop up, widen, or narrow, either temporarily or permanently, all turnpike and other roads, streets, lanes, highways, footpaths, towing-paths, railways, tramways, canals, cuts, navigations, basins, docks, locks, bridges, piers, stages, jetties, wharfs, quays, shipping and landing places, stairs, slipways, moorings, rivers, streams, sewers, drains, pipes, mains, aqueducts, conduits, tunnels, sluices, waters, and watercourses, within the parishes and places aforesaid, or such of them as it may be necessary to alter the level of, deepen, remove, cross, divert, break up, alter, stop up, widen, or narrow for the purposes of the said intended dock or docks, basin or basins, ship entrance, cut or cuts, canal or canals, locks or bridges, or for the execution of all or any part of the several other works hereinbefore mentioned or referred to, and for other the purposes of the said Bill, and particularly the Commercial-road East, Mill-place, Rose-lane, Island-row, Norway-place, Church-row, Oak-lane, Turner's-place, Maize-row, Risbie's Rope-walk, Frog-island, Thomas'-row, Garrick's-buildings, Chever's-court, Nightingale-buildings, Copo's-buildings, Trigg's-place, Nightingale-lane, Pleasant-place, Walnut-alley, Globe-alley, Shoulder-of-mutton-alley, Linton-place, Garden-court, Webb's-place, Hawkins'-buildings, John's-buildings, Tite's-alley, Green-dragon-alley, Fore-street, Narrow-street, the Horseferry-road, Queen-street, and Kidney-stairs, all in the said parish of Saint Anne, Limehouse, and in the said hamlet of Ratcliff, or one of them; and to make and maintain a new road from Narrow-street aforesaid, opposite Kidney-stairs aforesaid, to unite with Risbie's Rope-walk aforesaid, to or near where the same crosses the Limehouse cut of the Lee Navigation, and from the point in Risbie's Rope-walk, where the same is joined by Shoulder-of-mutton-alley aforesaid, to a point in Oak-lane aforesaid, which lies upon or about a line drawn northward from Thomas'-row aforesaid, which said road or roads will be made in the said parish of Saint Anne, Limehouse.

And notice is hereby further given, that it is intended in the said Bill to apply for powers for the compulsory purchase of lands and houses for the purposes of the said dock or docks, basin or basins, ship entrance, cut or cuts, canal or canals, and the several other works hereinbefore mentioned or referred to, and to make provisions for varying or extinguishing all existing rights and privileges to or over the said Limehouse basin of the said Company, or the banks, roads, towing-paths, locks, entrances, wharfs, quays, shipping and landing places, piers, stages, cranes, machines, warehouses, sheds and arches, and the several other works and conveniences adjoining to or near the said Limehouse basin, or in any way connected therewith, and for varying or extinguishing all

existing rights and privileges in any way affecting the sole use and enjoyment by the said Company of the said intended dock or docks, basin or basins, ship entrance, cut or cuts, canal or canals, and of the several other works hereinbefore mentioned or referred to; also for varying or extinguishing all the rights, powers, and privileges of the trustees of the river Lee, and all persons using the navigation of the river Lee, so far as such rights, powers, and privileges relate to that part of the said Limehouse cut of the said river Lee which is situated between the point at which the said cut is crossed by the line of the Commercial-road and the river Thames at Limehouse; and for extinguishing the right of the said trustees to take tolls, rates, or duties upon that part of the said cut which is lastly hereinbefore described: and also for extinguishing the right of the mayor, commonalty, and citizens of the city of London to recover from the said Company the annual sum of 450*l.*, made payable by the said Company to the said mayor, commonalty, and citizens, by the Act of the 52 George III., cap. 195 (local and personal), and also for varying or extinguishing other rights and privileges. And also for varying or extinguishing the existing tolls, rates, and duties levied or charged, or which may by law be levied or charged, in respect of the use of the said Limehouse basin of the said Company, or of the banks, roads, towing-paths, locks, entrances, wharfs, quays, shipping and landing places, piers, stages, cranes, machines, warehouses, sheds, and arches, and the several other works and conveniences adjoining to or near the said Limehouse basin, or in any way connected therewith, and for conferring or extinguishing exemptions from payment of such tolls, rates, and duties as aforesaid. And also for powers to enable the said Company to levy tolls, rates, and duties for and in respect of the use of the said Limehouse basin, and of the said intended dock or docks, basin or basins, ship entrance, cut or cuts, canal or canals, including so much of the Limehouse cut of the said river Lee as is situated between the point at which the said cut is crossed by the line of the Commercial-road and the river Thames at Limehouse, and of the said intended piers, stages, jetties, wharfs, quays, shipping and landing places, stairs, slipways, machines, cranes, roads, roadways, footpaths, towing-paths, tramways, railways, vaults, warehouses, sheds, and arches, and the several other works and conveniences hereinbefore mentioned or referred to. And for provisions for conferring or extinguishing exemptions from payment of such last-mentioned tolls, rates, and duties.

And notice is hereby also given, that it is intended in the said Bill to apply for powers to take water from the river Thames, and from any streams or watercourses running into such river, for supplying the said intended dock or docks, basin or basins, cut or cuts, canal or canals, and locks hereinbefore mentioned or referred to. And that it is intended to divert into the existing Limehouse basin of the said Company, and into the said intended extension and enlargement thereof, or into the said intended dock or docks, basin or basins, cut or cuts, canal or canals, ship entrance, and locks hereinbefore mentioned or referred to, the water of and from the Regent's Canal, the Limehouse basin, the river Lee, and the river Thames.

And notice is hereby further given, that it is intended by the said Bill to make provisions for creating new or additional shares in the capital of the said Company, for the purposes of the said intended works, and for borrowing further monies on mortgage, debenture, or bond, and to make other arrangements with regard to the capital

and debt of the Company; and also to repeal the several Acts of Parliament relating directly or indirectly to the Regent's Canal, which Acts are distinguished in the Queen's printer's copies thereof as 52 George III., cap. 195 (local and personal), 53 George III., cap. 32 (local and personal), 56 George III., cap. 85 (local), 59 George III., cap. 66 (local), 1 and 2 George IV., cap. 43 (local), and 14 Victoria, cap. 32 (local). And the Acts of Parliament following relating to an exchange of water between the Grand Junction Canal Company, the Grand Junction Water Works Company, and the Regent's Canal Company, which Acts (local) are distinguished in the Queen's printer's copies thereof as 59 Geo. III., cap. 111, and 7 George IV., cap. 140, or some of the before-mentioned Acts of Parliament, and to make other provisions for the continuance of the said Regent's Canal Company, with the powers, property, and works by the same Acts vested in them, and with additional powers, and to re-enact the several now existing powers and provisions with respect to the aforesaid exchange of water; or to alter, amend, extend, enlarge, or repeal, some of the powers and provisions contained in all the several Acts of Parliament hereinbefore mentioned, or some of them. And also in the Acts of Parliament following relating to the Lee navigation, which Acts are distinguished in the Queen's printer's copies thereof as 13 Elizabeth, cap. 18; 12 George II., cap. 32; 7 Geo. III., cap. 51 (local and personal); 19 George III., cap. 58; 45 George III., cap. 69 (local and personal); and 13 and 14 Victoria, cap. 109 (local). And in the Acts of Parliament following relating to the said Commercial-road, which Acts (local) are distinguished in the Queen's printer's copies as 9 George IV., cap. 112, and 12 and 13 Victoria, cap. 76. And in the Acts of Parliament following relating to the said parish of Saint Anne, Limehouse, which Acts are distinguished in the Queen's printer's copies as 22 George III., cap. 87, and 54 George III., cap. 194 (local and personal).

And notice is hereby lastly given, that a plan and section in duplicate of the said intended works hereinbefore mentioned or referred to, and of the lands, houses, tenements, and hereditaments to be taken for the purposes thereof, together with a book of reference to such plan, 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, at the Sessions House, Clerkenwell, in the said county; and that a copy of so much of the said plan, section, and book of reference as relates to each parish in which the said 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 residence, on or before the said 30th day of November 1852; and that printed copies of the said intended 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 10th day of November 1852.

*Lyon, Barnes, and Ellis*, Spring Gardens,  
Westminster, Solicitors of the Regent's  
Canal Company.

Baroda and Central India Railway Company.  
(Incorporating and conferring Powers).

**N**OTICE is hereby given that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to incorporate a Company, commonly called or known by

the name of the Baroda and Central India Railway Company, provisionally registered, established for the purpose of acquiring and holding lands in the East Indies and Great Britain, and making, constructing, working, and maintaining one or more railway or railways in India, commencing at Tankaria, in the Gulf of Cambay, through Baroda, to Rutlam and Agra, or such other railway or railways as may be resolved on, with all necessary and convenient extensions, branches and works, stock and conveniences, and of doing and performing all such matters and things as are generally done by persons or companies engaged in business of the like nature; and to enable the said Company to obtain and acquire all powers, rights, and privileges, from the supreme or any local government of India, necessary or convenient for the objects of the said undertaking, including the acquiring and working of mines of coal, iron, and other minerals, as well as stone, lime, chalk, and other materials, for the purposes of the said railway or railways.

And also to confer on the Honourable East India Company on account of the government of India, or the supreme or any local government of India, and the supreme courts at the several presidencies in the East Indies, all powers necessary or convenient for the purpose of authorizing, constructing, maintaining, protecting, and regulating railways and railway works in India, and for the general objects of the said undertaking; and taking, and purchasing, and holding lands, or any right, estate, interest, or profit in or out of lands for any term of years or in perpetuity, for such purpose, for the exercise of such powers by the said supreme or any local government, in favour of and to grant and concede lands, and depute the said powers to the said Baroda and Central India Railway Company, and any officer or officers thereof; and to enable the said Baroda and Central India Railway Company, or any officer or officers thereof, to make and enter into contract with the Honourable East India Company, and the supreme and any local government of India, or any other body corporate or person in Great Britain or India; and to enable the Honourable East India Company, and any other body corporate or person, to enter into any contract or contracts with the said Baroda and Central India Railway Company, or any officer or officers thereof, and to confirm and carry out any contract or contracts made or agreed upon, or to be made or agreed upon; and to enable the said Baroda and Central India Railway Company to do all acts necessary and convenient for the objects aforesaid.

And also to limit the responsibility of the proprietors in the said undertaking to the amount of their respective shares therein, and to confer such other powers, rights, and privileges on the same Company, as may be deemed necessary or convenient for the purposes of the said undertaking, including powers to take and hold lands or any right, estate, interest, or profit, in or out of any lands for any term of years, or in perpetuity, in the East Indies and in Great Britain; and also powers and facilities for raising money for the purposes of the undertaking, by the creation of stock and shares, and by borrowing and otherwise, and for making, enforcing, and recovering calls, creating and transferring scrip and other shares, consolidating and converting shares into stock, and for raising and borrowing money by mortgages, debentures, or otherwise; and also for levying tolls, rates, and duties, in respect of the use of the said railway or railways and extensions, and the conveyance of passengers and goods thereon, and for conferring, varying, or extinguishing exemptions from payment of tolls, rates, or duties; and for conferring, varying, or extinguishing any other rights or privileges, together with such further powers as may be

necessary for regulating and protecting the rights of the shareholders, and for all or any of the purposes aforesaid, and to alter, modify, amend, and confirm, the registered deed of settlement of the Company, and to confer such further and other powers in relation to the premises either in Great Britain or India, as may be deemed advisable. And notice is hereby also given, that printed copies of the proposed Bill will be deposited on or before the 31st day of December next, in the Private Bill Office of the House of Commons. Dated this 15th day of November 1852.

*Howard and Dollman*, 141, Fenchurch Street, Solicitors to the Baroda and Central India Railway Company.

#### Mid Kent Railway.

(Incorporation of Company—Construction of Railways—Running Powers over Railways belonging to South-Eastern Railway Company—and Amendment of 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 to incorporate a company for making and maintaining the railways hereinafter mentioned, or some or one of them, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works, and to confer upon the Company to be thereby incorporated (hereinafter called "The Company") all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them, that is to say, to make and maintain a railway, commencing by a junction with the North Kent line of the South-Eastern Railway Company, in the parish of Saint Paul, Deptford, at or near a point on the same line of railway, situate about 300 yards to the south-eastward of the bridge over the same line of railway in George-street, Lewisham high road, and terminating in the parish of Farnborough, in the county of Kent, in or near an arable field belonging to and in the occupation of George Benstead Farrant, Esq., and which field abuts upon, and is bounded on the east side thereof by the road leading from Down to Orpington, and on the south side thereof by the high road from London to Maidstone, and on the west and north sides thereof by lands belonging to Sir Percival Hart Dyke, Bart., and in the occupation of William Stow, Esq. Also a railway commencing by a junction with the said intended railway, in or near the hereinbefore described arable field, in the parish of Farnborough, and terminating by a junction with the line of the South-Eastern Railway Company, at or near the Tonbridge station of that Company. Also a railway commencing from and out of the said last-mentioned intended railway, in the parish of Shoreham, in the county of Kent, in or near a certain arable field belonging to Humphery St. John Mildmay, Esq., and in the joint occupation of Samuel Love, Elizabeth Love, and Mary Love, situate about 484 yards to the westward of the road from Riverhead to Shoreham, and terminating in the borough of West Tree, or West Borough, in the parish of Maidstone, in the county of Kent, in or near a certain piece of ground lying on the north side of the high road from London to Maidstone, and abutting on the said road, and lying immediately opposite to a certain nursery ground called Bunyard's Nursery Ground. And which said intended railways and works will be made, or pass, in, from, through, or into the parishes, townships, and extra-parochial and other places following, or some of them, that is to say: Saint Paul Deptford, Lewisham, Bromley, Orpington, Farnborough, Chelsfield, Cudham, Halstead, Shoreham, Otford, Sevenoaks, Leigh, Tonbridge, Kemsing, Seal, Ightham, Wrotham, Addington, Offham, Ryarsh, Leybourne, West

Malling, East Malling, Ditton, Aylesford, Allington, and Maidstone, in the county of Kent. To make lateral deviations from the lines of the proposed railways and works, to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, pipes, sewers, canals, rivers, bridges, railways, and tramroads within the parishes, townships, and 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 railways and works, or any of them. To purchase by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of such railways and works, and of the said intended Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken. To levy tolls, rates, and duties upon or in respect of the intended railways and works, and of the railways, stations, and works hereinafter mentioned belonging to other companies, and to confer exemptions from the payment of such tolls, rates, and duties. To confer, vary, or extinguish other rights and privileges. And it is also intended by the said Bill to empower the Company, either by agreement or otherwise, to run over, work, and use with their engines and carriages of every description, so much of the lines of railway, stations, works, and conveniences of the South-Eastern Railway Company as lies between the point where the first-mentioned intended railway will join the North Kent line of the same Company, and the London-bridge station of the same Company, and also the London-bridge station of the said South-Eastern Railway Company, and the Tonbridge station of the said South-Eastern Railway Company, and the works and conveniences connected therewith respectively; and also to empower the Company to run over, work, and use, with their engines and carriages of every description, all or any part of the railways, stations, works, and conveniences of the South-Eastern Railway Company, upon the payment of such tolls and charges, and upon the conditions and subject to the regulations to be specified or referred to in the said Bill.

And it is also intended by the said Bill to empower the South-Eastern Railway Company, and the Company, to enter into, and carry into effect any contracts or arrangements which may be agreed upon for or with reference to the construction, maintenance, working, and using by the said South-Eastern Railway Company of the railways and works of the Company, or any part thereof, and with reference to the regulation, management and transmission of the traffic thereon, the collection, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom, and the employment of officers and servants. And also to empower the South-Eastern Railway Company to apply any portion of their capital or income to the purposes specified or contemplated by any such contract or arrangement as aforesaid, and also to empower the South-Eastern Railway Company to take and hold shares in, and subscribe towards, the said intended undertaking of the Company, or any part thereof, and to guarantee to the Company such interest, dividend, annual or other payments as may be agreed upon between them, and to raise further capital for any of the purposes aforesaid by the creation of new shares or stock in their undertaking, with or without any guarantee, preference, or priority in payment of interest, or dividend, or other privileges attached thereto, and also by borrowing further sums of money.

And it is intended, so far as may be requisite or desirable for any of the purposes of the said Bill, to amend or repeal the provisions, or some of them, of the several following Acts, that is to say—local and personal Acts, 3d and 4th William the Fourth, chapter 46; 6th William the Fourth, chapter 75; 7th William the Fourth and 1st Victoria, chapters 50 and 120; 1st Victoria, chapter 93; 1st and 2nd Victoria, chapter 4; 2nd Victoria, chapter 42; 2nd and 3rd Victoria, chapters 19 and 79; 3rd Victoria, chapter 46; 3rd and 4th Victoria, chapters 127 and 128; 5th Victoria, sess. 2, chapter 3; 5th and 6th Victoria, chapter 102; 6th and 7th Victoria, chapters 51, 52, and 62; 7th Victoria, chapter 25; 7th and 8th Victoria, chapters 69 and 91; 8th and 9th Victoria, chapters 80, 167, 186, 197, and 200; 9th and 10th Victoria, chapters 55, 56, 64, 305, and 339; 10th and 11th Victoria, chapters 104, 230, and 276; 13th and 14th Victoria, chapter 31; and 15th and 16th Victoria, chapter 103, relating to the South-Eastern Railway Company.

And notice is hereby also given, that duplicate plans and sections of the proposed railways and works, with a book of reference to such plans, and a published map with the lines of the proposed railways delineated thereon, 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 at Maidstone; and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference, as relates to each parish or extra-parochial place in or through which the said railways and works, or any part of them, are or is intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each parish, with the parish clerk thereof, at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence; and 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 1852.

Dated this 10th day of November 1852.

*William Stephens*, Bedford-row, London.

*Bircham, Dalrymple and Drake*, Parliament-street, London, Solicitors for the Bill.

In Parliament—Session, 1853.

Saint Helens Canal and Railway.

(Branches—Stations—Capital—Amendment of Acts.)

**T**HE Saint Helens Canal and 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:

To construct a branch railway, commencing by a junction with the main line of their railway, at or near to the point where the Gerard's Bridge Branch joins the main line, in the township of Sutton, in the parish of Prescott, passing through Sutton, Windle, Hardshaw-within-Windle, Saint Helens, Rainford, and Prescott, and terminating by a junction with the Liverpool and Bury line of the Lancashire and Yorkshire Railway, at or near to the bridge by which News-lane is carried over that railway.

A branch railway entirely in Rainford aforesaid, leaving the branch previously described at or near to a field in the occupation of James and William Woods, in the township of Rainford, in the parish of Prescott, and terminating at or near to a field belonging to the Earl of Derby, and in the occupation of Mr. Richard Kerfoot.

A branch railway, commencing by a junction with the Ravenhead Colliery Branch of the Saint Helens Railway, at or near to a field in the occupation of Messrs. Bromilow, Haddock, and Company, in the township of Sutton, and parish of Prescott, passing through Sutton, Eccleston, Prescott, and Saint Helens, and terminating at a field in the occupation of Mr. Thomas Warburton, in the said township of Eccleston.

To enlarge the stations of the Saint Helens Railway, in the said township of Sutton.

To construct a new road, commencing in the public road from Saint Helens to Warrington, commencing at or near the junction of the Gerard's Bridge Branch with the main line of the Saint Helens Railway, and terminating in the same road, at or near to its junction with Parr-street, all which works are in Lancashire.

To purchase lands and houses compulsorily for the purposes of the above works, and to extinguish all rights that may interfere therewith, and to levy rates, tolls, and duties for the use of the said branch railways and works.

To consolidate into stock the existing shares of the Company; to confirm and regulate all existing preferences and priorities of dividend heretofore granted by the Company, or otherwise subsisting; to divide the one hundred pounds preference shares of the Company into two or more shares, or distinct portions of stock, and to attach to each portion thereof distinct rights and privileges; and to convert the debt of the Company, now secured by mortgage or bond, into a permanent stock.

And to amend and extend the powers and provisions of the Acts relating to the Company; namely: 11th George IV., cap. 50; 11th George IV., cap. 61; 4th William IV., cap. 3; 1st Victoria, cap. 21; 8th and 9th Victoria, cap. 117; "The Saint Helens Canal and Railway Act, 1846;" and "The Saint Helens Canal and Railway Act, 1847."

Plans and sections of the proposed branch railways, road, and works, a plan of the enlargements of the stations, a book of reference to the plans, a published map showing the direction of the branch railways, and a copy of this notice, will, before the first day of December next, be deposited at the office of the Clerk of the Peace for Lancashire, at Preston; and copies of so much of the plan, section, and book of reference as relates to each parish in which the works will be made, will, together with a copy of this notice, be deposited before the same day at the residence of the parish clerk of that parish.

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

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

*John Whitley*, Clerk to the Company.

(Incorporation of Company, and Construction of Railway from The Oxford, Worcester, and Wolverhampton Railway at Wolvercot, near Oxford, to the London and South Western Railway at Brentford, and to the London and North Western Railway at Willesden, with Branches to Aylesbury, &c.; Powers to use Portions of the London and South Western and London and North Western Railways; to enter into Arrangements with the Oxford, Worcester, and Wolverhampton Railway Company; and for other Purposes.)

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 in-

corporate a Company, and to confer on such Company power to make and maintain the railways and works hereinafter mentioned, or some of them, or some part or parts thereof respectively; (that is to say):

A railway commencing from and out of the Oxford, Worcester, and Wolverhampton Railway, at or near its junction with the Oxford and Rugby line of the Great Western Railway Company, in the parish of Wolvercot, in the county of Oxford, proceeding thence to a point on or near a certain road leading from Southall to Greenford, in the county of Middlesex, about eight hundred yards south of the junction of such road with the highway leading from Greenford to Westend, and thence diverging in two directions, the one of such diverging lines terminating by a junction with the Hounslow line of the London and South Western Railway, at or near the point of junction between that line and the line of the North and South Western Junction Railway Company, near to the town of Brentford, in the county of Middlesex, and the other of such diverging lines terminating at or near the Willesden Station of the London and North Western Railway Company, in the parish of Willesden and county of Middlesex, by a junction with the line of the London and North Western Railway there, which said railway and the works connected therewith are intended to pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them; (that is to say), Yarnton, Begbrooke, Wolvercot, Woolvercot otherwise Woolverscote, Binsey, Goose Green, Wolvercot Moor, Wolvercot Hurst, Port Meadow, Godstow otherwise Godstow Grounds, and Summers Town, in the county of Oxford; Saint Thomas, Saint Thomas otherwise Saint Nicholas, Port Meadow, Woolvercot otherwise Woolverscote, Wolvercot, The Trap Grounds, Saint Giles, Holywell, Saint Clement, King's Mill, Walton Godstow, Walton Osney, in or near the city of Oxford, in the county of Oxford; Marston; King's Mill, Saint Clement, Holiwell, Headington, Barton, Elsfield, Stanton, Saint John, Forrest Hill, Forest Hill, Shotover, Holton, Wheatley, Cuddesden, Great Milton, Chilworth, Waterstock, Waterperry, Draycot, and Ickford, in the county of Oxford; Ickford, in the county of Buckingham; Tiddington, Albury, Great Haseley, Rycote, Thame, North Weston, Moreton, Priestend, Old Thame, New Thame, and Thame Park, in the county of Oxford; Towersey, in the county of Buckingham; Emington, Emmington, Chinnor, Hempton Winnall, Hempton otherwise Henton, in the county of Oxford; Bledlow, Bledlow Ridge, Horsendon, Saunderton, Princes Risborough, Bradenham, West Wycombe, High Wycombe otherwise Chepping Wycombe, Chepping Wycombe, Lillifee, Wooburn, Hitcham, Dorney, Beaconsfield, Burnham, Burnham East Liberty, Burnham Town and Wood, Chippenham, Britwell, Lower Boveney, Farnham Royal, Hedgerley Dean, Seer Green, Taplow, Penn, Hitchenden, Ibstone, Great Marlow, Little Marlow, Turville, Stoke Poges, Hedgerley, Upton, Chalvey, Langley Marish, Fulmer, Colnbrook, Ilorton, Wexham, Wraysbury, Langley, Iver, and Denham, in the county of Buckingham; Uxbridge, Uxbridge Moor, Hillingdon, Ickenham, Cowley, Harefield, Ruislip, Eastcott, Northwood, Northolt, Westend, Heston, Hounslow, Hayes, Botwell, Yeading, Greenford, Norwood, Southall, North Hyde, Ealing, Hanwell, Isleworth, New Brentford, Old Brentford, Chiswick, Hammersmith, Harrow-on-the-Hill, Alperton, Greenhill, Apperton, Harrow Weald, Kenton, Preston, Roxeth, Sudbury, Wembley, Edgware, Edgwarebury, Elstree, Kingsbury, Hyde, Pinner, Perivale, Acton, Willesden, Twyford, Hendon, Mill Hill, Twyford Abbey, Fulham, Kensington, Paddington, Chelsea,

Hampstead, Highgate, Twickenham, in the county of Middlesex.

A railway commencing by a junction with the said first-mentioned intended line of railway at or near the road leading from Oxford to Port Meadow, in the parish of Saint Giles, in the city of Oxford, and terminating in the said parish of Saint Giles, by a junction with the Buckinghamshire line of the London and North Western Railway Company at a point six hundred and fifty yards or thereabouts south of the bridge, carrying the said Buckinghamshire Railway over the Oxford Canal, and which said railway, and the works connected therewith, will pass from, in, through, and into the said several parishes, townships, and extra-parochial places of Saint Giles, Summers Town, and Wolvercot, or some or one of them.

A railway commencing by a junction with the said first-mentioned intended line of railway at or near the place where the same railway will cross the road from Bledlow to Prince's Risborough, in the parish of Saunderton, in the county of Buckingham, and terminating in or near the town of Aylesbury, at or near the road leading from Aylesbury to Wendover, in the parishes of Aylesbury and Walton, or one of them, in the said county of Buckingham, and which said railway, and the works connected therewith, will pass from, in, through, and into the several parishes, townships, extra-parochial and other places of Bledlow, Bledlow Ridge, Saunderton, Horsendon, Loosley Row, Longwick, Prince's Risborough, Ascott, Monk's Risborough, Owlswick, Kimble Wick, Meadle, Great Kimble, Little Kimble, Ellesborough, Marsh, Stoke Mandeville, Bishopstone, Stone, Stoke Mandeville, Hartwell, Brerton, Brerton with Broughton, Broughton, Walton, and Aylesbury, or some of them, in the county of Buckingham.

And it is intended in such Bill to apply for and to confer upon the Company to be incorporated the following powers, or some of them; (that is to say),

To make lateral deviations from the line of the said railway and works to the extent or within the limits shewn upon the plans hereinafter mentioned, and to form junctions with any railways at the commencement and termination or in the line or course of the said railways in the several parishes, townships, and extra-parochial places aforesaid, or any of them.

To cross, stop up, alter, or divert, either temporarily or permanently, any turnpike and other roads, highways, streets, footways, railways, tram-roads, aqueducts, canals, rivers, navigations, sewers, drains, and streams in the several parishes, townships, and extra-parochial places before mentioned, or any of them.

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

To make and maintain stations, sidings, wharfs, approaches, roads, and other works and conveniences within the said parishes, townships, and extra-parochial places aforesaid, or any of them.

To purchase by compulsion or agreement the lands and houses required for the purposes of the said intended railways, and the works connected therewith respectively, and to vary or extinguish all existing rights and privileges connected with such lands and houses, and all other rights and privileges of any company, corporation, commissioners, trustees, or persons, whether held under Act of Parliament or otherwise, which would in any wise interfere with the construction, maintenance, or use of the said intended railways and works.

To enable the Company to be incorporated to enter into contracts and agreements with the Ox-

ford, Worcester, and Wolverhampton Railway Company, with reference to the working, maintenance, and use of the said intended railways, and as to the division or apportionment of the tolls thereon, and the payments to be made by the Oxford, Worcester, and Wolverhampton Railway Company, for working and using the same, and to enable the Oxford, Worcester, and Wolverhampton Railway Company to enter into such contracts and agreements, and to work and use such intended railways, or any part thereof, and to receive and levy rates and tolls in respect thereof.

To enable the Company intended to be incorporated, and also the Oxford, Worcester, and Wolverhampton Railway Company, both or either of them, to use, with their engines and carriages, any lines of railway belonging to the London and South Western Railway Company, or under their control, which may be situate between the said junction of the intended line of railway with the said London and South Western Railway and the Waterloo Road Station of the said London and South Western Railway Company, and any lines of railway belonging to the London and North Western Railway Company, or under their control, which may be situate between the said junction of the said intended line with the said London and North Western Railway and the Euston Square Station of the said London and North Western Railway Company, and to use the stations, wharfs, watering-places, sidings, cranes, works, and conveniences belonging to or connected with the said lines of railway, of or under the control of the said London and South Western Railway Company and the said London and North Western Railway Company respectively, upon or near such portion of their railways, upon such terms and conditions, and upon payment of such tolls, as may be prescribed by the Bill, and to alter or regulate the rates and tolls authorized to be taken on such portions of the said London and South Western and London and North Western Railways, and to enable the Company to be incorporated, and also the Oxford, Worcester, and Wolverhampton Railway Company, to levy and take rates and tolls thereon.

And it is intended to confer upon the Company to be incorporated other powers, rights, and privileges for the purpose of carrying into effect the objects and provisions of the Bill.

And for the purpose aforesaid powers will be taken to alter, amend, extend, and enlarge, some of the provisions of the Acts relating to or affecting the London and South Western Railway Company, viz., the Act passed in the 4th and 5th years of the reign of his late Majesty King William the Fourth, intituled "An Act for making a railway from London to Southampton," and any other Act or Acts relating to the London and South Western Railway Company; and of the several Acts of Parliament relating to or affecting the London and North Western Railway Company, viz., an Act passed 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 any other Act or Acts relating to the London and North Western Railway Company; and of the several Acts of Parliament relating to or affecting the Oxford, Worcester, and Wolverhampton Railway Company, viz., "The Oxford, Worcester, and Wolverhampton Railway Act, 1845," "The Oxford, Worcester, and Wolverhampton Railway (Amendment) Act, 1846," "The Oxford, Worcester, and Wolverhampton Railway (Amendment) Act, 1848," "The Oxford, Worcester, and Wolverhampton Railway (Deviation) Act, 1848," "The Oxford, Worcester, and Wolverhampton Railway (Amendment) Act, 1850," and "The

Oxford, Worcester, and Wolverhampton Railway (Extension of Time) Act, 1852."

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections of the said intended railways and other works, describing the lines and levels thereof, and the lands to be taken for the purposes thereof, 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 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 Oxford, at his office at Oxford, in that county; also with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury, in that county; and also with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell Green, in that county; and that, on or before the said thirtieth day of November instant, a copy of so much of the said plans and sections as relates to each of the parishes and extra-parochial places aforesaid in or through which the said intended railways and works are intended to pass or be made, with a book of reference thereto, and a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each parish with the parish clerk of such parish, at his place of abode; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

And notice is hereby further given, that printed copies of such 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.

*Burchell and Parson,*

47, Parliament Street, Westminster.

East and West Surrey Union Railway.

(Incorporation of Company; and Construction of Railway from the London and South Western Railway, near the Maldon Station, to the Croydon and Epsom Railway, near the Cheam Station, with a Branch to Epsom.)

**N**OTICE 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 confer on such Company power to make and maintain the line of railway, with the branch or connecting railway and works hereinafter mentioned, or some of them, or some part or parts thereof respectively (that is to say):

A railway commencing at or near the Maldon Railway Station, in the parish of Kingston or Kingston on Thames, in the county of Surrey, by a junction there with the line of the London and South Western Railway, and terminating at or near the Cheam Railway station, in the parish of Cheam, in the county of Surrey, by a junction with the Croydon and Epsom line of the London, Brighton, and South Coast Railway, which said intended railway, and the works connected therewith, will pass from, in, through, or into the several parishes, townships, and extra-parochial places following (that is to say): Kingston or Kingston upon Thames, Surbiton, Long Ditton, Talworth, Talworth Court, Worcester Park, Maldon or Malden, Nonsuch or Nonesuch Park, Cuddington, Ewell, and Epsom, or some of them, in the county of Surrey:

A branch railway commencing by a junction with the said intended main line of railway at or near the point where the road from Ruxley Farm joins the Ewell and Kingston turnpike-road, in the parish of Ewell, in the county of Surrey, and terminating at or near the point where the road to

Epsom Court joins the turnpike-road from Epsom to Ewell, in the parish of Epsom, in the said county of Surrey, and which said branch railway and the works connected therewith will pass from, in, through, and into the several parishes, townships, and extra-parochial places of Ewell, Cuddington, and Epsom, or some of them, in the county of Surrey:

And it is intended in such Bill to apply for and to confer upon the Company to be incorporated the following powers, or some of them (that is to say):

To make lateral deviations from the line of the said railway and works to the extent or within the limits shown upon the plans hereinafter mentioned, and to form junctions with any railways at the commencement and termination or in the line or course of the said railway and branch railways in the several parishes, townships, and extra-parochial places aforesaid, or any of them:

To cross, stop up, alter or divert, either temporarily or permanently, any turnpike or other roads, highways, streets, footways, railways, tramroads, aqueducts, canals, rivers, navigations, sewers, drains, and streams in the several parishes, townships, and extra-parochial places before-mentioned, or any of them:

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

To make and maintain stations, sidings, wharfs, approaches, roads and other works and conveniences within the said parishes, townships, and extra-parochial places aforesaid, or any of them:

To purchase, by compulsion or agreement, the lands and houses required for the purposes of the said intended railway, branch and connecting railways, and the works connected therewith, respectively, and to vary or extinguish all existing rights and privileges connected with such lands and houses, and all other rights and privileges of any company, corporation, commissioners, trustees, or persons, whether held under Act of Parliament or otherwise, which would in any wise interfere with the construction, maintenance, or use of the said intended railways and works:

And it is intended to incorporate with the Bill "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845:"

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 and branch or connecting railways, and other works, describing the lines and levels thereof, and the lands to be taken for the purposes thereof, 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 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 Surrey, at his office at Lambeth, in the same county; and that on or before the said 30th day of November instant, a copy of so much of the said plans and sections as relates to each of the parishes and extra-parochial places aforesaid, in or through which the said intended railway, branch or connecting railways, and works, are intended to pass or be made, with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each parish with the parish clerk of such parish, at his place of abode; and in the case of such extra-parochial place, with the

parish clerk of some parish immediately adjoining thereto, at his place of abode.

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.

**Blyth and Tyne Railway (Tynemouth and Morpeth Branches).**

(Power to construct Branches to Tynemouth and River Tyne, and to York, Newcastle, and Berwick Railway, at or near Morpeth; Increase of Capital; and Amendment of Act.)

**N**OTICE 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 some of the powers and provisions of "The Blyth and Tyne Railway Act, 1852."

And it is intended to apply for powers in the said Bill to enable the Blyth and Tyne Railway Company to make and maintain the following branch railways and other works, or some of them, or some part or parts respectively; (that is to say),

A branch railway commencing by a junction with the main line of the Blyth and Tyne Railway, at or near the  $3\frac{3}{4}$  mile post of such railway, in the township of Seaton Delaval, in the parish of Earsdon, passing from thence from, in, through, or into the several parishes, townships, and extra-parochial places of Seaton Delaval, Earsdon, Sighill, Hartley, Holywell, Monkseaton, Tynemouth Township, Whitley, Preston, and Tynemouth Parish, or some of them, in the county of Northumberland, and terminating at or near a field in the township of Tynemouth, in the parish of Tynemouth, immediately adjoining, and on the north side of that part of the turnpike-road from North Shields to Tynemouth, which abuts upon the Tynemouth station of the North Shields' branch of the York, Newcastle, and Berwick Railway, with a tramway communication across such turnpike-road, at or near such termination, to the said station of the North Shields' branch, in the said township and parish of Tynemouth.

Also a branch railway from and out of such last-mentioned intended branch railway, commencing by a junction therewith, at or about 200 yards in a northerly direction from the Master Mariners' Asylum, in the said township and parish of Tynemouth, and terminating at or near the bank of the River Tyne, at or about midway between the southwest corner or side of Percy Square, and the Low Light Salt Pans, all in the said township and parish.

Also a branch railway from and out of the main line of the Blyth and Tyne Railway, commencing by a junction therewith, at or near the Newsham station of such railway, in the township of Newsham and South Blyth, in the parish of Earsdon, passing from, in, through, or into the several parishes, townships, and extra-parochial places of Newsham, Newsham and South Blyth, Earsdon, Horton, Cowpen, Bebside, Horton Chapelry, Woodhorn, Morpeth, Catchburn, Parkhouse, Stobhill, Morpeth Castle, Morpeth Township, Morpeth Parish, Hepscoth, Sleekburn, East Sleekburn, West Sleekburn, Netherton, Choppington, Bedlington Township, and Bedlington Parish, or some of them, in the county of Northumberland, and terminating by a junction with the York, Newcastle, and Berwick Railway, at or near the north-east side of the goods' warehouse of the

Morpeth Station of the York, Newcastle, and Berwick Railway, in the township or townships of Catchburn, Parkhouse, Stobhill, and Morpeth Castle, Morpeth, and parish of Morpeth, or some or one of them.

And it is intended in and by such Bill to apply for and to confer upon the Blyth and Tyne Railway Company, the following powers, or some of them; (that is to say), to cross upon the level, or under or over, or to divert, alter, or stop up any turnpike or other roads, highways, streets, railways, canals, tramways, sewers, or drains which may be required to be crossed, diverted, altered or stopped up, for the purposes of the said branch railways and works; for the compulsory purchase of lands and houses for the construction of the said branch railways, and the works connected therewith respectively, except as to the owners of any lands who shall, previously to the deposit of the copies of the Bill as hereinafter mentioned, have entered into agreements with the said Company, or with any promoter of the said intended Bill, for the use of such lands for the purpose of the said intended branch railways, or any or either of them; also for powers to purchase lands by agreement, and to take leases thereof, and to acquire rights of way by agreement over the same, and to enable the owners of any such lands to grant such leases and rights of way; and also to purchase by agreement and use private railways and tramways, to levy tolls, rates, and duties for the use of the said branch railways and works, to alter existing tolls, rates, and duties, and other rights and privileges; and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and duties; to enable the Blyth and Tyne Railway Company to apply any part of their capital or money by the said Act authorized to be raised for or towards the construction of the said branch railways and works, or to raise money for such purpose by creating additional share capital, or by mortgage, and to enable such Company, if they think fit, to attach to the additional share capital so created, or any part thereof, any fixed dividend or preference as to payment of dividends over the ordinary share capital of the Company.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended branch railways and other the works aforesaid, and the lands through which the same are intended to pass or be made, 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 a published map with the lines of the said branch railways delineated thereon, 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 Northumberland, at his office at Newcastle-upon-Tyne; and that copies of so much of the said plans, sections, and books of reference, as relates to the several parishes and extra-parochial places in or through which the said intended branch railways and works are proposed to be made, together 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 any extra-parochial places, with the parish clerk of some parish adjoining thereto, 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.

*Ralph Park Philipson, Solicitor.*



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, intituled "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, Dogdyke, Tattershall, Tattershall Thorpe, Martin, Woodhall, Scrivelsby, Tumbly, Bolingbroke, Revesby, 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, Bennington, 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 land, formerly parcels of the East and West Fens and Wildmore Fen, allotted for getting materials, for the repairs of the roads, and to provide

No. 21385.

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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 those 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 2nd day of November, 1852.

Hollway and Harwood, Solicitors, Boston.

#### Bury Waterworks Company.

(Amendment or Repeal of Act Construction of New Works Further Supply of Water Extension of the Powers of the Company to Tottington-Higher-End, Tottington-Lower-End Heap Pilkington Prestwich Radcliffe and Little Lever Increase of the Capital of the Company.)

NOTICE is hereby given That application is intended to be made to Parliament in the ensuing Session for leave to introduce a Bill to grant powers to the Bury Waterworks Company for better supplying with Water the Town of Bury and the several Townships of Tottington-Higher-End Tottington-Lower-End Walmersley-cum-Shuttleworth Bury Elton and Heap all in the Parish of Bury the Townships of Pilkington and Prestwich both in the Parish of Prestwich-cum-Oldham the Parish of Radcliffe and the Township of Little Lever in the Parish of Bolton-le-Moors all in the County Palatine of Lancaster

And that by such Act it is intended to alter amend enlarge and extend the powers provisions and regulations or some of them of an Act passed in the ninth year of the reign of Her present Majesty Queen Victoria intituled "An Act for granting more effectual powers for supplying with Water the Town of Bury and the several Townships of Walmersley-cum-Shuttleworth Bury and Elton all in the Parish of Bury in the County Palatine of Lancaster" or otherwise to repeal the same or some portions thereof and to grant further and other powers and to make other provisions and regulations instead thereof

And it is also intended by the said Act to obtain power to take divert impound collect store and use the water of the two Northampton Brooks and the Clough-side Brook all in the Township of Musbury in the Parish of Bury in the said County of Lancaster the Green Head Brook the Top of Knowl Brook the Grane Brook and the Long House Brook all in the Township of Haslingden in the Parish of Whalley in the said county of Lancaster and of Ogden Brook in the said several Townships of Musbury and Haslingden or one of them and also the waters arising from and flowing in into or through divers lands brooks streams rivulets springs and sources in the said several Townships of Musbury and Haslingden and the said several Parishes of Bury and Whalley or some or one of them the waters of which brooks streams and springs or some of them flow or proceed directly or derivatively to or into or supply with water the Manchester Bolton and Bury Canal the Mersey and Irwell Navigation the Bridgewater

Canal and the River Mersey or some or one of them

And for the purpose of affording such better supply of Water as aforesaid it is further proposed by the said intended Act to authorise the construction and maintenance of a Reservoir or Reservoirs and other works with all proper embankments sluices drains and conveniences in connection therewith (that is to say)

Firstly A Reservoir and other Works commencing within or near a certain Field called "The Little Holme" in the Township of Haslingden aforesaid in the occupation of James West and terminating at or near to a point where a certain Highway or Road leading from a place called "Lane End" in the Township of Haslingden aforesaid to a place called "Northampton" in the Township of Musbury aforesaid crosses Ogden Brook aforesaid and which said Reservoir and Works will be situate within the said Townships of Haslingden and Musbury and the said Parishes of Bury and Whalley

Secondly A Reservoir and other Works in certain Fields called respectively "The Granny Croft" "The Wool Meadow" and "The Great Wood Bottom" being part of a Farm called "Buckden Farm" situate in the Township of Tottington-Higher-End aforesaid in the occupation of John Knowles or in one or more of such Fields which said Reservoir and Works will be situate within the said Township of Tottington-Higher-End and the said Parish of Bury

Thirdly A Reservoir and other Works in a certain Field or Meadow portion of a Farm called "The Higher Foulcoats" on the westerly side of the Turnpike Road leading from Holcombe Brook in the Township of Tottington-Lower-End aforesaid to Bury and now in the occupation of John Forshaw and in a certain other Field or Meadow portion of a Farm called "The Higher Nabbs" in the Township of Tottington-Lower-End aforesaid in the occupation of Mr. John Hall Hampson or in one of such Fields and which said Reservoir and Works will be situate within the said Township of Tottington-Lower-End and the said Parish of Bury

Fourthly And also such and so many aqueducts conduits pipes pipetracks or other works as may be necessary for the conveyance of water for the supply of the several places aforesaid commencing by a junction with the Reservoir firstly hereinbefore described in the said Townships of Haslingden and Musbury or one of them and thence passing from in through or into the several Parishes Townships or extra-parochial or other places of Whalley Haslingden Musbury Tottington-Higher-End Tottington-Lower-End Bury Elton Pilkington Prestwich Prestwich-cum-Oldham Radcliffe Little Lever and Bolton-le-Moors all in the said County Palatine of Lancaster or some of them and forming junctions with the Reservoirs secondly and thirdly hereinbefore described and terminating at or near the National School in Prestwich aforesaid and at or near St Matthew's Church in the Main Street or thoroughfare in Little Lever aforesaid

And it is also intended to take power to break up stop alter or divert temporarily or permanently all Turnpike and other roadways tramways aqueducts bridges canals streams and rivers within the aforesaid Parishes Townships and Extra-parochial or other places or any of them for the purposes of the proposed Act

And it is also proposed by the said intended Act to enable the said Company to purchase or take by compulsion lands houses and other hereditaments for the purposes of the proposed Act and to levy and receive tolls rates rents and remunerations in respect of the supply of water within the said Town of Bury and the said Townships and Places of Tottington-Higher-End Tottington-Lower-End

Walmersley-cum-Shuttleworth Bury Elton Heap Pilkington Prestwich and Little Lever and within the said parish of Radcliffe and to alter or vary the existing tolls rates rents and other duties now authorized to be levied or received by the Company and also to confer vary or extinguish exemptions from the payment of tolls rates and duties and other rights and privileges and to extinguish all or any existing rights and privileges which would impede or interfere with the objects of the proposed Act

And it is also intended to take power by the proposed Act to raise a further sum of money for the purposes of the proposed Act and to increase the capital of the Company incorporated by the said recited Act by the creation of new shares upon such terms and conditions as may be determined by the Company or as may be authorised by the proposed Act or by mortgage of the undertaking of the Company or by bond or other means

And it is intended to enable the Company to apply to such of the said Parishes Townships Districts and places of Tottington-Higher-End Tottington-Lower-End Walmersley-cum-Shuttleworth Bury Elton Heap Pilkington Prestwich Radcliffe and Little Lever as are not comprised within the limits of the said Act of the ninth year of the reign of Her present Majesty the several powers and provisions of that Act and such other usual powers and provisions as may be necessary for carrying into effect the objects and purposes aforesaid

And Notice is hereby further given That Plans and Sections in duplicate showing the line situation and levels of the proposed Works and the lands in or through which the same are to be made and maintained and which are intended to be taken or used 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 all lands and houses intended to be taken or used or which may be taken or used as being within the limits of deviation defined upon the Plan and also 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 County Palatine of Lancaster at his office in Preston in the said County and that a copy of so much of the said Plans Sections and Book of Reference respectively as may relate to any Parish in or through which the said Works are proposed to be made maintained varied extended or enlarged and also 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 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 printed copies of the said intended Act 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 one thousand eight hundred and fifty-two

*Samuel Woodcock*

Solicitor to the said Company

Westbury-upon-Trym.

(Improvement of Redland Chapel Trust Lands.—  
Cossins' Trust.)

NOTICE is hereby given, that an application is intended to be made to Parliament in the present session, for leave to bring in a Bill for the following, or some of the following, among other purposes, namely:—

1. To authorize and empower the trustees or

trustee, or feoffees or feoffee, for the time being, of an indenture bearing date on or about the 10th day of June, 1749, and expressed to be made between John Cossins, of Redland Court, in the county of Gloucester, Esquire, of the one part; Mary Marissal, of Redland, in the said county, widow, Jeremy Innys, of the city of Bristol, merchant, William Innys and John Innys, of London, citizens and stationers, and Elizabeth Innys, of Bristol, spinster, of the other part. And also of an indenture bearing date the 4th day of January, 1759, expressed to be made between the said John Cossins, of the one part; and the said Jeremy Innys and John Innys and Jarrit Smith, of Long Ashton, in the county of Somerset, Paul Fisher, of Clifton, in the said county of Gloucester, William Berrow, of Stoke, in the said parish of Westbury-upon-Trym, Slade Baker and Jeremy Baker, of the said city of Bristol, Esquires, feoffees of all and singular the messuages, lands, tenements, hereditaments, and premises, belonging to the chapel at Redland aforesaid, of the other part; to sell and dispose of or grant in fee simple for building purposes or other improvements, and either for sums in gross, or upon fee-farm rents or rents-charge, all or any part or parts of the several closes, pieces, or parcels of land and other hereditaments, comprised and assured in and by the said indentures, or either of them, and situate, lying, and being in the said parish of Westbury-upon-Trym, partly in the city and county of Bristol, and partly in the county of Gloucester, and to sell such lands and other hereditaments, or any or either of them, or any part or parts thereof respectively, under and subject to such covenants, stipulations, provisions, and restrictions, as to the said trustees or trustee, or feoffees or feoffee, for the time being, shall seem proper and reasonable, and to execute all necessary grants, conveyances, or other assurances for effectuating such sales and dispositions.

2. To authorize and empower the said trustees or trustee, or feoffees or feoffee, for the time being, of the above mentioned indentures, to demise or lease for building purposes or other improvements, all or any part or parts of the said closes, pieces, or parcels of land, and other hereditaments above mentioned or referred to, for any such term or terms of years, and upon such annual rent or rents, or yearly sum or sums of money, and under and subject to such covenants, powers, stipulations and restrictions as to the said trustees or trustee, or feoffees or feoffee, for the time being, may seem proper and reasonable, and to execute all necessary grants, demises, or leases, for effectuating the purposes aforesaid.

3. To authorize and empower the said trustees or trustee, or feoffees or feoffee, for the time being, of the above-mentioned indentures, to lay out and appropriate any part or parts of the above-mentioned lands and hereditaments for roads, streets, ways, drains, sewers, or easements, or as and for squares and open spaces, and otherwise to improve the said hereditaments and premises; and with power to grant to any purchaser or purchasers, or lessee or lessees, the use and enjoyment of any such roads, streets, ways, drains, sewers, easements, squares, or open spaces, subject to such covenants, powers, stipulations, and restrictions, as to the said trustees or trustee, feoffees or feoffee, for the time being, shall seem proper.

4. To authorize and empower the trustees or trustee, or feoffees or feoffee, for the time being, of the above-mentioned indentures, to demise or lease all or any part or parts of the closes, pieces, or parcels of land and hereditaments above mentioned or referred to, for such term or terms of

years not exceeding 21 years, in possession for such yearly rent or rents as may be reasonably obtained for the same, and subject to such covenants, powers, stipulations, and restrictions as to the said trustees or trustee, or feoffees or feoffee, for the time being, may seem proper, and to execute all necessary demises or leases for effectuating the purposes aforesaid.

5. To authorize and empower the said trustees or trustee, or feoffees or feoffee, for the time being, of the above-mentioned indentures, to give valid and effectual discharges for all purchase moneys and rents, rent-charges, and other sums of money which may be received by them or him. And in the first place, by and out of such purchase moneys to pay the costs and expences of obtaining and otherwise in relation to the intended Act of Parliament, and of carrying into execution the trusts and purposes of the above-mentioned indentures, and of the powers and authorities proposed to be granted and conferred by the intended Act of Parliament, and afterwards to lay out and invest the surplus of such purchase moneys in the names or name of the said trustees or trustee, or feoffees or feoffee, for the time being, as aforesaid; either in the purchase of other freehold land and hereditaments, or in the public stocks or funds of Great Britain, and to apply all rents, rent-charges, dividends, interest, and income upon the trusts and for the purposes mentioned and expressed in the above-mentioned indentures; and to confer on the said trustees or trustee, or feoffees or feoffee, for the time being, all such other powers or authorities as may be necessary or convenient for carrying out and effectuating all, any, or either of the purposes aforesaid, or for the general management and improvement of the trust property, or for the due execution and administration of the trusts or purposes of the above-mentioned indenture.

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 12th day of November 1852.

*Short and Strickland,*  
Solicitors to the Bill

Cheltenham and Oxford Union Railway.

(Incorporation of Company and Construction of Railways from the Bristol and Birmingham Line of the Midland Railway near Cheltenham, to the Oxford, Worcester, and Wolverhampton Railway near Church Handborough; Station at Cheltenham; Working Arrangements with the Oxford, Worcester, and Wolverhampton Railway Company, &c.)

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 confer on such Company power to make and maintain the railways and works hereinafter mentioned, or some of them, or some part or parts thereof respectively (that is to say):

A railway commencing by a junction with the Bristol and Birmingham line of the Midland Railway Company, at a point eight hundred and sixty yards, or thereabouts, southward of the bridge which carries the Cheltenham and Gloucester turnpike road over the said last mentioned railway near the Cheltenham station thereof, in the parish of Cheltenham, in the county of Gloucester, thence proceeding to and communicating with the station hereinafter described, at or about two hundred and fifty yards south-eastward of the junction of Hewlett's Street with Hewlett's Road, in the township and parish of Cheltenham, in the county of Gloucester, and thence proceeding to and terminating

by a junction with the Oxford, Worcester, and Wolverhampton Railway in a field numbered 10, in the parish of Church Handborough, in the county of Oxford, upon the northernmost of the two alternative lines described in the deposited plans of the Oxford, Worcester, and Wolverhampton Railway, referred to in "The Oxford, Worcester, and Wolverhampton Railway Act, 1845," and which said alternative line is more particularly referred to in the thirty-first section of such Act; which said intended railway and the works connected therewith are intended to pass from, in, through, or into the several parishes, townships, extra-parochial places following, or some of them (that is to say): Cheltenham township, Cheltenham parish, Arle, Alstone, Arlestone, Westall Naunton and Sandford, Hatherley, Uphatherley, Staverton, Boddington, Shurdington, Great Shurdington, Little Shurdington, Brockworth, Badgworth, Bentham, Witcombe, Little Witcombe, Churchdown, Charlton Kings, Ham, Cudnall, Coxhorn, Bafford, Battledown, Leckhampton, Dowdeswell, Prestbury, Sandywell, Sandiwell, Andoversford, Andoverford, Andiford, Pegglesworth, Whittington, Sireford, Syreford, Sevenhampton, Brockhampton, Puckham, Salperton, Cold Salperton, Upper Salperton, Lower Salperton, Shipton Sollers, Shipton Sollars, Frogmill Kilkenny, Shipton Olive, Shipton Oliffe, Hampen, Upper Hampen, Lower Hampen, Withington, Compton, Cassey Compton, Foxcote, Foscoate, Broadwell End, Owdeswell, Rossley, Compton Abdale, Hasleton, Haselton, Hazleton, Pewdown, Yanworth, Turkdean, Turksdean, Upper Turkdean, Lower Turkdean, Chedworth, Stowell, Hampnett, Northleach, Eastington, Easington, Farmington, Sherborne, Aldsworth, Windrush otherwise Winrush, Winrush Maris, Pinchpool, Lan Maris, Barrington, Great Barrington, Little Barrington, Great or Broad Rissington, Little Rissington, Rissington, and Widford, in the county of Gloucester; Barrington, Great Barrington, and Little Barrington, in the county of Berks; Westwell, Burford, Upton, Signett, Upton and Signett, Broadwell and Holwell, Holwell and Bury Barns, in the county of Oxford; Shilton, Stonesland, Stoneland otherwise Swornelains, otherwise Swornlains, in the county of Berks; Shilton, Stonesland, Stoneland otherwise Swornelains otherwise Swornlains, Widford, Alvescot, Black Bourton, Swinbrook, Asthal otherwise Asthall, Asthall otherwise Easthall, Asthalley, Asthall Leigh, Minster otherwise Minster Lovell, Norton Brize, Brizenorton, Curbridge, Witney, Crawley, Witney, Curbridge, Langle otherwise Langdale, Ducklington, Coggs, Coggs otherwise High Coggs, Hailey, Northleigh, Wilcote, Eynsham, Eynsham, Newland, Freeland, Stonesfield, Stonefield, Charlbury, Fawler, Combe, Long Combe, Handborough, Long Handborough, Church Handborough, Cassington, and Bladon, in the county of Oxford.

A railway commencing by a junction with the said first mentioned intended line of railway at a point seven hundred and fifty yards or thereabouts from its commencement, and terminating by a junction with the said Bristol and Birmingham line of the Midland Railway, at or near the bridge first above described, all in the parish of Cheltenham, in the said county of Gloucester; and which said railway and the works connected therewith will pass from, in, through, and into the several parishes, townships, and extra-parochial places of Cheltenham, Arle, Alstone, Arlestone, Westall, Naunton and Sandford, Charlton Kings, and Leckhampton, or some of them, in the county of Gloucester.

Also a railway commencing by a junction with the said first-mentioned intended line of railway, ninety yards or thereabouts southward of the place

where the said first-mentioned intended line of railway will cross the High Street, in the township of Cheltenham aforesaid, in the parish of Cheltenham, in the county of Gloucester, and terminating by a junction with the said first-mentioned intended line of railway at a point six hundred and ten yards or thereabouts from the point at which the said intended main line will communicate with the said intended station in the town of Cheltenham, and in the parish of Charlton Kings, in the county of Gloucester, and which said railway and the works connected therewith will pass from, in, through, and into the several parishes, townships, and extra-parochial places of Cheltenham township, Cheltenham parish, Arle, Alstone, Arlestone, Westall, Naunton and Sandford, and Charlton Kings, or some of them, in the county of Gloucester.

Also a station, with all proper works connected therewith, on the said first-mentioned intended line of railway, on the eastern side of Hewlett's Street and Hewlett's Road, and at or near the several streets or ways called Duke Street and Carlton Street, all in the said township and parish of Cheltenham.

And it is intended in such Bill to apply for and confer upon the Company to be incorporated the following powers, or some of them (that is to say):—

To make lateral deviations from the lines of the said railways and works, to the extent or within the limits shown upon the plans hereinafter mentioned, and to form junctions with any railways at the commencement and termination, and in the line or course of the said intended railways, in the several parishes, townships, and extra-parochial places aforesaid, or any of them.

To cross, stop up, alter, or divert, either temporarily or permanently, any turnpike and other roads, highways, streets, footways, railways, tramroads, aqueducts, canals, rivers, navigations, sewers, drains, and streams in the several parishes, townships, and extra-parochial places before mentioned, or any of them.

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

To make and maintain stations, sidings, wharfs, approaches, roads, and other works and conveniences within the said parishes, townships, and extra-parochial places aforesaid, or any of them.

To purchase by compulsion or otherwise the lands and houses required for the purposes of the said intended railways and stations, and the works connected therewith respectively, and to vary or extinguish all existing rights and privileges connected with such lands and houses, and all other rights and privileges of any company, corporation, commissioners, trustees, or persons, whether held under Act of Parliament or otherwise, which would in any way interfere with the construction, maintenance, or use of the said intended railways or works.

And it is intended to confer upon the Company to be incorporated other powers, rights, and privileges for the purpose of carrying into effect the objects and provisions of the Bill.

And also to enable the Oxford, Worcester, and Wolverhampton Railway Company and the Company to be incorporated to enter into contracts and agreements with reference to the working, maintenance, and use of the said intended lines of railway and works, and as to the division or apportionment of the tolls thereon, and the payments to be made by the Oxford, Worcester, and Wolverhampton Railway Company for working and using the same, and to enable the Oxford, Worcester, and Wolverhampton Railway Company to work

and use such intended railways and works, or any part thereof, and to receive and levy rates and tolls in respect thereof.

And for the purposes aforesaid powers will be taken to alter, amend, extend, and enlarge some of the provisions of the several Acts of Parliament following, relating to or affecting the Oxford, Worcester, and Wolverhampton Railway Company: viz., "The Oxford, Worcester, and Wolverhampton Railway Act, 1845;" "The Oxford, Worcester, and Wolverhampton Railway (Amendment) Act, 1846;" "The Oxford, Worcester, and Wolverhampton Railway (Amendment) Act, 1848;" "The Oxford, Worcester, and Wolverhampton Railway (Deviation) Act, 1848;" "The Oxford, Worcester, and Wolverhampton Railway (Amendment) Act, 1850;" and "The Oxford, Worcester, and Wolverhampton Railway (Extension of Time) Act, 1852."

And it is intended to incorporate with the Bill "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845;" except so far as the same shall be altered or modified by such Bill.

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections of the said intended railways and other works aforesaid, describing the lines and levels thereof, and the lands to be taken for the purposes thereof, 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 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 Gloucester at his office at Gloucester, with the Clerk of the Peace for the county of Berks at his office at Abingdon, in such county, and with the Clerk of the Peace for the county of Oxford, at his office at Oxford; and that on or before the said thirtieth day of November instant, a copy of so much of the said plans and sections as relates to each of the parishes and extra-parochial places aforesaid in or through which the said railways and works are intended to pass or be made, with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each parish with the parish clerk of such parish, at his place of abode, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

Printed copies of such 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.

*Burchell and Parson,*  
47, Parliament Street, Westminster, } Solicitors.  
*Newman, Gwinnett, and Ticehurst,*  
Cheltenham, }

#### Bedale and Leyburn Railway.

(Incorporation of Company for making the Railway; Power to make arrangements with and to enable the York, Newcastle, and Berwick Railway Company to construct part thereof, and to undertake its working, management, and maintenance; Amendment of Acts of that Company; and Power to use portions of their railways.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company for the purpose of making and maintaining a railway, with all proper, necessary, and convenient stations, erections, bridges, wharfs, warehouses,

works, communications, approaches, and conveniences connected therewith, to commence by a junction with the Bedale branch of the York, Newcastle, and Berwick Railway, at the Leeming Station, in the township of Aiskew, otherwise Aiskew with Little Leeming, in the parish of Bedale, in the North Riding of the county of York, and to terminate in a field adjoining the highway leading from Leyburn to Middleham, in the township of Leyburn and parish of Wensley, all in the said North Riding of the county of York; and which said intended railway and works will 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:—Bedale parish, Bedale township, Aiskew, otherwise Aiskew with Little Leeming, Exelby Leeming, and Newton, Firby, Rand Grange otherwise Wrand Grange, Langthorne, Crakehall, Great Crakehall, Little Crakehall, Burrill otherwise Burrell with Cowling, Patrick Brompton parish, Patrick Brompton township, Newton-le-Willows, Newton-le-Willows with Ruswick, Hunton, Thornton Steward parish, Thornton Steward township, Hornby parish, Hornby township, Arrathorne Fingall, otherwise Finghall parish, Fingall otherwise Finghall township, Akebar, Constable Burton, Studdow, Hutton Hang, Spennithorne parish, Spennithorne township, Bellerby, Harmby, Wensley parish, Wensley township, and Leyburn, all in the North Riding of the county of York; together with a branch railway or tramroad, commencing from and out of the said first-mentioned intended railway, at or near or contiguous to the village of Harmby, in the parish of Spennithorne aforesaid, and terminating in a pasture field known as Leyburn High Towns Pasture, and belonging to the Right Hon. Lord Bolton, in the township of Leyburn, in the parish of Wensley, in the said North Riding of the said county; and which said branch railway or tramroad will pass from, in, through, or into the several parishes, townships, or other places following, or some of them; that is to say, Spennithorne parish, Spennithorne township, Harmby, Bellerby, Wensley parish, Wensley township, and Leyburn, all in the North Riding of the county of York.

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

And notice is hereby further given, that duplicate plans and sections of the said intended railway and branch railway and works, together with books of reference to such plans, and a published map, with the intended line or lines of railway or railways 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 North Riding of the county of York, at his office in Northallerton, in the said North Riding, on or before the 30th day of November 1852.

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 parish in or through which the said intended railway or railways 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, at his place of abode.

And notice is hereby further given, that it is intended by the said Act to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to enable the Company to be incorporated by the said intended Act, or the York, Newcastle, and Berwick Railway Company, or both of them, to levy tolls, rates, and duties upon or in respect of the use of the said intended railways and works, and to alter existing tolls, rates, or duties, and to confer such exemptions from the payment of such tolls, rates, and duties as may be thought expedient, and to confer, vary, or extinguish other rights or privileges.

And it is further proposed by the said intended Act to enable the Company thereby to be incorporated, and the York, Newcastle and Berwick Railway Company, to enter into and carry into effect such agreements as they may think fit in respect of the working, management, and maintenance by the York, Newcastle, and Berwick Railway Company of the said intended railways and works, or otherwise, of the traffic upon or over the said intended railways, or any of them, or any part thereof, and for the use thereon of the engines, carriages, trucks, and waggons of the said York, Newcastle, and Berwick Railway Company, and for the payment and also the division or apportionment between the said Companies of tolls, rates, and duties received in respect of such traffic, and of the costs and expenses of such working, management, and maintenance, and also to enable the Company thereby to be incorporated to use with their engines, carriages, trucks, and waggons, any lines of railway belonging to the York, Newcastle, and Berwick Railway Company, or under their control, which may form a junction with the said intended railway or railways, or which can be traversed by the engines of the proposed Company continuously from the said intended railway or railways, and to use the stations, wharfs, jetties, watering-places, sidings, cranes, works, and conveniences belonging to or connected with the said lines of railway of, or under the control of, the York, Newcastle, and Berwick Railway Company.

And it is also proposed by the said intended Act to empower the York, Newcastle, and Berwick Railway Company to make or join in the making of a portion of the said intended railways, works, or otherwise to subscribe towards the construction of such railway, and to accept, take, and hold shares in the capital proposed to be authorized to be raised by the said intended Act, and to apply their corporate funds for or towards all or any of the several purposes aforesaid.

And (so far as may be necessary for any of the purposes aforesaid) to alter, amend, extend, and enlarge the powers and provisions of the Acts of Parliament following, or any of them, relating to the York, Newcastle, and Berwick Railway Company: 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," "The Great North of England and Bedale Branch Railway Act, 1846," "The Great North of England Railway Purchase Act, 1846," and "The York, Newcastle, and Berwick Railways Act, 1847."

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 2nd day of November 1852.

Henry Thomas Robinson, Leyburn, } Joint Solicitors  
John Topham, Middleham, } to the Bill.

#### Haslingden and Rawtenstall Waterworks

(Incorporation of Company Construction of Works Supply of water to the inhabitants of Haslingden Rawtenstall Higher Booths Lower Booths Newchurch Hapton Cowpe Lench New Hall Hey and Hall Carr Tottington Higher End Hen-heads and Dunnockshaw all in the county palatine of Lancaster and the neighbourhoods thereof respectively)

NOTICE is hereby given that application is intended to be made to parliament in the ensuing session for leave to introduce a bill for better supplying with water the towns and villages of Haslingden Rawtenstall and Newchurch and other places in the several townships of Haslingden Higher Booths Lower Booths Newchurch and Hapton all in the parish of Whalley the townships of Cowpe Lench New Hall Hey and Hall Carr and Tottington Higher End in the parish of Bury and the extra-parochial places of Hen-heads and Dunnockshaw all in the county palatine of Lancaster and the neighbourhoods thereof respectively

And for the purpose of affording such supply of water as aforesaid it is intended by the said proposed act to obtain powers to take divert impound collect store and use the waters of the brooks called Limy Water and Bank Clough and the tributaries thereto and other waters arising from and flowing in into or through divers lands brooks streams rivulets springs and sources in the several townships of Higher Booths Habergham Eaves and Hapton in the parish of Whalley aforesaid and in the extra-parochial place of Dunnockshaw or some or one of them all in the said county palatine of Lancaster

And it is proposed by the said intended act to authorise the construction and maintenance of the reservoirs aqueducts cuts conduits pipes pipe-tracks drains and other works hereinafter described with all proper embankments sluices drains engines filters syphons machinery and other works in connection therewith that is to say a reservoir situate partly in the several townships of Habergham Eaves Hapton and Higher Booths and parish of Whalley and partly in the extra-parochial place of Dunnockshaw or some or one of them all in the said county palatine of Lancaster and at or near a certain bridge (called Clough-bridge) which carries the Burnley and Edenfield turnpike road over the brook or stream called Limy Water and at or upon such last aforesaid stream and the lands adjoining thereto And also an aqueduct conduit drain or cut commencing at a certain stream or brook called Bank Clough at or about ten chains below a certain farmhouse called Bridgely Bank in the said township of Hapton and passing thence from in through or into the township of Hapton and parish of Whalley and extra-parochial place of Dunnockshaw aforesaid or some or one of them and terminating at the said reservoir at or near Clough-bridge aforesaid And also a certain other aqueduct conduit pipe pipe track drain or cut from and out of the said reservoir commencing at or near Clough-bridge aforesaid passing thence from in through or into the several parishes townships and extra parochial places of Whalley Hapton Dunnockshaw Higher Booths Lower Booths and Newchurch in the said county palatine of Lancaster some or one of them and terminating in or near the village of Newchurch in the township of Newchurch aforesaid And also an aqueduct conduit pipe pipe track or other cut commencing by a

junction with the said last mentioned aqueduct conduit pipe pipe track drain or cut at or near Rawtenstall-bridge in the township of Lower Booths aforesaid and passing thence from in through or into the township of Lower Booths and parish of Whalley aforesaid and terminating at a certain other proposed reservoir that is to say a reservoir situate within the said township of Lower Booths and parish of Whalley near a certain farmhouse there called the Hillock And also a certain other aqueduct conduit pipe pipe track or other cut commencing by a junction with the said last mentioned reservoir and passing thence from in through or into the several parishes townships and extra-parochial places of Whalley Lower Booths and Haslingden aforesaid and terminating at a certain other proposed reservoir situate in the said township of Haslingden at or near the Kirk hill tollgate And also an aqueduct conduit pipe pipe track or other cut commencing by a junction with the said last mentioned reservoir and passing thence from in through or into the parish of Whalley and township of Haslingden aforesaid and terminating at or near the new market place in the town of Haslingden

And it is also proposed by the said intended act to incorporate a company for the purpose of carrying the said undertaking into effect and to enable the company to be thereby incorporated to purchase or take by compulsion or by agreement lands houses and other hereditaments for the purposes of the proposed act and to levy and receive tolls rates rents and remunerations in respect of or incident to the supply of water for public domestic and other purposes within the said several parishes townships and extra-parochial and other places aforesaid And also to confer vary or extinguish exemptions from the payment of tolls rates rents and duties and other rights and privileges and to vary repeal or extinguish all or any existing rights and privileges which would impede or interfere with the objects of the proposed act

And it is also intended to take power to break up stop alter or divert whether temporarily or permanently all turnpike and other roads ways bridges streams and rivers within the aforesaid parishes townships and extra-parochial places or any of them for the purposes of the proposed act.

And notice is hereby further given that the waters intended to be diverted for the purposes aforesaid into the said reservoirs aqueducts and works now flow or proceed directly or derivatively to or into or supply the Manchester Bolton and Bury canal the Mersey and Irwell navigation the Bridgewater canal and the river Mersey or some of them

And notice is hereby further given that plans and sections in duplicate showing the line situation and levels of the said proposed works and lands in or through which the same are to be made and maintained and intended to be taken or which may be taken for the purposes aforesaid together with a book of reference to such plans and also a copy of this notice as published in the "London Gazette" will be deposited for public inspection on or before the thirtieth day of November instant with the clerk of the peace for the county palatine of Lancaster at his office in Preston in the said county And that a copy of so much of the said plans sections and book of reference respectively as may relate to any parish in or through which the said works are proposed to be made or maintained and also a copy of this notice as published in the "London Gazette" will be deposited for public inspection on or before the said thirtieth day of November instant with the parish clerk of each such parish at his place of abode And also that a copy of so much of the said plans sections and book of

reference respectively as may relate to the said extra-parochial places of Hen-heads and Dunnockshaw in or through which the said works are proposed to be made or maintained And also 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 parish clerk of the parish of Whalley being the parish immediately adjoining to such extra parochial places at his place of abode And printed copies of the said intended act 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 one thousand eight hundred and fifty-two

*W Harper*  
*T Woodcock* } Solicitors for the said bill

Redruth and Chasewater Railway Company.  
(Amendment of Act, Regulation, &c., of Restrongett Creek; Improvement of Existing Railways; New Works, Tolls and Capital.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter and amend the powers and provisions of an Act passed in the fifth year of the reign of His Majesty King George the Fourth, intituled "An Act for maintaining a Railway or Tramroad, from the Town of Redruth in the County of Cornwall, to Point Quay, in the parish of Feock, in the same County, with several Branches therefrom, and also for restoring, improving, and maintaining the navigation of Restrongett Creek in the same county;" or to repeal the said Act, and to make other provisions in lieu thereof for the better maintenance and improvement of the said railway or tramroad and branches, and for the regulation, management, and preservation of the navigation of the said creek, and the wharves connected therewith, and for the security, safety, and convenience of ships and vessels resorting thereto respectively.

And notice is hereby further given, that it is intended by the said Bill to empower the Redruth and Chasewater Railway Company to make and maintain the works, and effect the objects herein-after mentioned, or some of them (that is to say):

To construct and maintain the following railways or tramways, alterations, improvements, and new works in connexion with, and in extension of, their existing and authorized railways and tramroads (that is to say):

1st. A railway or tramroad commencing in the parish of Gwennap by a junction with the Redruth Railway, at or near a place called Cusvey otherwise Coosvea, and at the distance (measured along the Redruth railway) of four miles three furlongs and three chains or thereabouts, from the terminus thereof at Point Quay aforesaid, and terminating in the said parish of Gwennap, by a junction with the said Redruth Railway, at or near Woolfe's Engine, at a mine called Wheel Fortune, at the distance (measured as aforesaid) of four miles five furlongs and five chains, or thereabouts, from the said terminus at Point Quay.

2nd. A railway or tramroad commencing in the said parish of Gwennap, by a junction with the said Redruth Railway, at or near a certain road leading from Hayle Mills into the Consolidated Mines at the distance (measured as aforesaid) of four miles and seven furlongs or thereabouts, from the said terminus at Point Quay, and terminating in the said parish of Gwennap, by a junction with the said Redruth Railway, at the distance (measured as aforesaid) of four miles, seven furlongs, and nine chains, or thereabouts, from the said terminus at Point Quay.

3rd. A railway or tramroad, commencing in the

said parish of Gwennap, by a junction with the said Redruth Railway, at or near a place called Wheal Maid turn-out or siding at the distance (measured as aforesaid) of five miles, three furlongs, and three chains, or thereabouts, from the said terminus at Point Quay, and terminating in the said parish of Gwennap, by a junction with the said Redruth Railway, at the distance (measured as aforesaid) of five miles and four furlongs, or thereabouts, from the said terminus at Point Quay.

4th. A railway or tramroad, commencing in the said parish of Gwennap, by a junction with the said Redruth Railway, near a house in the occupation of Mr. William Tregoning, and at the distance (measured as aforesaid) of seven miles and four chains, or thereabouts, from the terminus at Point Quay aforesaid, and terminating in the said parish of Gwennap, by a junction with the said Redruth Railway, at a distance (measured as aforesaid) of seven miles, one furlong, and one chain, or thereabouts, from the said terminus at Point Quay.

5th. A railway or tramroad, commencing in the said parish of Gwennap, by a junction with the said Redruth Railway, at or near the point where the Wheal Buller branch leaves the same railway, at the distance (measured as aforesaid) of seven miles and seven furlongs, or thereabouts, from the terminus at Point Quay aforesaid, and terminating in the said parish of Gwennap, by a junction with the said branch, at or near a coal yard, in the occupation of William Bray, on the west side of the road leading from Redruth to Falmouth.

6th. A branch railway or tramroad, commencing in the parish of Gwennap, by a junction with the said Redruth Railway, at or near the road leading from Hayle Mills into the Consolidated Mines aforesaid, at the distance (measured as aforesaid) of four miles and seven furlongs, or thereabouts, from the said terminus at Point Quay, and terminating in the parish of Kenwyn, in the said county of Cornwall, in or upon a piece of waste ground at Wheal Bissy Mine, at or near a road leading from Wheal Bissy Mine, towards Whitehall, in the same parish.

7th. To maintain, improve, and acquire an existing branch or extension railway or tramroad, commencing in the parishes of Gwennap and Redruth, or one of them, in a certain mine called Wheal Buller, by a junction with the Wheal Buller branch of the said Redruth Railway, and terminating in the parish of Redruth, at the western boundary of the said Wheal Buller Mine, in lands in the occupation of the said Railway Company.

Also all proper and necessary stations, sidings, watering-places, approaches, and other works and conveniences connected with the intended improvements, railways, or tramroads; and which said intended improvements, railways, and tramroads, and other works, will be made, or pass from, in, through, or into the several parishes, townships, extra-parochial and other places of Gwennap, Kenwyn, Redruth, Kea, and Feock, or some of them, all in the county of Cornwall.

To discontinue the use of so much of the existing lines of railway or tramroads, as lie between the commencement of each or either of the said intended railways or tramroads, and the several terminations thereof, and which by means thereof may become unnecessary; and to enable the Company to sell or otherwise dispose of so much of such existing lines as they may not require for siding accommodation, or other purposes.

To acquire and hold lands, tenements, and hereditaments in the said several parishes of Feock, Kea, Gwennap, Redruth, and Kenwyn, for station accommodation and station houses, and for quays, wharves, and landing places, and other extraordinary purposes of the Company.

To stop up, alter, or divert, cross, or break up, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, aqueducts, streams, rivers, sewers, drains, and watercourses, within the before-named parishes, townships, and extra-parochial and 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, or to take on lease, lands, houses, and hereditaments, for the several purposes aforesaid, and of the intended Bill, and to vary or extinguish any rights or privileges connected with such lands or houses.

To confer upon the Company full powers for the conduct of the traffic upon their existing and intended railways or tramroads and works, as carriers, and to provide and run locomotive engines, horses, carriages, and waggons thereon.

To provide and use steam vessels and tugs, for the purposes of the Company.

To levy tolls, rates, tonnages, and duties upon or in respect of the said railways or tramroads, navigation, undertakings, and works; to alter the existing tolls, rates, tonnages, and duties authorized to be levied and taken under the said Act or otherwise; and to confer, vary, or extinguish, exemptions from the payment of tolls, rates, tonnages, and duties, and other rights and privileges.

To repeal so much of the said Act as empowers the owners and occupiers of lands and grounds, through which the Company's railways or tramroads are made, and their cattle, and carriages, to pass and repass over, across, and along, parts of such railways or tramroads, without payment of any toll or tonnage; and to ride, lead, or drive, any animals along any parts of the said railways or tramroads; and to make any common roads, or watercourses, to, from, and across, the said railways or tramroads.

To raise further capital by the creation of new shares in their undertaking, or otherwise to alter the amount of the capital of the Company, and the number and amount of the shares into which the same is now divided; and to make other arrangements with reference to the share capital of the Company, and also to borrow money for the purposes of the intended Bill.

To sell or dispose of, or let on lease or otherwise, any superfluous lands belonging to the Company.

And it is also intended by the said Bill to incorporate all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Harbours, Docks, and Piers Clauses Act, 1847."

And notice is hereby also given, that on or before the thirtieth day of November, one thousand eight hundred and fifty-two, duplicate plans and sections of the intended works, together with a book of reference to such plans, and a published map, with the lines of the intended railways or tramroads 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 Cornwall, at St. Austell, in that county, 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 parish and extra-parochial place, in or through 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 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 thirty-first day of December, one thousand eight hundred and fifty-two, 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, one thousand eight hundred and fifty-two.

*T. Harry Tilly*, Falmouth,  
Solicitor for the Bill.

Birkenhead, Lancashire, and Cheshire Junction Railway Company.

(Powers to Lease to and Amalgamate with the London and North Western Railway Company; and for the Revision of Tolls.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, extend, and enlarge, the powers and provisions of "The Birkenhead, Lancashire, and Cheshire Junction Railway Act, 1852:" and also the several Acts relating to the London and North Western Railway Company (that is to say) an Act passed in the session of Parliament held in the 9th and 10th years of the reign of Her present Majesty, intituled, "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railways, and the several other Acts distinguished in the Queen's printer's copies of the local and personal Acts, as 1st William 4th, chapter 51; 8th and 9th Victoria, chapters 36, 37, 43, 105, 112, 123, 156, and 198; 9th and 10th Victoria, chapters 67, 80, 82, 152, 182, 192, 193, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 328, 331, 359, 368, 369, 380, and 396; and 10th and 11th Victoria, chapters 73, 107, 114, 118, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; and 11th and 12th Victoria, chapters 58, 60, and 130; 12th and 13th Victoria, chapter 74; 13th and 14th Victoria, chapter 36; 14th and 15th Victoria, chapters 28 and 94; and 15th and 16th Victoria, chapters 98 and 105; and to enable the Birkenhead, Lancashire, and Cheshire Junction Railway Company to lease the railways, works, property, and effects, now belonging to them, or which may become vested in them under any Act to be passed in the next session of Parliament, or any part thereof respectively, and all their rights, powers, privileges, and authorities, unto the London and North Western Railway Company, and to enable the said London and North Western Railway Company to take a lease of the said railways, works, property, and effects, or any part thereof; and to have, exercise, and enjoy all the rights, powers, privileges, and authorities, whether with reference to the construction and completion of works, the levying tolls, rates, and charges in respect of the said railways and works, or otherwise, now or hereafter vested in the Birkenhead, Lancashire, and Cheshire Junction Railway Company, and to enable the said Companies to enter into such agreements as they may think fit for effecting the purposes aforesaid, and to confirm all existing agreements between them in reference thereto.

And the said intended Act will authorize the amalgamation and consolidation into one undertaking, of the undertakings of the said Companies; and will vest the undertakings of the said Companies in one Company, and will enable the Company to be formed by such amalgamation to exercise and enjoy all the rights, powers, privileges, or authorities, now or hereafter severally and respectively possessed by the said Companies whether for levying tolls, rates, and duties, or for purchasing land, or for completing works, or otherwise; and if it shall be found necessary or expedient so to do, power will be taken by the said intended Act to dissolve the said Birkenhead, Lancashire, and Cheshire Junction Railway Company.

No. 21385.

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And it is also intended by the said Act to authorize the alteration or revision of the tolls, rates, and duties at present leviable upon the railways of the said Companies, 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 necessary or thought expedient.

And notice is hereby further 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 1st day of November, 1852.

*John B. Lloyd*, } Solicitors for  
*Swift and Wagstaff*, } the Bill.

Birkenhead Dock Trustees.

(Power to make arrangements for completion of Works with Great Western, London and North-Western, Shrewsbury and Chester, Shrewsbury and Birmingham, Shrewsbury and Hereford, Birkenhead, Lancashire, and Cheshire Junction, and Chester and Holyhead Railway Companies, Birkenhead Dock Company, and Trustees of Liverpool Docks; and Powers to such Companies or Trustees, or some of them, to enter into such Arrangements to contribute Funds, guarantee Loans and Interest, and raise Money; Powers to Birkenhead Dock Trustees to make arrangements with the said Companies for the use of Railways, and to levy Tolls, Rates, or Duties in respect thereof; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, extend, and enlarge, and to repeal certain of the powers and provisions of the several Acts relating to the Birkenhead Dock and Trustees, or some of them; (that is to say), Local and Personal, 7th and 8th Victoria, cap. 79; 8th Victoria, cap. 4; 10th and 11th Victoria, caps. 264 and 265; 11th and 12th Victoria, cap. 144; and 13th and 14th Victoria, cap. 100; or otherwise to repeal the said Acts, and to consolidate the provisions thereof, or some of them, into one Act. And it is proposed by the said intended Act to enable the trustees of the Birkenhead Docks and the Great Western, London and North-Western, Shrewsbury, and Chester, Shrewsbury and Birmingham, Shrewsbury and Hereford, Birkenhead, Lancashire, and Cheshire Junction, and Chester and Holyhead Railway Companies, the Birkenhead Dock Company, and the trustees of the Liverpool Docks, and each, or some or one of them, to enter into, make, and carry into effect such arrangements and contracts as may be agreed upon, for, or with reference to the completing all or any part of the works authorized by the Acts relating to the Birkenhead Docks. And it is proposed by the said intended Act to enable the before-mentioned Companies, and the Liverpool Dock Trustees, or some, or one of them, and either jointly or severally to advance and lend money to the said Birkenhead Dock Trustees, and also to enable the same Companies and Liverpool Dock Trustees, or some or one of them, and either jointly or severally to guarantee the payment of monies or of interest on monies borrowed, or to be borrowed by the said Birkenhead Dock Trustees. And to enable the said Birkenhead Dock Trustees to grant to the Company or Companies, or Liverpool Dock Trustees lending, advancing, or guaranteeing payment of any such monies as aforesaid, or any interest thereon, mortgages, bonds, or other securities as may be agreed upon. And also to enable the said Birkenhead Dock Trustees to sell and convey, or to grant by way of mortgage or security to the said Companies and Liverpool Dock Trustees, or some or one of them, all or any part of the reclaimed land on the

south side of the Birkenhead Docks, known as the South Reserve, and to enable the said Companies and Liverpool Dock Trustees, or some or one of them, to purchase, take, and accept the same. And also to enable the said Companies and Liverpool Dock Trustees, and each or some or one of them, to apply and appropriate their corporate funds, or so much thereof as may be required, to all or any of the purposes aforesaid, and to raise any additional sum of money which may be required for the above purposes, or any of them. And it is also proposed by the said intended Act, to enable the said Companies and Liverpool Dock Trustees, or some or one of them, to nominate and appoint one or more person or persons to act as trustees of the Birkenhead Docks; and for such purpose it is intended to alter the constitution of the said Birkenhead Dock Trust, and, if need be, to increase the number of the trustees. And it is further proposed by the said intended Act, to give powers to the Birkenhead Dock Trustees and the said Companies, or some or one of them, to make arrangements for the use by the said Companies, and each or some or one of them, of the railways belonging to the said Birkenhead Dock Trustees, and to enable the said Birkenhead Dock Trustees to levy tolls, rates, or duties in respect of the use of the said railways. And it is further proposed by the said intended Act, to alter and amend, for all or any of the purposes aforesaid, the several Acts following, or some of them; (that is to say), the several Acts relating to or affecting the Great Western Railway Company; (that is to say), Local and Personal, 5th and 6th William IV. cap. 107; 6th William IV. caps. 36, 38, 77, and 79; 7th William IV. and 1st Victoria, caps. 91 and 92; 1st and 2nd Victoria, caps. 24 and 26; 2nd and 3rd Victoria, cap. 27; 3rd and 4th Victoria, caps. 47 and 105; 4th and 5th Victoria, cap. 41; 5th Victoria, session 2, cap. 28; 6th Victoria, cap. 10; 7th Victoria, cap. 3; 7th and 8th Victoria, cap. 68; 8th and 9th Victoria, caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9th Victoria, cap. 14; 9th and 10th Victoria, caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10th and 11th Victoria, caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 243; 11th and 12th Victoria, caps. 28, 59, 74, 77, 82, 95, 131, 133, 135, 157, 158, and 159; 14th and 15th Victoria, caps. 48 and 81; and 15th and 16th Victoria, caps. 133, 140, 147, and 148. Also the several Acts relating to the Shrewsbury and Chester Railway Company; (that is to say), Local and Personal, 7th and 8th Victoria, cap. 99; 8th and 9th Victoria, caps. 42 and 115; 9th and 10th Victoria, caps. 250, 251, 274, and 275; 10th and 11th Victoria, cap. 144; 12th and 13th Victoria, cap. 55; 14th and 15th Victoria, cap. 131; and 15th and 16th Victoria, cap. 146. Also the several Acts relating to the Shrewsbury and Birmingham Railway Company; (that is to say), Local and Personal, 9th and 10th Victoria, caps. 307 and 308; 10th and 11th Victoria, cap. 80; 12th and 13th Victoria, cap. 85; and 15th and 16th Victoria, cap. 165. Also of the several Acts relating to the Shrewsbury and Hereford Railway Company; (that is to say), Local and Personal Acts, 9th and 10th Victoria, cap. 325; 12th and 13th Victoria, cap. 55; 13th and 14th Victoria, cap. 26; and 15th and 16th Victoria, cap. 168. Also of the several Acts relating to the Birkenhead, Lancashire, and Cheshire Junction Railway Company; (that is to say), Local and Personal Acts, 1st Victoria, cap. 107; 3rd Victoria, cap. 2; 8th and 9th Victoria, cap. 99; 9th and 10th Victoria, cap. 91; 10th and 11th Victoria, caps. 187, 222, and 223; and 15th and 16th Victoria, cap. 167. Also of the several Acts relating to the London and North-Western Railway Company; (that is to say), Local and Personal Acts, 8th and 9th Victoria, cap. 156;

9th and 10th Victoria, caps. 67, 80, 82, 92, 152, 182, 184, 193, 204, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396; 10th and 11th Victoria, caps. 73, 107, 114, 118, 121, 132, 139, 159, 178, 188, 228, 270, 271, 278, and 294; 11th and 12th Victoria, cap. 130; 12th and 13th Victoria, cap. 74; and 15th and 16th Victoria, caps. 105, 118, and 135. Also of the several Acts relating to the Chester and Holyhead Railway; (that is to say), Local and Personal, 7th and 8th Victoria, cap. 65; 8th and 9th Victoria, cap. 33; 10th and 11th Victoria, caps. 147 and 238; 11th and 12th Victoria, cap. 60; and 12th and 13th Victoria, cap. 41. Also of the several Acts relating to the Birkenhead Dock Company; (that is to say), Local and Personal, 8th and 9th Victoria, cap. 60; and 11th Victoria, cap. 9. And also of the several Acts relating to the Docks and Harbour of Liverpool, or some of them; (that is to say), 8th Anne, cap. 12; 3rd George I. cap. 1; 11th George II. cap. 32; 2nd George III. cap. 86; 25th George III. cap. 15; 39th George III. cap. 59; 51st George III. cap. 143; 53rd George III. cap. 156; 59th George III. cap. 30; 6th George IV. cap. 187; 9th George IV. caps. 55 and 144; 11th George IV. and 1st William IV. cap. 14; 4th and 5th Victoria, cap. 30; 6th and 7th Victoria, cap. 98; 7th and 8th Victoria, cap. 80; 8th and 9th Victoria, cap. 11; 9th and 10th Victoria, cap. 109; 11th and 12th Victoria, cap. 10; and 14th and 15th Victoria, cap. 64. And notice is hereby also given, that copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December, 1852. Dated the 3rd day of November, 1852.

*Bircham, Dalrymple, and Drake,*  
46, Parliament Street, London, Solicitors  
for the said Bill.

Newport, Abergavenny, and Hereford Railway.  
Extension to Swansea. Power to Purchase  
Oystermouth Railway.

**A**PPPLICATION is intended to be made to parliament in the session of 1853, for an act to alter, amend, extend, and enlarge the powers and provisions of the several acts following, that is to say: "the Newport, Abergavenny, and Hereford Railway Act, 1846;" "the Newport, Abergavenny, and Hereford Railway (Deviations) Act, 1847;" and "the Newport, Abergavenny, and Hereford Railway (Extension to Taff Vale Railway) Act, 1847." And to authorize the Newport, Abergavenny, and Hereford railway company, to make and maintain the railway and branch railways following, or some of such branches, with all proper works, stations, approaches, and conveniences, that is to say, a main line of railway, commencing by a junction with the Newport, Abergavenny, and Hereford extension to the Taff Vale railway, in the parish of Merthyr-Tydvil, in the county of Glamorgan, near the place where that railway forms a junction with the Taff Vale railway, and terminating at or near to the docks now in course of construction, and intended to be called "the Swansea Docks," on the south side of the town of Swansea, in the parish of Swansea, in the county of Glamorgan, which said main line of railway is intended to pass in or through—

Llanvabon, otherwise Llanfabon, Glyn Rhymney, otherwise Glyn Rummy, Garth, Merthyr Tydvil, otherwise Merthyr Tidvil, Taf and Cynon, Garth, Forest, Gellydeg, otherwise Gelideg, Heolwormood, otherwise Heolwormwood, Llanwonno, otherwise Llanwynno, Forest, Havoddryniog, otherwise Hafodrinog, Aberdare, Cwmdare, Llwydcoed, otherwise Llwdcoed, Cefnpennar, otherwise Cefnhennar, Fforchamman, otherwise Fforchaman, Ystradyfodog,

otherwise Ystraddyfodwg, otherwise Ystradvoduck, Rhigos, Clydach, Home, Home Penrees, Ystradyfodwg Middle, Kil-y-bebill, otherwise Killebebill, Kilybebill, otherwise Killebebill Upper, Kilybebill, otherwise Killebebill Lower, Llanguicke, Alltgreeg, otherwise Alltygreeg, Mawr, Mawr Higher, Mawr Lower, Blaenegal, Caergurwen, otherwise Caergurwen, Cadoxton, otherwise Cadoxton-juxta-Neath, Ynisymond, Dylais, Dylais Higher or Upper, Dylais Lower, Dyffryn Clydach, Lansamlet, Lansamlet Higher, Llansamlet Lower, Glais, Llangefelach, Penderry Higher, Penderry Lower, Rhyndwy Clydach Higher, Rhyndwy Clydach Lower, Morrison, Clase Higher, Clase Lower, Trewyddfa, Saint John's, otherwise Saint John's-juxta-Swansea, otherwise Saint John's near Swansea, borough of Swansea, parish of Swansea, Saint Thomas, town and franchise of Swansea, town of Swansea, franchise of the town of Swansea, franchise of Swansea, Swansea Higher, Swansea Lower, in the county of Glamorgan; Penderrin, otherwise Penderyn, Penderrin, otherwise Penderyn Upper or Higher, Penderrin, otherwise Penderyn Lower, Ystradfellte, otherwise Ystradvelltey, Ystradfellte, otherwise Ystradvelltey Upper, Ystradfellte, otherwise Ystradvelltey Lower, Ystradgunlais, otherwise Ystradgunlais, Ystradgunlais, otherwise Ystradgunlais Upper, Ystradgunlais, otherwise Ystradgunlais Lower, Glyn Helen, Helen and Llech, Llech, Cwm-Llech, Cribarth, Coelbren, Gurnos, Palleg, Garth, Penrhos, otherwise Penyrhos, in the county of Brecknock, otherwise Brecon.

And also to give to such company power to make and maintain, in the parish of Llanwonno, in the said county of Glamorgan, a branch line of railway, with all proper works, stations, approaches, and conveniences connected therewith, diverging from the said main line, at or near to a point situate on the west side of the ridge called Cefnglas, lying between the canal from Cardiff to Merthyr, and the canal to Aberdare, and distant about one mile from the junction of those canals, and terminating by a junction with the Aberdare branch of the Taff Vale Railway, at a point about two miles and three quarters, from the junction of the Aberdare branch of the Taff Vale Railway, with the said Taff Vale Railway.

And also to give to such company power to make and maintain a branch line of railway, with all proper works, stations, approaches, and conveniences connected therewith, diverging from the said main line, at or near to Ynisygeinion farmhouse, in the parish of Kilybebill, in the county of Glamorgan, and to terminate by a junction with the Ystalyfera railroad, at or near to a place called Pontwrch, in the parish of Llanguicke, in the county of Glamorgan, and passing from, in, through, or into the several parishes of Kilybebill and Llanguicke, or one of them, in the county of Glamorgan.

And also to give to such company power to make and maintain in the parish of Cadoxton-juxta-Neath, in the county of Glamorgan, a branch line of railway, with all proper works, stations, approaches, and conveniences connected therewith, diverging from the said main line, at or near to a place called Ynisymond, and terminating by a junction with the Swansea Vale railway, at or near to a place called the Glais.

And it is intended by such act to take powers for the purchase of lands, houses, tenements, and hereditaments, by compulsion or agreement, for the purposes of the said intended railway, branch railways, and other works, and for extinguishing or varying such existing rights and privileges connected with the said lands, houses, tenements, and hereditaments, as may interfere with the construc-

tion of the said intended railway, branch railways, and works, and for levying tolls, rates, and duties for, and in respect of, the use of the said intended railways and works, and to grant and confer exemptions from payment of tolls, rates, and duties, and to confer other rights and privileges.

And notice is hereby further given, that it is intended by the said act to obtain powers to enable the said Company to purchase or take on lease the Oystermouth railway or tramroad, and the branch or branches thereof, and to enable the Oystermouth railway or tramroad company and their mortgagees, or any other persons entitled thereto, to sell, transfer, or lease all or any portion of the said Oystermouth railway or tramroad, and all the lands, works, hereditaments and powers vested in or belonging to them respectively. And it is also intended to apply for powers for the conversion or use of the said last-mentioned railway, or tramroad, and works, or some of them, or some portion thereof, for the purposes of the said intended railways and works; and also for the extinguishment or alteration of the tolls, rates and duties made payable by the act of parliament passed in the 44th year of the reign of King George the Third, intituled "an act for making and maintaining a railway or tramroad from the town of Swansea into the parish of Oystermouth, in the county of Glamorgan;" and also to repeal, alter, or amend the said last-mentioned act.

And notice is hereby further given, that duplicate plans and sections describing the line, levels, and situation of the said intended railway and branch railways and works, and the lands in or through which they are to be made and maintained, or through which every communication to or from the same is to be made, together with books of reference thereto, respectively containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands respectively, together with a published map showing the direction of the said intended railway and branch railways, and also a copy of this notice, will be deposited for public inspection on or before the thirtieth day of November, in the present year, at the office of the Clerk of the Peace for the county of Glamorgan, at the town of Cardiff, in the said county, and for the county of Brecon, at the town of Brecon, in the last-mentioned county.

And that on or before the said thirtieth day of November instant, a copy of so much of the said plans and sections, and books of reference as relates to each of the parishes from, in, through, or into which the said intended railway and branch railways and works, or any part thereof, are intended to be made or maintained, together with a copy of this notice, will be deposited for public inspection with the parish clerk of each of such several parishes respectively, at their respective residences: and in the case of any extra-parochial place, then with the parish clerk of some adjoining parish at his place of abode.

And notice is hereby further given, that printed 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 this ninth day of November, one thousand eight hundred and fifty-two.

*Johnston, Farquhar, and Leech,*  
65, Moorgate-street, London,  
*J. T. Jenkin,* Swansea.

Newport, Abergavenny, and Hereford Railway.  
Deviations and Branches on extension to Taff  
Vale Railway,

**T**HE Newport, Abergavenny, and Hereford 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 powers namely:—

1. To deviate from the line and levels of the railway authorized by "the Newport, Abergavenny, and Hereford Railway (extension to Taff Vale railway) act 1847," from the commencement of the said railway in the parish of Llanvrechva in Monmouthshire, to or near to a field, numbered 12, in the hamlet of Cefn, in the parish of Gelly-Gaer, on the deposited plans referred to in the said act. The deviations will be made in Llanfihangel Pontymoyle, Llanvrechva, Panteague, Mynyddmaen, Treveithin, Llanhilleth, Penmaen, Clawrplwyf, Mynyddyslwyn, and Bedwas, in Monmouthshire; and in Hengoed, Gelly-Gaer, Cefn, and Llanvabon in Glamorganshire. The bill will abandon so much of the authorized line in the plans aforesaid as the deviations may render needless.

2. To construct the following short branches, namely:—Two short spurs to connect the said railway with the Newport and Pontypool railway, the one of which will begin in or near a field numbered 97, and will join the Newport and Pontypool railway in or near a field numbered 94, in the parish of Panteague, on the plans deposited with respect to the before-mentioned act, and the other will commence at or near the same spot, and will terminate at or near the south end of the station at Pontypool of the Newport and Pontypool railway.

A branch issuing northward from the main line of the said extension railway, in or near a wood numbered 10, in the parish of Llanhilleth, on the said deposited plans, and terminating at a point in the same parish on the tramroad leading from Newport to Ebbw Vale, about three-quarters of a mile north of the Crumlin station of that tramroad.

A branch about twenty chains in length, issuing northward from the said extension railway, near the Grayhound inn, in the village of Pontlanfraith, and terminating at Mrs. Jones's tramway near the bridge of the said tramway over the Sirhowy river, northward of the said village.

A branch about half a mile in length issuing northward from the said extension railway, in or near a field numbered 124 on the said plans in the parish of Mynyddyslwyn, and terminating in the said parish at the Rhymney tramway company's tramway.

3. The bill will take powers to purchase lands and houses compulsorily for the purposes aforesaid, and, to extend the time already granted for such purchase, whether by virtue of the before-mentioned act or of any warrant or otherwise: to extinguish any privileges which may interfere with the said deviations and branches, and to levy tolls, rates and duties for the use thereof; and it will amend and extend the powers of the acts relating to the company, viz. "the Newport, Abergavenny and Hereford Railway act, 1846;" "the Newport, Abergavenny, and Hereford Railway (Deviations) act 1847;" and "the Newport, Abergavenny, and Hereford Railway (Extension to Taff Vale Railway) Act 1847."

Plans and sections of the proposed deviations, branches and works, a book of reference to the plans, a published map showing the direction of the proposed works and a copy of this notice, will, before the first day of December next, be deposited for public inspection at the office of the Clerk of the Peace for Monmouthshire at Newport, and for Glamorganshire, at Cardiff; and a copy of so much of the plan, section, and book of reference as relates to each parish in which the works proposed by the bill will be situate will be deposited before the same day (together with a copy of this notice)

with the parish clerk of that parish at his residence. Where the works are to be made in extra-parochial places, these documents will be deposited at the residence of 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 tenth day of November, one thousand eight hundred and fifty-two.

*Johnston, Farquhar and Leech,*  
Moorgate street, London.

Newport, Abergavenny, and Hereford Railway.

Deviation at Hereford.—Amendment of Acts.

**T**HE Newport, Abergavenny, and Hereford railway company intend to apply to parliament in the session of 1853, for a bill to confer upon them all or some of the following amongst other powers:—

1. To divert, in or near the city of Hereford, the railway authorized to be constructed by "the Newport, Abergavenny, and Hereford railway (deviations) act, 1847," by the construction of a substituted line of railway, commencing at or about the fourth furlong marked on the deposited plans with relation to that act, and in or near a field numbered on the said plans 2, in the parish of St. Nicholas, in the city of Hereford, and terminating by a junction with the Shrewsbury and Hereford railway, at or near the west end of the Holmer or Aylstone, otherwise Allthestan-hill-tunnel of the Herefordshire and Gloucestershire canal, in the parishes of St. John the Baptist, of All Saints, of St. Peter, and of Holmer, some or one of them, in the said city, or the liberties thereof; in which parishes, and in the parish of Holmer, in the county of Hereford, and in the said parish of St. Nicholas, and the townships of Huntington and of Shelwick, in the said city of Hereford, or the liberties thereof, and in the said townships of Huntington and Shelwick, in the county of Hereford, or in some of the said places, the said new or substituted line will be entirely constructed; and to abandon so much of the line of railway authorized by the said Act, as lies between the commencement of the said substituted railway and the authorized junction of the Newport, Abergavenny, and Hereford Railway with the Shrewsbury and Hereford railway, in the parish of Holmer, or of St. John the Baptist; and to construct a short connecting line of railway, in the two parishes last aforesaid, and in the parishes of All Saints and St. Peter, in the said city of Hereford, commencing in the new or substituted line of railway before described, near the crossing by that line of the mill-stream of Widemarsh mill, and terminating near the authorized terminus at Barr's-court of the Hereford, Ross, and Gloucester railway. The bill will contain powers to purchase lands, houses, and other property, compulsorily, for the said new line of railway; to extinguish all rights and privileges which might interfere therewith; and to levy tolls, rates, and charges, for the use thereof.

2. To alter, amend, and enlarge the powers and provisions of "the Newport, Abergavenny, and Hereford railway act, 1846," "the Newport, Abergavenny, and Hereford railway (deviations) act, 1847," and "the Newport, Abergavenny, and Hereford railway (extension to Taff Vale railway) act, 1847;" or to repeal the said acts, and to grant other powers in the stead thereof.

3. To contribute towards the funds of any company which, in the next session of parliament, may be formed, or which may obtain powers to make a railway from Worcester to Hereford.

A plan and section of the said new or substituted railway, a book of reference to the plan, a published map showing the position of the said new line of

railway, and a copy of this notice will, before the first day of December next, be deposited for public inspection at the office of the clerk of the peace for Herefordshire, at Hereford, and for the city of Hereford, in Hereford; and before the same day a copy of the said plan, section, and book of reference, together with a copy of this notice, will be deposited for public inspection with the parish clerk of every parish through which the new works will be made, at the residence of that parish clerk.

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 sixth day of November, one thousand eight hundred and fifty-two.

*Johnston, Farquhar, and Leech,*  
Moorgate-street, London.  
*F. and C. Bodenham,* Hereford.

Newport, Abergavenny, and Hereford Railway.

(Amalgamation with London and North-Western Railway Company; Purchase of Tramways, and of Brecon and Abergavenny Canal.)

**A** PPLICATION is intended to be made to Parliament, in the session of 1853, for leave to introduce a Bill for the following, or some of the following, among other purposes:—

1. The union and amalgamation, either absolute or conditional, and either immediate or prospective, of the undertaking of the Newport, Abergavenny, and Hereford Railway Company with that of the London and North-Western Railway Company, either by the merging of the first-named Company in the London and North-Western Railway Company, and the vesting in the London and North-Western Railway Company of the whole undertaking, lands, property, estate and effects, rights, powers, and privileges of the Newport, Abergavenny, and Hereford Railway Company, or by a lease of the undertaking of the Newport, Abergavenny, and Hereford Railway Company, or by a sale of that undertaking to the London and North-Western Railway Company.

2. To enable the London and North-Western Railway Company, upon conditions to be stated in the Bill, to maintain and work the undertaking for the time being of the Newport, Abergavenny, and Hereford Railway Company, and for that purpose to supply engines, carriages, and other rolling stock, and clerks, officers, and servants, with all other things necessary for such maintenance and working.

3. To enable the Newport, Abergavenny, and Hereford Railway Company to purchase, or to take on lease, the tramway and works of the Rhymney Railway Company, and all the lands, tenements, and hereditaments, plant, estate, and effects, rights, powers, covenants and liabilities, of the same Company, and to enable the Rhymney Railway Company to sell or to grant a lease of their said undertaking to the Newport, Abergavenny, and Hereford Railway Company, and for these purposes to amend, extend, or repeal certain of the provisions of an Act passed in the sixth year of the reign of King George IV., cap. 62, intitled "An Act for making and maintaining a Railway or Tramroad from the northern extremity of a certain estate called Abertyswg, in the parish of Bedwelty, in the county of Monmouth, to join the Sirhowy Railway at or near Pye Corner, in the parish of Bassaleg, in the same county.

4. To enable the Newport, Abergavenny, and Hereford Railway Company to purchase or take on lease certain tramways belonging to Sir Benjamin Hall, Baronet, and the soil thereof, and the stations and works connected therewith, and all the rights, powers, and liabilities attached thereto.

5. To enable the same Company to purchase or take on lease the undertaking of the company of proprietors of the Brecknock and Abergavenny Canal Navigation, and the canal, and other lands, tenements, and hereditaments, tramways, and works, plant, property, and effects belonging to the said company of proprietors, and for that purpose to amend, extend, or repeal some of the powers and provisions of "An Act (33 George III. cap. 96) for making and maintaining a Navigable Canal from the town of Brecknock to the Monmouthshire Canal near the town of Pontypool in the county of Monmouth, and for making and maintaining railways and stone roads from such Canal to several iron-works and mines in the counties of Brecknock and Monmouth," and of the Act 44 George III. cap. 29, amending the last-mentioned Acts.

6. To amend, extend, or to repeal some of the powers and provisions of "The Newport, Abergavenny, and Hereford Railway Act, 1846," and also of the Acts 10 and 11 Vic. cap. 86 and 177, relating to the Newport, Abergavenny, and Hereford Railway Company; and also some of the powers and provisions of an Act passed in the session of Parliament held in the 9th and 10th years of Her present Majesty's reign, cap. 204, intitled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies;" and also the powers and provisions of subsequent Acts relating to the London and North-Western Railway Company.

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 10th day of November, 1852.

*Johnston, Farquhar, and Leech.*  
*S. Carter.*  
*Swift and Wagstaff.*

Kingroad Harbour, Docks, and Railway, (Port of Bristol.)

Incorporation of company, with powers to construct a harbour and docks for ocean steamships and other vessels; to construct a railway from such harbour and docks to join the Great Western railway in the city of Bristol, and branches therefrom; running powers over the Great Western railway, Bristol and Exeter railway, and the Midland railways; power to make bye-laws; to provide steam and other vessels; to deepen and improve the river Avon; to levy tolls, rates, and duties; to extinguish certain rights and privileges; and for other purposes.

**N**OTICE 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 to authorise the construction and maintenance of the floating harbour, docks and basins, walls, jetties, wharves, piers, shipping and landing-places, buildings, warehouses, main lines of railway and branch railways, hereinafter mentioned, with all proper works and appurtenances connected therewith, (that is to say): a floating harbour, docks and basins, walls, jetties, wharves, piers, shipping and landing places, stages, cranes, bridges, sluices, locks, lock-gates, buildings, depôts, warehouses, viaducts, and other contingent works, at or near Shirehampton, in the parish of Westbury-upon-Trym, in the county of Gloucester, at or near the north-eastern bank of the mouth of the river Avon, and connecting a certain island called Dung Ball, Dunball, or Dumball Island, with the said north-east bank of the mouth of the said river; and also certain works of like character in the parish of Easton-in-Gordano, otherwise St. George, in the county of Somerset, at or near the south-western bank of the mouth of the said river Avon; also a railway extending round, alongside, or near to the said intended floating harbour, docks, wharves, warehouses, and other

works, and a main line of railway to commence at or near the said intended floating harbour and docks at Shirehampton aforesaid, in the said parish of Westbury-upon-Trym, and terminating by a junction with the line of the Great Western railway company, at or near their terminus, in the parish of Temple, otherwise Holy Cross, in the city and county of Bristol; also a branch diverging from the said main railway at a point shown on the same plans, situate in the parish of Saint Augustine-the-Less, or St. George's, Brandon-hill, in the said city and county of Bristol, both or one of them, at or near the boundary between such two parishes, and terminating at a point shown in the same plans, at or upon the quay, adjoining the floating harbour, in the parish of Saint Stephen, in the said city and county of Bristol, by a junction with the intended line of railway next hereinafter mentioned; also a line of railway, to commence at or near to the stone bridge, in the parish of Saint Leonard's, in the said city and county of Bristol, and extending to and along, or near to the quays adjoining the floating harbour of the said city of Bristol, and terminating at or near to Bristol bridge, in the parish of Saint Nicholas, in the said city and county of Bristol; and also certain drops, hoists, incline planes, or other convenient machinery for raising or lowering goods, articles, and things to or from the levels of the several railways and branches herein described, and to or from the levels of the quays and streets in the said city and county of Bristol, and the said railways respectively; which said harbour, docks, wharves, warehouses, main lines of railway, branches, and works, will be made in, or pass from, through or into the several parishes, townships, townlands, and extra-parochial places following, or some of them, (that is to say): Dung Ball, Dun-Ball, or Dumball Island, in the city and county of Bristol, Shirehampton, Westbury-upon-Trym, and Henbury, all in the county of Gloucester: Westbury-upon-Trym aforesaid, Clifton, Saint Augustine-the-Less, Saint George's, Brandon-hill, Bedminster, Saint Stephen, Saint Nicholas, Saint Leonard, Saint Ewen, Saint Michael, Saint John the Baptist, Saint Werburgh, Christ Church, All Saints, Saint Mary-le-Port, Saint Peter, Castle Precincts, Saint Thomas, Saint Mary Redcliff, Temple, otherwise Holy Cross, Saint James, Saint Paul, and Saint Philip and Jacob, all in the said city and county of Bristol; Bedminster aforesaid, and Easton-in-Gordano, otherwise Saint George, in the said county of Somerset.

And it is intended by the said bill to take powers to stop up, alter, or divert, either temporarily or permanently, all turnpike and other roads, and highways, railways, streets, rivers, tramroads, aqueducts, canals, streams, navigations, docks, harbours, water levels, rhines and rivers within the several parishes, townships, and extra-parochial and 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 bill to incorporate a company for carrying the said undertaking into effect, and to alter and vary all existing rights and privileges of the corporation of Bristol in respect of the conservancy, management, and regulation of the port of Bristol and its appurtenances, or to alter the limits within which the said corporation shall exercise their powers and jurisdictions, and to vest in the company the several rights, privileges, powers, jurisdictions, and authorities for the conservancy, management, and regulation of the said intended harbour, docks, and works, as may be necessary or expedient. And it is intended by such act to apply for powers to make bye-laws for the management, regulation, and improvement of the said port of Bristol and the works within the

same, either already constructed or hereafter to be constructed.

And it is also proposed in the said intended act to take powers to make, build, buy, and hire locomotive and other engines, and also steam vessels and other ships and vessels, and to sail the same, and to keep life boats, and to set up from time to time all proper lights, and to make all necessary and proper provisions for the preservation and protection of life and of ships resorting to the said intended harbour and docks, and to maintain the said walls, warehouses, jetties, wharves, piers and landing places, and other works, or such part or parts thereof as the said company shall from time to time deem necessary and proper, and to alter and improve the same, and to set out boundaries, and to lay down, make, maintain, and grant licenses for all necessary embankments, cuts, channels, sluices, reservoirs, piers, buoys, beacons, lights, lighthouses, and other works, and to deepen, dredge, protect, and otherwise improve the beds, channels, and shores of the said river Avon and the said harbour and docks, to such extent as shall be expedient or necessary for the due conservancy of the said harbour and docks and their appurtenances, and to prevent and remove all obstructions to the free navigation of the said harbour and docks and all encroachments therein, and to prevent the erection of piers, jetties, quays, wharfs, and other works in the said harbour and docks, and within the limits of the said intended act, which shall not be duly authorised, and which would interfere with or prejudice the free navigation of the said harbour and docks, or either of them, and to prevent the throwing of ballast, mud, or other materials into the said harbour and docks, or into the sea within certain limits to be defined by the said intended act, and to impose penalties on all parties placing or continuing obstructions in the said harbour and docks, or either of them, and to remove the same.

And it is also intended by the said intended act to authorise the said company to appoint and remove port and harbour masters and other officers, and to place and remove buoys, beacons, and mooring chains in the said port and harbour and adjacent thereto, and to remove, and to compel the removal, of wrecks which would impede or interfere with the navigation of the said port and harbour, or either of them.

And it is intended by the said intended act to obtain powers for the purchase of lands, houses, quarries, rocks, waters, forelands, docks, wharves, navigations, shores, premises, tenements, and hereditaments, for the purposes thereof, by compulsion, and also by agreement, and to vary, repeal, or extinguish all existing rights and privileges therein, or in any manner connected therewith, or which would in anywise impede or interfere with the construction, maintenance, and use of the said intended harbour, docks, railways, and works, or any of them, and to confer other rights and privileges.

And it is also proposed by the said intended act to alter or repeal the tolls, rates, and duties now payable to the said corporation of Bristol, and to the society of merchant venturers of the said city of Bristol, and to any other body or bodies politic or corporate, or any other person or persons, in respect of vessels using the said intended harbour, docks, basins, or works, or of passengers, animals, goods, wares, minerals, merchandise, and other articles and things landed thereat or embarked therefrom, or using the said docks, wharves, warehouses, or other conveniences, and to repeal the same or some part or parts thereof, and to provide for the application of such tolls, or any present or future accumulations or surplus thereof, and to limit and define the purposes for which any tolls

payable to the bodies politic or corporate respectively before mentioned shall be applied, and to alter and vary all existing rights and privileges of and connected with the said port of Bristol, and the piers, harbour, and works of the said corporation of Bristol, and all harbours and docks within or adjoining the said port, and to levy tolls, rates, and duties upon and in respect of all ships and vessels using or frequenting the said intended harbour, docks, basins, or works, and on all passengers, animals, goods, wares, minerals, merchandise, and other articles and things landed thereat or embarked therefrom, or using the said harbour, docks, wharves, warehouses, railways, and other works and conveniences, and to confer other rights and privileges, and to alter, vary, and extinguish all other rights and privileges which could in any manner interfere with the objects and purposes of the said intended act, and to compound for tolls, rates, and duties, and to confer, vary, and extinguish exemptions from tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges.

And it is also intended by the said intended act, to empower the said company to take and divert into the said intended harbour and docks, water from the said river Avon, and Kingroad, and the channel or sea adjacent thereto; and to enable the said company, and any other public company, body, or persons to enter into mutual contracts and arrangements for the construction, or maintenance, or working of the said harbour or docks, railways and other works, or any of them; and also, powers enabling the said company, and the said Great Western railway company, and the Bristol and Exeter railway company, and the Midland railway company respectively, to enter into, and to carry into effect, any contracts and arrangements for the use and working of any of the lines of railway proposed to be authorised as hereinbefore mentioned. And it is also intended by the proposed act, to take powers to enable the company to be thereby incorporated, to run and pass over the several lines of railway of the following companies, or either of them, namely, the Great Western railway company, the Bristol and Exeter railway company, and the Midland railway company, with engines and carriages; and to alter and limit the tolls, rates, and duties, authorised to be levied and received by the before-mentioned companies, or either of them, under the several acts relating to the respective companies, 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 the said Great Western railway, the Bristol and Exeter railway, and the Midland railways; and also, to authorise the said company so to be incorporated to carry passengers, goods, minerals, cattle, and other traffic, on railways, other than those to be constructed by them, and to enter into arrangements with other companies, persons, bodies politic or corporate, touching all or any of the matters aforesaid; and also, to vary, or extinguish, all such rights, or privileges, as could, or might, interfere with the objects aforesaid.

And it is also intended by the said intended act, to obtain powers to raise money on the credit of the tolls, rates, and duties to be granted by the said intended act, for carryiny the several purposes and objects of the said intended act into execution.

And it is also intended by the said intended act, to obtain such other powers and provisions, as may be deemed necessary for carrying into effect the purposes and objects of the said intended act, and such other powers and provisions as are usually inserted in bills of a similar nature.

And notice is hereby further given, that duplicate plans and sections of the proposed harbour, docks,

piers, railways, and works, together with books of reference to such plans, and a published map with the harbour, docks, piers, and 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 Gloucester, at his office at Gloucester, in the same county, and with the clerk of the peace for the county of Somerset, at his office at Wells, in the said county, and with the clerk of the peace of the said county of the city of Bristol, at his office at Bristol, on or before the thirtieth day of this present month of November. And that on or before the same day, a copy of so much of the said plans and sections, as relates to each parish in or through which the said harbour, docks, piers, railways, and works, are intended to be made, together with a book of reference thereto, and a copy of this notice as published in the "London Gazette," will be deposited with the parish clerk of each such parish, at his place of abode, and in 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 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, one thousand eight hundred and fifty-two.

And notice is hereby further given, that it is intended by the said intended act, so far as may be necessary for the purposes thereof, to amend, alter, or repeal the following acts, that is to say, an act passed in the forty-seventh year of his late Majesty King George III, intituled, "an act for ascertaining and establishing the rates of wharfage, cannage, plankage, anchorage, and moorage, to be received at the lawful quays in the port of Bristol; for the regulation of the crane keepers in the said port; and for the better regulation of pilots and pilotage of vessels navigating the Bristol channel;" an act passed in the sixth year of his late Majesty King George the IV, intituled "an act to enable the mayor, burgesses, and commonalty of the city of Bristol to reduce, alter, modify, and regulate certain dues called 'town dues' and 'mayor's dues,' and for the charging and collecting thereof;" an act passed in the first year of her present Majesty, intituled, "an act for removing and preventing encroachments within the city and county of Bristol, and for better regulating the shipping, rivers, wharfs, backs, and quays, and the markets within the same, and for other purposes;" an act passed in the fifth year of the reign of her present Majesty, intituled "an act for restoring to the city and county of Bristol a portion of the ancient boundary of the same;" "the Bristol improvement acts, 1840 and 1847," and also "the Bristol dock act, 1848." And to alter, amend, extend, or repeal the powers and provisions of the several acts relating to the Great Western railway company, the Bristol and Exeter railway company, and the Midland railway company, so far as may be necessary for the objects and purposes aforesaid, or any of them, and all other acts, charters, grants, customs, rights, and privileges, which may be inconsistent with or would interfere with the exercise of the powers aforesaid and the provisions of the said intended act; and to alter and repeal the tolls, rates, and duties authorised by the said several acts, or any of them, or any charter, grant, or custom, and to levy other tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

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

Abbot and Lucas, Bristol,  
John Owens, 4, Princes-street,  
Bank, London, } Solicitors to  
the bill

**London and North-Western and North Staffordshire Railways.**

(Power of Lease or Sale of the Undertaking of the North Staffordshire Railway Company, or of Amalgamation or Arrangements between the London and North-Western and North Staffordshire Railway Companies.—Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the session of 1853, for an Act to authorize a lease or sale of the undertaking of the North Staffordshire Railway Company to the London and North-Western Railway Company, or to authorize the said Companies respectively to enter into mutual arrangements for the amalgamation of their respective undertakings, or with respect to the working and use thereof, so as to facilitate the passage of the traffic thereon and promote the convenience and security of the public.

And it is proposed by the said intended Act to authorize the said Companies to alter the tolls, rates, and charges which they are respectively authorized to demand and take, and to make arrangements for an equitable apportionment thereof, as also of their other receipts and profits, amongst themselves, and for a closer union and consolidation of their respective interests and capitals, and to confirm and provide for carrying into effect all such arrangements for effecting any of the objects aforesaid, as may have been entered into between the said Companies prior to the passing of the said intended Act, and to authorize the London and North-Western Railway Company, in the case of a lease or sale of the North Staffordshire Railway, to exercise all the powers now vested in the North Staffordshire Railway Company, or to authorize the Companies, when so amalgamated, to exercise all the powers conferred by the Acts relating to their several undertakings, and to amend all or some of the provisions of the several Acts of Parliament following, or some of them, that is to say, local and personal Acts:—1st William IV., cap. 55; 8th and 9th Vict., caps. 36, 37, 43, 105, 112, 123, 156, and 198; 9th and 10th Vict., caps. 67, 80, 82, 85, 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 Vict., caps. 73, 107, 108, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 271, 278, and 294; 11th and 12th Vict., caps. 58, 60, 66, 83, and 130; 12th and 13th Vict., cap. 74; 13th and 14th Vict., caps. 36 and 55; 14th and 15th Vict., caps. 28 and 94; and 15th and 16th Vict., caps. 98 and 105; and all or any other Acts relating to the said railways or companies, or to either of them respectively.

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 1st day of November 1852.

*Burchell and Parson,*

47, Parliament-street,  
Solicitors for the North Staffordshire Railway Company.

*S. Carter,*

*Swift and Wagstaff,*

Solicitors for the London and North-Western Railway Company.

**Lee River Trust.**

(Consolidation and Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the present session, for an Act to repeal and re-enact,

subject to various alterations, additions, and amendments, the provisions of the several Acts relating to the navigation of the river Lee, in the counties of Hertford, Essex, and Middlesex, (that is to say): 13th Elizabeth, cap. 18; 12th George 2nd, cap. 32; 7th George 3rd, cap. 51; 19th George 3rd, cap. 58; and the Local and Personal Acts, 45th George 3rd, cap. 69, and 13th and 14th Victoria, cap. 109; and to consolidate those Acts and other parliamentary provisions affecting the said navigation into one Act, and to alter and enlarge some of those provisions.

And it is proposed by the said intended Act to levy tolls, rates, and duties, and to increase, alter, or vary the existing tolls, rates, and duties payable to the trustees of the river Lee, and to authorize the collection of such last mentioned tolls, rates, and duties at other points upon the said navigation than the places at which such tolls, rates, and duties are now payable; and also to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

Also to make and maintain all proper and necessary gauges, tumbling-bays, and other devices and works on and near the river Lee, for correctly measuring and ascertaining the flow of water through and taken from the same river, and to remove all or any existing gauges, tumbling-bays, and other devices and works upon the said river.

And also more effectually to prevent the contamination of the water of the river Lee, or any tributary stream, reservoir, aqueduct, or other works connected therewith.

Also for powers to confirm and carry into full effect certain arrangements and agreements made and entered into between the trustees of the river Lee and the Company of Proprietors of the Regent's Canal, for the purchase and use by the said Company of that part of the Limehouse Cut of the river Lee Navigation situate between the point where the Commercial-road crosses the said Limehouse Cut and the entrance thereof into the river Thames; and also to enable the said trustees to enter into and give effect to such other agreements as they may deem expedient in relation to the aforesaid objects, with corresponding powers for the said Company of Proprietors of the Regent's Canal to enter into and make with the trustees all necessary and proper contracts, sales, agreements, and other arrangements for the same purposes.

And also to alter, amend, and explain the powers and provisions of an Act, passed in the 14th and 15th years of the reign of Her present Majesty, intituled "An Act to amend the Acts relating to the vend and delivery of coals in London and Westminster, and in certain parts of the adjacent counties, and to allow a drawback on coals conveyed beyond certain limits," so as to entitle the owners of coals and others to a drawback upon all coals conveyed from London to the borough of Hertford and other places westward, and beyond the town of Ware, in the said county of Hertford.

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

Dated this eleventh day of November 1852.

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



## Lee River Trust.

(Alteration of Bridge over Bow-Creek; and Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the present session, for an Act to enable "The trustees of the river Lee" to alter the construction of the fixed iron bridge known as the Barking-road Bridge erected across that part of the river Lee navigation called Bow Creek into a swing bridge, and to make and maintain all proper and convenient roads, avenues, and approaches to and from the said bridge, and to widen, improve, and, if necessary, to alter the levels of the existing approaches, which said bridge, approaches and works will be made from, in, through, or into the parishes, townships, or extra-parochial and other places of West Ham and Plaistow, in the county of Essex; and of Bromley Saint Leonard's and Poplar, in the county of Middlesex, some or one of them.

And it is also intended by the said Act to take powers to purchase, lease, or otherwise acquire, compulsorily or by agreement, lands, houses, and other hereditaments and easements, corporeal or incorporeal, and to extinguish any existing rights and privileges which may interfere therewith; also to levy tolls, rates, and duties, for or in respect of the several purposes of the said Act; to alter existing tolls, rates, and duties; and to confer, vary, or extinguish all such powers, rights, and privileges, as may be necessary for carrying into execution the purposes and provisions of the said Act.

And it is also intended by the said Act to take powers to divert, alter, or stop up, either temporarily or permanently, all such turnpike and other roads, highways, rivers, and watercourses, within the parishes and places aforesaid, as may be necessary or convenient for the purposes of the said works.

And notice is also hereby given, that duplicate plans and sections describing the lines or situations and levels of the intended works, and the lands in or through which the same are to be made, maintained, varied, extended, or enlarged, 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 all lands and houses in the line of the proposed work, as defined upon the said plans, and describing such lands and houses respectively, with 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 at each of the following places; that is to say: with the Clerk of the Peace for the county of Essex, at his office at Chelmsford; and with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell Sessions House; and a copy of so much of the plans, sections, and book of reference as relates to each of the several parishes before mentioned, with a copy of this notice, will, on or before the said thirtieth day of November, be deposited with the parish clerk of each such parish, at his place of abode; or 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 further given, that it is intended by the said Bill to alter or amend, or in whole or in part repeal the following Acts, or any Acts therein mentioned or referred to, (that is to say) 13th Elizabeth chapter 18; 12th George 2nd, chapter 32; 7th George 3rd, chapter 51; 19th George 3rd, chapter 58; and the Local and Personal Acts, 45th George 3rd, chapter 69; and 13th and 14th Victoria, chapter 109; and also the

9th George 4th, chapter 112, and the 12th and 13th Victoria, chapter 76.

And notice is hereby further given, that printed copies of the said proposed Act 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 fifteenth day of November 1852.

*Jno. Marchant*, Clerk to the Trustees, 8, Great George-street, Westminster, and Hertford.

## Norfolk Railway.

(Amalgamation with Eastern Counties Railway Company.—Sale or Lease.—Power to make Traffic Arrangements with and use Eastern Counties Railway; and Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the session of 1853, for an Act to authorize the union and amalgamation, immediate or prospective, of the undertaking of the Norfolk Railway Company with that of the Eastern Counties Railway Company, either by the merging of the first-named Company in the Eastern Counties Railway Company, and the vesting in the Eastern Counties Railway Company of the whole undertaking, lands, property, estate, and effects, rights, powers, and privileges of the Norfolk Railway Company, or by a lease of the undertaking of the said Norfolk Railway Company, or by a sale of that undertaking to the Eastern Counties Railway Company.

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, or any parts thereof, 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 the said Companies.

And it is proposed by the said intended Act to enable the Norfolk Railway Company to use with their engines and carriages, and become carriers upon the Eastern Counties Railway, or any portions of the same, or any railways united with them or in their occupation, and to levy rates, tolls, and duties, upon such railways, or any portion thereof, and to use all or any of the stations, sidings, and watering-places, upon or in connexion with such railways, upon such terms as may be or may have been agreed upon, or may be prescribed by the said intended Act.

And it is also proposed by the said intended Act to empower the said Eastern Counties Railway Company and the Norfolk Railway Company to enter into and carry into effect arrangements for the working, maintenance, and use by them, or either of them, of their respective railways or any portions thereof, and for the interchange of traffic between the said two railways, and for the apportionment and division of the tolls and receipts arising therefrom between the said two Companies.

And it is further proposed by the said intended Act to alter, amend, extend, consolidate, or to repeal all or some of the powers and provisions contained in the several Acts of Parliament next hereinafter mentioned, relating directly or indirectly to the Norfolk Railway Company and the Lowestoft Railway and Harbour Company, or one of them; that is to say, local and personal Acts 5th and 6th Vict., cap. 82; 7th and 8th Vict., caps. 4 and 15; 8th and 9th Vict., caps. 41, 45, and 154; 9th and 10th Vict. caps. 132 and 169; 10th and 11th Vict., caps. 64, 94, 98, and 99; 11th and 12th Vict., cap. 30; and 15th Vict., cap. 25; and of the several Acts next herein mentioned, relating directly or indirectly to the Eastern Counties Railway Company; that is to say, 6th and 7th Wm. IV.,

caps. 103 and 106; 1st and 2nd Vict. cap. 81; 2nd and 3rd Vict., caps. 77 and 78; 3rd Vict., cap. 52; 4th Vict., caps. 14 and 24; 4th and 5th Vict., cap. 42; 6th Vict., cap. 28; 7th Vict., caps. 19, 20, and 35; 7th and 8th Vict., caps. 62 and 71; 8th and 9th Vict., caps. 85, 110, and 201; 9th Vict., cap. 52; 9th and 10th Vict., caps. 258, 356, 357, and 367; 10th and 11th Vict., caps. 92, 156, 157, and 158; and 15th Vict. caps. 30, 33, 51, 84, and 108.

And notice is further given, that 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 12th day of November 1852.

*Parker, Hayes, Barnwell, and Twisden, 60, Russell-square, Solicitors to the Norfolk Railway Company.*

#### Cornwall Railway.

(Construction of Branch Railways to connect the Cornwall Railway with the Quays or Wharfs at Truro.—Powers to the Great Western Railway Company, the Bristol and Exeter Railway Company, and the South Devon Railway Company, or any or either of them, to subscribe towards, and make other arrangements with reference to the said Branch Railways.—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the present session, for an Act to authorize and enable the Cornwall Railway Company to make and maintain a branch railway, with all proper wharfs, works, approaches, and conveniences connected therewith, to connect the said Cornwall Railway with the quays or wharfs at Truro, commencing by a junction with the main line of the said Cornwall Railway, as authorized to be made by "The Cornwall Railway Act, 1846," in or near a certain field or close of land, in the parish of Kenwyn, in the county of Cornwall, numbered 53, in that parish, on the plans referred to in the said Act, passing thence from, in, through, or into the several parishes, townships, or other places following, or some or one of them; that is to say: Kenwyn, Saint Mary, and Truro, all in the said county of Cornwall, and terminating at or near a certain quay or wharf called Garras Wharf, situate at Truro, in the said parish of Kenwyn, in the occupation of Messieurs Harvey.

And also to make and maintain a branch railway, with all proper works, approaches, and conveniences connected therewith, all within the said parish of Kenwyn, commencing by a junction with the West Cornwall Railway, in or near a certain field or close of land in the said parish of Kenwyn, numbered 38 in that parish, on the said plans referred to in "The Cornwall Railway Act, 1846," and terminating and falling into the before-mentioned intended branch railway, in the said parish of Kenwyn, in or near a certain field or close of land called the Square Field, belonging to Viscount Falmouth, and adjoining the lane leading from Truro to Treyew Mill, in the said parish of Kenwyn.

And it is proposed to construct the said branch railways upon the broad gauge of seven feet.

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

And it is proposed by the said intended Act,

to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes aforesaid, and for levying tolls, rates, and duties, in respect of the use of the said branch railways and works, and to grant exemptions from such tolls, rates, and duties, and to alter existing tolls authorized to be taken by the Cornwall Railway Company.

And it is also proposed by the said 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 branch railways and works, and to confer other rights and privileges.

And it is proposed by the said intended Act to enable the said Cornwall Railway Company to apply to the purposes aforesaid any capital or funds now or hereafter belonging to them, or under the control of their directors, including any sums which have been, or may hereafter be subscribed towards the undertaking of the Cornwall Railway Company by the Great Western Railway Company, the Bristol and Exeter Railway Company, and the South Devon Railway Company, or any or either of them, and to enable such last-mentioned companies, or any or either of them, to subscribe towards the construction of the said intended branch railways, and, if necessary, to enable those companies, or any of them, to contribute and subscribe capital for or towards the construction and maintenance of the said intended branch railways and works, in addition to any capital which such companies, or any of them, may already have subscribed, or have been authorized to subscribe, towards the undertaking of the Cornwall Railway Company, and to enable the Cornwall Railway Company and the said other companies, or their directors, or the directors of any of such Companies, to make, enter into, and carry into effect, contracts and agreements for the construction, maintenance, and use of the said intended branch railways, and for working the traffic thereon, and for the supply of rolling stock for such purpose.

And notice is hereby further given, that maps, plans, and sections describing the lines, direction, situation, and levels of the said branch railways and works, and the lands proposed to be taken for the purposes thereof, together with a book 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 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 with the Clerk of the Peace for the county of Cornwall, at his office in Saint Austell, in the said county; and that 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 branch railways and works are intended to be made, and also a copy of this notice, as published in the London Gazette, will, on or before the said thirtieth day of November instant, be deposited for public inspection with the parish clerks of those parishes respectively, at their respective residences.

And notice is hereby further given, that on or before the thirty-first day of December, in the present year, printed copies of the Bill relating to the objects specified 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, if necessary, to alter the provisions of a

warrant of the Board of Trade, dated the twenty-sixth day of March last, granted to the Cornwall Railway Company, pursuant to the provisions of "The Abandonment of Railways' Act, 1850."

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 Cornwall Railway Act, 1846," or in "The Cornwall Railway Act, Amendment and Deviation, 1847," or in the several Acts following, relating to the Great Western Railway Company (that is to say): local and personal Acts, 5th and 6th William 4th, cap. 107; 6th William 4th, caps. 36, 38, 77 and 79; 1st Victoria, caps. 91 and 92 (1837), and 24 and 26 (1838); 2nd Victoria, cap. 27; 3rd Victoria, cap. 47; 3rd and 4th Victoria, cap. 105; 4th and 5th Victoria, cap. 41; 5th Victoria (Session 2), cap. 28; 6th Victoria, cap. 10; 7th Victoria, cap. 3; 7th and 8th Victoria, cap. 68; 8th and 9th Victoria, caps. 40, 53, 155, 156, 184, 188, 190 and 191; 9th Victoria, cap. 14; 9th and 10th Victoria, caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369 and 402; 10th and 11th Victoria, caps. 60, 72, 76, 91, 101, 109, 149, 154, 226 and 243; 11th and 12th Victoria, caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158 and 159; 13th Victoria, caps. 6 and 7; 13th and 14th Victoria, caps. 48 and 81, and 15 and 16th Victoria, caps. 125, 133, 140, 147 and 168; or in the several Acts relating to the Bristol and Exeter Railway Company (that is to say): local and personal Acts, 6th and 7th William 4th, cap. 36; 1st Victoria, cap. 26; 3rd Victoria, cap. 47; 4th and 5th Victoria, cap. 155; 9th and 10th Victoria, cap. 181; 11th and 12th Victoria, caps. 28, 77 and 82; 14th Victoria, cap. 22, and 15th and 16th Victoria, cap. 9; or in the several Acts relating to the South Devon Railway Company (that is to say): "The South Devon Railway Act, 1844;" "The South Devon Railway Act (Amendment and Branches), 1846;" "The South Devon Railway Act Extensions and Amendment, 1847;" and "The South Devon Railway Act, 1851."

Dated this tenth day of November 1852.

*Smith and Roberts, Solicitors, Truro*

#### Chard Railway.

(Revival and Amendment of Acts; Extension to Taunton.)

**A**PPPLICATION will be made to Parliament, in the session of 1853, for leave to introduce a Bill for the following, or some of the following, among other purposes:

1. To alter, amend, extend, or repeal an Act passed in the 4th year of the reign of King William the 4th (cap. 53), intituled "An Act for making a navigable canal, from the Bridgewater and Taunton Canal, in the parish of Creech Saint Michael, in the county of Somerset, and terminating in the parish of Chard, in the same county, with a collateral cut therein described." And also the Acts, 3 Vic., cap. 1, and 4 Vic. cap. 10, amending that act; and also "The Chard Canal and Railway Act, 1846," and "The Chard Railway Act, 1847," or to consolidate into one Act such of the powers and provisions of those five Acts as are intended to be retained, and to revive the powers granted by those Acts for the compulsory purchase of lands, and for the execution of works; and to vary or extinguish certain of the rights and privileges granted by those five Acts, and especially to vary the rights and privileges of the preference shareholders, and of the mortgagees or other creditors of the Company, created by virtue of the two last-mentioned Acts, or otherwise subsisting, and to regulate the application of the present or

future income of the Company and the order of payment of the several creditors thereof; and to reduce the capital of the Company, by altering the nominal amount of the shares, or reducing the number of the shares, and to grant priority of payment of interest or dividend, or to grant other privileges to persons contributing to the funds of the Company for the purposes of the Bill, and to alter the tolls, rates and duties authorized by the said Acts.

2. To deviate from the levels and extend the line of the railway authorized by the two last-mentioned Acts, which deviations and extensions will commence in the parish of Ruishton or Riston, or of Creech Saint Michael, in Somersetshire, at or about the end of the third furlong from the junction of the Chard Canal with the Bridgewater and Taunton Canal, and near the bridge carrying the Chard Canal over the road from Ruishton or Riston to Creech Saint Michael, one of which said deviations and extensions will pass along the Chard Canal, and will terminate at or near the said junction thereof, with the said Bridgewater and Taunton Canal, in the said parish of Creech Saint Michael, and another of the said deviations and extensions will pass through the said parishes of Ruishton or Riston, and Creech Saint Michael, and through the parishes or places of West Monkton, Cheddon Fitzpaine, Staplegrove, and Taunton Saint James, in Somersetshire aforesaid, or some of them, and will terminate in the last-mentioned parish, at the Taunton Station of the Bristol and Exeter Railway, by junctions with that railway, or otherwise, on the southern side of the same station. The Bill will take powers to relinquish such of the powers relating to the authorized line, and so much of the land, as the deviations of level may render needless. And also to make the necessary stations, approaches, and works, for the proposed extensions, and to buy lands and houses compulsorily for the said deviations and extensions, to abolish all rights and privileges which may interfere therewith, and to levy tolls, rates, and duties, for the use thereof.

Before the first day of December, one thousand eight hundred and fifty-two, plans and sections of the proposed deviations and extensions, a book of reference to the plans, a published map shewing their direction, and a copy of this notice, will be deposited for public inspection at the offices of the Clerk of the Peace for Somersetshire, at Wells and Taunton, in the said county; and a copy of so much of the plans, sections, and book of reference, as relates to each parish in which the new works will be situate, will be deposited for public inspection, together with a copy of this notice, with the parish clerk of that parish, at his residence. If any parts of the intended works are in extra-parochial places, the plans, sections, and book of reference relating to those places, will be deposited with the parish clerk of an adjoining parish.

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 10th day of November 1852.

*Isaac Cooke and Sons, Bristol,*  
Solicitors for the Bill.

Westminster New Street.

(Powers to make New Street from Millbank-street to Victoria-street—to Widen certain existing Streets, and to Stop up Abingdon-street.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the session of 1853 for an Act to authorize the con-

struction of a new street or public carriage-road, commencing at Millbank-street, in the parish of St. John, Millbank, otherwise St. John, Westminster, in the county of Middlesex, at the junction thereof with Wood-street, passing thence along parts of Wood-street and Great Smith-street, and across Bowling-street, Little Smith-street, part of Great Smith-street, to and along Dean-street, into and terminating at Victoria-street, at the junction thereof with Dean-street, in the parish of St. Margaret, Westminster, which said intended new street will be situate wholly within the said parishes of St. John, Millbank, otherwise St. John, Westminster, and St. Margaret, Westminster, in the said city of Westminster.

And it is also proposed by the said intended Act to take powers to improve and widen all or some part of Wood-street aforesaid, and all or some part of Millbank-street aforesaid, all or some part of Great Smith-street aforesaid, all or some part of Dean-street aforesaid, and all or some part of Little Peter-street, all in the parishes of St. John, Millbank, otherwise St. John, Westminster, and St. Margaret, Westminster, or one of them, in the city of Westminster, and to place gates or bars at or near the south end of Abingdon-street, in the said parishes or one of them, or otherwise to provide for the total or partial stopping up of such street as a public carriage road.

And it is proposed by the said intended Act to incorporate a Company for the purpose of carrying the said intended works into execution, and to take powers for the purchase of lands and buildings by compulsion or agreement for the purposes of the said intended works, and to stop up, alter, divert, widen, or remove, temporarily or permanently, Bowling-street, Little Smith-street, Great Smith-street, and Dean-street aforesaid, North-street, Horse and Groom-yard, John-street, Tufton-street, Cowley-street, and Barton-street, or some of them, in the parishes of St. John, Millbank, otherwise St. John, Westminster, and St. Margaret, Westminster, in the city of Westminster, and all other streets, roads, and highways, watercourses, aqueducts, sewers, mains, pipes, and other works of every description in or near the aforesaid parishes which it may be necessary so to stop up, alter, divert, widen, or remove in the construction or for the purposes of the said intended works; and to vary or extinguish all existing rights and privileges in any manner connected with the lands and buildings to be purchased and taken as aforesaid, or the streets, roads, highways, watercourses, aqueducts, sewers, mains, pipes, and other works to be stopped up, altered, diverted, widened, or removed as aforesaid, or which would in any manner impede or interfere with the carrying into full and complete effect the objects and purposes of the said intended Act, and to confer other rights and privileges.

And it is proposed by the said intended Act to provide for the raising of funds for carrying the purposes thereof into execution by levying of tolls or rates, and by authorizing the said parishes or any or either of them to subscribe, and by the sale and letting of lands and buildings to be purchased under the powers of the said intended Act, or by any of such ways and means, or by any other ways and means.

And it is proposed by the said intended Act to authorize the Company to be incorporated by the said Bill and the Westminster Improvement Commissioners to enter into mutual arrangements for carrying the said intended Act or any of the powers thereof into execution, and for transferring all or any of the powers of the said Company to the said commissioners, and for the sale, purchase,

or transfer, on lease or otherwise, of the said intended works when made, or during construction, to the said commissioners, and to confirm all such arrangements as may have been entered into prior to the passing of the said intended Act.

And it is proposed by the said intended Act to amend, so far as may be necessary for the purposes thereof, the local and personal Acts of 8th and 9th Vic., c. 178; 10th and 11th Vic., c. 131; 13th and 14th Vic., c. 102; and all other Acts relating to or affecting the said Westminster Improvement Commissioners, and all other local and personal Acts in any manner relating to the streets or roads to be stopped up, altered, diverted, or widened as aforesaid, or of any such Acts.

And notice is also hereby given, that plans and sections of the said intended new street and other works, showing the line and levels thereof, and the lands and buildings in or through which the same are to be made, and 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 buildings, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection on or before the 30th day of November instant with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell; and with the parish clerks of the parishes of St. John, Millbank, otherwise St. John Westminster, and of St. Margaret, Westminster, in the city of Westminster, respectively, at their residences; and that on or before the 31st day of December next, copies of the Bill will be deposited at the Private Bill Office of the House of Commons.—Dated this 17th day of November, 1852.

*Prichard and Collette, 57, Lincoln's-inn-fields,  
London, Solicitors for the Bill.*

Herefordshire and Gloucestershire Canal, and London and North Western Railway.  
Power to the London and North Western railway company and the Herefordshire and Gloucestershire canal company to make arrangements or to lease the canal; amendment of acts.

**N**OTICE is hereby given, that application is intended to be made to parliament in the next session, for an act to enable the London and North Western railway company, and the Herefordshire and Gloucestershire canal company, to enter into and carry into effect such agreements and arrangements as they may think fit, in respect of the working and use of the said canal, or any part or parts thereof; and the regulation and management of the traffic upon or over the said canal, and the payment and also the division and apportionment between the two companies, of tolls, rates, and duties received in respect of such traffic or otherwise.

And it is further intended by such act, to take powers for enabling the London and North Western railway company to take on lease and hold, and to enable the company of proprietors of the Herefordshire and Gloucestershire canal navigation to lease and transfer to the said railway company, the canal of the said company of proprietors, and all branch canals, cuts, railways, tramways, houses, lands, wharfs, warehouses, and other hereditaments, and the goods, property, and effects, and other works and conveniences connected therewith, or any part thereof, together with the powers, rights, and privileges of the said company of proprietors, and for enabling the said railway company to exercise and enjoy all such rights, powers and privileges as may be so transferred to them.

And it is proposed to alter, amend, and enlarge, so far as may be necessary for such purposes, or any of them, the powers and provisions of the

several acts following, 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 1st William IV, cap. 51; 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 also the powers and provisions of the several acts following, (that is to say,) an act passed in the thirty-first year of the reign of his Majesty King George the Third, intituled "an act for making and maintaining a navigable canal from the city of Hereford to the city of Gloucester, with a collateral cut from the same to the town of Newent, in the county of Gloucester;" an act passed in the thirty-third year of the same reign, intituled "an act to vary and extend the line of the canal authorised to be made by an act passed in the thirty-first year of the reign of his present Majesty, intituled 'an act for making and maintaining a navigable canal from the city of Hereford to the city of Gloucester, with a collateral cut from the same to the town of Newent, in the county of Gloucester,' and to amend the said act;" and an act passed in the second year of the reign of her present Majesty, intituled "an act for enabling the company of proprietors of the Herefordshire and Gloucestershire canal navigation to raise a further sum of money, and for amending the acts relating thereto.

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

Dated this 3rd day of November, 1852.

*S. Carter,*  
*Swift and Wagstaff,* } 30, Great George-street,  
*Thos. Penn Addison,* Gloucester, Solicitors. } Westminster.

London and North Western Railway.  
(Amendment of Acts; Railway from near Wellington to Coalbrookdale and Ironbridge; with Branch to Hadley Station.)

**N**OTICE 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, 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.

#### North and South Wales Railway.

(For making a Railway from Carmarthen to Newtown, with Branches therefrom to the Cross Hands Inn, and to Pen-y-bont, in the County of Carmarthen.)

**N**OTICE 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 following railways, or some or one of them, or some part or parts thereof, together with all necessary communications, approaches, stations, works, and conveniences connected therewith, that is to say, a railway commencing at or near John's Town in the parish of St. Peter, in the county of the Borough of Carmarthen, either by a junction or junctions with the authorized line of the South Wales Railway, or by a separate and distinct terminus passing from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say, St. Peter, Castle Green, Llanllwch, and St. David, in the county of the borough of Carmarthen, Llangunnon, Llanarthney, Llandarog, Llangendeirne, Llanon, Llanvihangel, Llanegwad, Llanvihangel-fach-cilfargen, Llangathen, Llanfynydd, Llanfihangel Rhos-y-corn, Abergorleach, Brechfa, Llanfihangel-ar-arth, Llanllwni, Llangeler, otherwise Llangellar, Llangeler-issa, Llangeler-ucha, Llanybydder, otherwise Llany-byther, and Pencarreg in the county of Carmarthen : Llandyssil, Llanwenog, Llanwnnen, Lampeter Pont Stephen, Trefgod, Silian, Bettws Bledrws, Llanybi, Llangeitho, Llanbadarn Odyn, Cellan, Llanfair-Clydogau, Llandewy-Brefy, Gorydd, Gorgoyan, Garth, and Ystrad, Llanio, Blaen Pennal, Prisk, and Carvan, Caron, Caronuwch-clawdd, Caron-is-clawdd, Blaen Carrog, Blaen Caron, Croes and Berwyn, Treflyn and Trecefel, Argoed and Ystrad, Tregaron, Spuddy Ystrad Meyric, Gwnnws, Gwnnws-ucha, Gwnnws-issa, Lledrod, Lledrod-ucha, and Lledrod-issa, Llanfihangel-y-croyddin-ucha, Llanafan, and Ysputty Ystwyth, in the county of Cardigan ; Llangurig, Llanyffynny, Llanwared, otherwise Llanwared, Glyn-gwyn-wydd, Cefnhafofan, Llanidloes, Cilfachallt, Morfodion, Hengynwrthfawr, Hengynwrthfawr, Detegwith, Llandinam, Gwerneriw, Maesmawr, Penstrawed, Aberhafesp, Llanllwchaiarn, Scafell, and Newtown, in the county of Montgomery, and terminating at or near a field, adjoining the churchyard of the parish church of Newtown, in the said parish of Newtown, in the county of Montgomery aforesaid, in the principality of Wales :

A branch railway which will be situate wholly in the said county of Carmarthen, and will com-

mence from, and out of the said main line of railway, at or near a field now in the occupation of Isaac Evans, adjoining to, and lying south of the turnpike road, nearly opposite to the house known as the Golden Grove, or Cawdor Arms Inn, in the said parish of Llanarthney, pass from, in, through, or into the several parishes, townships, and extra-parochial places of Llanarthney, Capel Llanllian Llanddarog, Llangendeirne, Bleyne, Glyn, Goytre, Ismorlais, and Llanon, or some of them, and terminate at or near a field now in the occupation of Jacob Davies, next adjoining the turnpike road, and opposite to the house or inn known by the sign of the Cross Hands, in the parish of Llanon aforesaid :

Also another branch railway which will be also wholly situate in the said county of Carmarthen, and will commence from, and out of the said main railway, at or near Blaen-cwm-iar, in the the parish of Llanllwni aforesaid, pass from, in, through, or into the several parishes, townships, and extra-parochial places of Llanybydder, otherwise Llanybyther, Llanllwni, Llanfihangel-ar-arth, Llangeler, otherwise Llangellar, Llangeler-issa, and Llangeler-ucha, or some of them, and terminate at or near Pen-y-Bont, in the parish of Llanfihangel-ar-arth aforesaid. The said Bill will empower the company to deviate from the line or lines laid down in the plans hereinafter mentioned, to the extent thereon defined, and to vary or alter all such turnpike and other public roads, aqueducts, canals, navigations, and railways within the parishes, townships, and extra-parochial places aforesaid, as it may be necessary to vary or alter for the purposes of such railway, and branch railways, respectively.

And it is intended by the said Bill, to take power to purchase by compulsion, the lands and other property which may be required in the construction of such railway and branch railways, and to levy tolls, rates, and charges for, and in respect of the use of the same railway and branch railways : and the said Bill will also take power to vary or extinguish all rights and privileges which may in any way interfere with the objects aforesaid, and will confer other rights and privileges.

And notice is hereby given, that duplicate plans and sections, describing the lines and levels of the said railway and branch railways, and the lands to be taken for the purposes thereof, together with books of reference to such plans, and a published map with the lines of the said railway and branch railways delineated thereon, and a copy of this notice, will, on or before the thirtieth day of November instant, be deposited for public inspection at the respective offices of the Clerks of the Peace following, that is to say, at the office of the Clerk of the Peace for the county of the borough of Carmarthen, at Carmarthen aforesaid, at the office of the Clerk of the Peace for the county of Carmarthen, at Llandovery, in the said county ; at the office of the Clerk of the Peace for the county of Cardigan, at Aberystwith, in the said county ; and at the office of the Clerk of the Peace for the county of Montgomery, at Pool, otherwise 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 proposed railway and branch railways, stations and works, are proposed to be made, together with a copy of such notice, will be deposited on or before the said thirtieth day of November instant, with the Parish Clerks of each of such parishes, at his residence ; and in case of extra-parochial places, with the parish clerk of some parish adjoining thereto, at his residence.

Printed 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, one thousand eight hundred and fifty-two.

Dated this first day of November, in the year of our Lord one thousand eight hundred and fifty-two.

*Bush and Mullens,*  
7, St. Mildred's Court, Poultry, London.

Colne River Water Company.

(Incorporation of company; powers to take water from streams, branches of the Colne river, in the parish of Harmondsworth; construction of reservoirs and aqueducts; and supply of water to the western parts of the Metropolis in Middlesex).

**N**OTICE is hereby given, that application is intended to be made to parliament in the next session for leave to bring in a bill to incorporate a company, and to enable such company to supply with water the inhabitants of the several parishes, townships, extra-parochial, or other places of Hounslow, Heston, Isleworth, Twickenham, Ealing, Hanwell, Acton, Brentford, Chiswick, Turnham Green, Fulham, Hampton, Hammersmith, Kensington, Chelsea, Kingsbury, Hendon, Harrow, Finchley, Barnet, Edgware, Hadley, or Monkton Hadley, Fryern Barnet, Highgate, Hampstead, Willesden, Paddington, Saint Pancras, Saint Mary-lebone, and of the several parishes, townships, extra parochial and other places within the city and liberty of Westminster, in the county of Middlesex, or some of them, or some parts of them respectively; and for such purpose to take the waters of the river Colne and of its tributaries, and to divert, appropriate, and use all or some part of the waters of the several streams, rivers, or branches of the river Colne following, with their respective tributaries (that is to say): the stream or river known as the Queen's river, or the Hampton Court river, or the Cardinal Wolsey's river, or the King's river, or the Longford river, or the Longford branch of the river Colne; the stream or river known as the Stanwell river, or the Stanwell branch of the river Colne; the stream or river known as the Wraysbury or Wyrardisbury river, or the Wraysbury or Wyrardisbury branch of the river Colne; and the stream or river known as the Allowance river, or the Middle river, or the Staines Mill river, or of some of them, at points or a point in the parish of Harmondsworth, and county of Middlesex, at or near to the commencement of the intended aqueduct and works next hereinafter mentioned; and to make, lay down, and maintain, an aqueduct, cut, channel, culvert, or conduit pipe, or pipe track, or aqueducts, cuts, channels, culverts, or conduit pipes, or pipe tracks, with all proper bridges, tunnels, mains, pipes, sumpts, works, and conveniences connected therewith, to commence in the said parish of Harmondsworth, in the said county of Middlesex, at or near the north side of a certain plot of land known as the Burymead, and communicating with the intended reservoir first hereinafter described, passing from, through, in, or into, the several parishes, townships, extra-parochial places, or some of them, of Harmondsworth, Stanwell, Harlington, Bedfont, East Bedfont, Heston, Hounslow, Isleworth, Hanwell, Brentford, New Brentford, Old Brentford, Ealing, Little Ealing, Acton, Hammersmith, Kensington, Paddington, Chelsea, Willesden, and Saint John Hampstead, all in the county of Middlesex, and terminating in the parish of Saint John Hampstead, in the county of Middlesex, at or near the intended reservoir secondly hereinafter mentioned; and also to make and maintain a reservoir or reservoirs, with proper filterbeds, overfalls, pounds, engines, weirs, sluices, cuts, channels, buildings, and works, near to and on the north side of Millland and Burymead, near the village of Longford,

in the said parish of Harmondsworth; and also to make and maintain a reservoir or reservoirs with proper filter-beds, overfalls, pounds, weirs, sluices, sumpts, stand-pipes, engines, buildings, and works, in and upon certain lands lying between the London and North Western railway on the south, Kilburn lane or West End lane on the north, the Finchley road on the east, and the said Kilburn lane or West End lane on the west, in the parish of Saint John Hampstead, in the said county of Middlesex, with an aqueduct or main pipe from such reservoir to the commencement of the line of service-pipes, at or near the Swiss tavern, in the Finchley road, in the said parish of Saint John Hampstead; and also an aqueduct, conduit, or main pipe, commencing at such last-mentioned reservoir, in the said parish of Saint John Hampstead, passing in and through the said parish of Saint John Hampstead, and terminating at the intended reservoir next hereinafter mentioned, in the said parish of Saint John Hampstead; and also a reservoir or reservoirs with proper filter-beds, overfalls, pounds, weirs, sluices, sumpts, stand-pipes, engines, buildings, and works on Hampstead Heath, near to and on the north-east side of the road leading from Hampstead to Highgate, and between such road and the road leading from Hampstead to North-end, and near to the point of junction of such roads in the said parish of Saint John Hampstead, with an aqueduct or main pipe from such reservoir to the commencement of the line of service-pipes at or in the said Highgate and Hampstead road, near to the said last mentioned reservoir, all in the said parish of Saint John Hampstead; and within the several parishes, townships, and extra-parochial places aforesaid, or any of them, and within the limits to be supplied with water, to enable the said company to break up, use, and occupy, alter or divert, turnpike roads, highways, streets, public passages, and places, and to make, construct, place, and lay down and maintain, all such aqueducts, reservoirs, conduits, cuts, mains, pipes, sluices, sumpts, engines, and other works and conveniences, and carry the same in, under, over, through, across, or along, any turnpike roads, highways, streets, public passages, and railways, bridges and places, and private lands:

And it is also intended to apply for power to alter the apportionment or division of the waters of the said streams or rivers respectively, and of such part of the waters of the river Colne which flow, or may hereafter flow, into the same streams or rivers respectively, and the several weirs, dams, sills, and other works which now gauge or regulate the flow of the same waters respectively, and to erect new weirs, dams, and sills, and other works for gauging and regulating, and to alter the position of the same works respectively, and to compensate millowners and others for a total or partial abstraction of water, and to erect engines, pipes, and other works at and within the royal domains of the palace of Hampton-court, and to take water from the Thames to supply the said domain with water in lieu of water proposed to be diverted, and which said last-mentioned works will commence, terminate, and be wholly situate within the said domain, and in the parish of Hampton, in the county of Middlesex, or one of them.

And it is intended to apply for power in such bill to levy tolls, rates, duties, and water rents, for or in respect of the several purposes of the said bill, and for the supply of water within the several parishes and places before-mentioned, as intended to be supplied by the company to be incorporated; to alter existing tolls, rates, duties, and water rents, and to confer, vary, or extinguish exemptions from tolls, rates, duties, or water rents.

Also to authorise such intended company to con-

tract and agree with any other water company, or any body of commissioners or other public body, company, or persons requiring or having large quantities of water for the supply of such company, commissioners, bodies, or persons with water, or to be supplied to such intended company, in bulk for domestic use, manufacturing, sanitary, or other purposes, and to take or pay rents, rates, or duties for water supplied by or to the said intended company, and to confer exemptions from the payment of rents, rates, or duties, and other rights and privileges.

And it is also intended by the said act, to authorise the said company to take, by compulsion or otherwise, the lands, houses, waters, streams, and other property, required for the purposes of the said company, and the works to be authorised as aforesaid, or any of them, and to vary or extinguish all existing rights, or rights reserved, and privileges connected with the said lands, houses, waters, streams, or other property, or with any other lands, houses, waters, streams, or other property, and any rights or privileges of any water companies or other bodies or persons, whether held under act of parliament, letters patent, or otherwise, which might in any manner or way interfere with or impede the objects and purposes aforesaid, or any of them, and to confer other rights and privileges, and to purchase the mills and works from which water will be diverted, or give compensation in respect of the rights of the owners, lessees, and occupiers of such mills and works.

And it is intended to incorporate with such bill, as modified thereby, "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, on or before the thirtieth day of November instant, duplicate plans and sections, describing the lines, situations, and levels of the said intended works, and the lands, streams, and other property required for the purposes thereof, with a book of reference to such plans, and a copy of this notice, as published in the "London Gazette," will be deposited with the clerk of the peace for the county of Middlesex, at his office at Clerkenwell; and on or before the thirtieth day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said intended works will pass or <sup>b</sup> situate, with a copy of this notice as so published, will be deposited with the parish clerk of such parish at his residence; and, as regards any extra-parochial place, with the parish clerk of some parish immediately adjoining thereunto, at his place of residence; and that, on or before the thirty-first day of December next, printed copies of such 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.

#### Lewes, Uckfield, and Tonbridge Wells Direct Railway.

(Power to enter into Arrangements with the London Brighton and South Coast and South Eastern Railway Companies.)

**N**OTICE is hereby given, that application will be made to Parliament in the session of 1853 for leave to bring in a Bill to incorporate a Company for the purpose of constructing a railway, with all necessary approaches, stations, and works connected therewith, commencing by a junction or junctions with the London, Brighton, and South Coast Railway, in the parish of St. John, under the Castle of Lewes, in the county of Sussex, at a distance of three furlongs or there-

abouts from the northern extremity of the tunnel under the said town of Lewes, in or near to a pasture field belonging to the Earl of Abergavenny, passing thence from, in, through, or into the several places following, or some of them (that is to say); St. John under the castle of Lewes, St. John the Baptist, Southover, near Lewes; All Saints, in Lewes, St. Michael, in Lewes; St. Peter and St. Mary Westout, otherwise St. Ann, in Lewes; the precincts of the Castle of Lewes, South Malling, St. Thomas a'Beckett in the Cliffe, near Lewes, otherwise St. Thomas in the Cliffe, near Lewes, otherwise Cliffe, near Lewes; Hamsey, Barcombe, Ringmer, Isfield, Horstead Parva, commonly called Little Horstead, Uckfield, Framfield, Mayfield, Buxted, Rotherfield, Withyham, Frant, and Groombridge, in the county of Sussex, and Speldhurst, Tonbridge, and Groombridge, in the county of Kent, and terminating at or near a place lately known by the name of Cripps Nursery, belonging to the Marquis of Camden, and now in the occupation of George Taylor, in the said parish of Tonbridge, in the said county of Kent, by a junction with the South Eastern Railway, or by an independent terminus there; and also a branch line of railway, with all necessary approaches, stations, and works connected therewith, commencing by a junction with the proposed main line, as already described, in the parish of Hamsey, at a point lying about one furlong to the North East of Hamsey churchyard, and terminating at or near a house in the parish of All Saints, in Lewes aforesaid, in the occupation of Thomas Hopley, and belonging to George Mollineux the younger, which said branch line of railway, approaches, stations, and works will pass from, through, or into, or be situate within the several places following, or some of them (that is to say); Hamsey, South Malling, Saint Thomas a'Beckett in the Cliffe, Saint John under the castle of Lewes, and All Saints, Lewes, all in the said county of Sussex. And it is intended by the said Bill to apply for powers for the compulsory purchase of lands, houses, and other property, to vary or extinguish all rights and privileges in any manner connected with such lands, houses, and other property, and also any other rights or privileges which would in anywise interfere with the construction of the said intended railways; also to levy tolls, rates, or duties, upon or in respect of the said railways, and to confer upon the said Company other rights and privileges; and it is intended by the said Bill to enable the said Company and the London, Brighton, and South Coast Railway Company to enter into contracts or agreements for the construction, maintenance, or working of the said intended railways by the said London, Brighton, and South Coast Railway Company, and for the interchange of traffic; and also to confer similar powers with respect to the South Eastern Railway Company. And it is further intended by the said Bill to enable the said London Brighton and South Coast, and South Eastern Railway Companies, or either of them, to contribute funds towards the construction of the said intended railways; and for these purposes it is intended to alter, amend, and enlarge the following Acts relating to the said Companies, namely, local and personal—1 Vic., c. 119; 6 Vic., c. 27; 7 and 8 Vic., cc. 67 and 91; 8 and 9 Vic., cc. 52, 113, and 199; 9 Vic., cc. 54, 63, 68, and 69; 9 and 10 Vic., c. 281, and an Act passed in the 9th and 10th years of the reign of her present Majesty, c. 283, intituled "An Act to consolidate and unite the London and Brighton and London and Croydon Railway Companies and the undertakings be-



longing to them;" and also the Acts local and personal—10 and 11 Vic., cc. 244 and 276; and 11 and 12 Vic., c. 136, relating to the said London, Brighton, and South Coast Railway Company; and the following Acts, local and personal—6 Wm. IV., c. 75; 1 Vic., c. 93; 2 Vic., c. 42; 2 and 3 Vic., c. 79; 3 Vic., c. 46; 5 Vic., c. 3; 7 and 7 Vic., cc. 51, 52, and 62; 7 Vic., c. 25; 7 and 8 Vic., cc. 69 and 91; 8 and 9 Vic., cc. 167, 186, 192, and 200; 9 Vic., cc. 55, 56, and 64; 9 and 10 Vic., cc. 305 and 339; 10 and 11 Vic., cc. 104 and 230; 13 and 14 Vic., c. 31; and 15 and 16 Vic., c. 103, relating to the said South Eastern Railway Company.

And notice is hereby further given, that duplicate plans and sections of the said railway and works, together with books of reference thereto, a published map with the lines of railway delineated thereon, and a copy of this notice, will be deposited for public inspection with the Clerk of the Peace for the county of Sussex, at his office at Lewes, in the said county, and with the Clerk of the Peace for the county of Kent, at his office in Maidstone, in the said county, on or before the 30th day of this instant November; and on or before the same day, a copy of so much of the said 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 the said notice, will be deposited with the parish clerk of each such parish, at his place of abode; and in the case of any extra-parochial place, then with the parish clerk of the adjoining parish, at his place of abode.

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

Dated this third day of November 1852.

*W. B. James.*

#### Burton-upon-Trent Improvement Act Amendment.

For the extension of limits, providing a market place, lodging-houses, baths, wash-houses, and weighing machines; for paying the expenses of inquests; for improving and widening streets and roads; and for making a new street.

**N**OTICE is hereby given, that application is intended to be made to parliament in the ensuing session for leave to bring in a bill to repeal the whole or some part of an act passed in the nineteenth year of the reign of His Majesty King George the Third, intituled "an act for paving, repairing, cleansing, and lighting the town and borough of Burton-upon-Trent, in the county of Stafford, and for removing and preventing obstructions and annoyances therein," and for powers for the following purposes, to be exercised within the limits of the townships of Burton-upon-Trent, Burton Extra, Branstone, Horninglow, and Stretton, in the county of Stafford, and Winshill, and Stapenhill, in the county of Derby:—

For paving, repairing, lighting, watching, cleansing, draining, and improving the streets.

For erecting or providing stalls, and maintaining a market place.

For providing lodging-houses, baths, washhouses, and bathing places, and places for public recreation and amusement.

For erecting weighing machines, and for authorising their use.

For paying the coroner's fees, and other expenses connected with the holding of inquests.

For widening and improving the several streets and road hereinafter mentioned (that is to say): Station-street, commencing at the entrance thereof from High-street, and terminating at or near the houses and premises now in the respective occupa-

tions of Frederick Price, and Sarah Orme, widow, the whole of which street so proposed to be widened is situate in the township and parish of Burton-upon-Trent, in the county of Stafford; Guild-street, commencing at the entrance from Horninglow-street, and terminating in Guild-street, at or near to the house and premises now in the occupation of Joseph Harden, the whole of which said street so proposed to be widened is situate in the said township and parish of Burton-upon-Trent; Union-street, commencing at the entrance from New-street, and terminating at or near a garden in the occupation of Hugh Brookes, situate on the west side of Union-street, the whole of which said street so proposed to be widened is situate in the said township and parish of Burton-upon-Trent; the road through Marratt's (otherwise Marriott's) yard, commencing at High-street, and terminating at Friar's-walk, at or near a house and premises in the occupation of John Leach, the whole of which said road so proposed to be widened and improved is situate in the said township and parish of Burton-upon-Trent.

For making a new street from High-street to Guild-street, commencing on the west side of High-street, at or near a house and premises now in the occupation of Maria Payne, widow, and terminating in Guild-street, at or near the northern side of the storehouse belonging to and in the occupation of Messieurs Bass, Ratcliff, Gretton, and Lyon, the whole of which said premises required for the purposes of making the said new street are situate in the said township and parish of Burton-upon-Trent.

The bill will contain powers for taking lands and houses compulsorily, to abolish any rights or privileges which may interfere with the objects contemplated by the said bill, and to authorise the collection of tolls, rates, and duties, to alter the existing tolls, rates, and duties, and from time to time to borrow money on the credit of such respective tolls, rates, and duties.

Plans and sections of the intended widenings and improvements, and of the proposed new street, together with a book of reference, and a copy of this notice, will be deposited on or before the thirtieth day of November instant at the office of the clerk of the peace for the county of Stafford, at Stafford; and a copy of such plan and section, and book of reference, and also a copy of this notice, will, on or before that day, be deposited with the parish clerk of the parish of Burton-upon-Trent, at his residence.

And it is also intended to incorporate in the said bill, "the lands clauses consolidation act, 1845," "the markets and fairs clauses act, 1847," "the gas works clauses act, 1847," "the commissioners clauses act, 1847," "the towns improvement clauses act, 1847," "the town police clauses act, 1847," "the public health act, 1848," and "the public health supplemental act, 1849," or some part or parts of such respective acts.

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

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

*Abram Bass,*  
*Jno. Thornewill,* } Joint Solicitors to the Bill.

Burton-upon-Trent, November 8th, 1852.

#### London and North Western Railway. (Branches to St. Albans and to Amersham. Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable the London

and North Western Railway Company to make and maintain a railway, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the London and North Western Railway, in the parish of Watford, in the county of Hertford, about thirty chains to the southward of the Watford station, 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), Watford, Leavesden, Cashio, Bushey, Aldenham, Park Street, Bedmont, Leaverstock Green, Potters Crouch, Theobald's Street, Radlett, Saint Alban, Saint Peter, Saint Michael, Saint Stephen, the liberty of Saint Albans, in the county of Hertford, and terminating in the parish of Saint Michael in the county of Hertford on the west side of the public highway leading from the town of Saint Albans to Saint Michael's church, about seven chains length from the said church :

And also a railway, with all proper works, approaches, and conveniences connected therewith, commencing at or near the Watford station of the London and North Western Railway, in the parish of Watford, in the county of Hertford, 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), Watford, Leavesden, Cashio, Rickmansworth, Croxley, Croxley Green, Chorley Wood, Saint Albans, the liberty of Saint Albans in the county of Hertford, Chenies, Chalfont, Chalfont Saint Giles, Amersham, Woodside, and Woodrow, in the county of Buckingham, and terminating in the said parish of Amersham in or near a field belonging or reputed to belong to Thomas Tyrwhitt Drake, Esquire, in the occupation of John Cortis, on the northern side of the Wendover turnpike road, leading from Wendover to Red Hill, near the junction thereof with the Reading and Hatfield turnpike road :

And it is also intended by such Act to take power to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, and extra-parochial or other places, or any of them which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works, or any of them: And it is further intended by the said Act to enable the London and North Western Railway Company to apply for the purpose of executing the said intended railways and works, so much of their corporate funds as may be necessary, and to levy tolls, rates, and duties, in respect of the use thereof, and to grant certain exemptions from the payment of such tolls, rates, and duties, and also to purchase, by compulsion or agreement, lands and houses necessary for the purposes aforesaid, and to vary or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken for the purposes of the said undertakings, 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 further intended, for the purposes aforesaid, to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts hereinafter mentioned or referred to, or some or one of them; that is to say, an Act passed in the session held in the 9th and 10th years of the reign of Her present Majesty, entitled, "An Act to consolidate the London and Birmingham Grand Junction, and Manchester and Birmingham Railway Companies," and the several other Acts distinguished in the Queen's Printers' copies of the local and personal Acts as 1st William

IV., cap. 51; 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 notice is hereby further given, that maps, plans, and sections describing the direction, line, and levels of the said intended railways and works, and of the lands proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, and a copy of this notice as published in the London Gazette, will be deposited on or before the thirtieth day of November in the present year, with the Clerk of Peace for the liberty of Saint Alban, at his office in Saint Albans; with the Clerk of the Peace for the county of Hertford, at his office in Saint Albans; and with the Clerk of the Peace for the county of Buckingham, at his office in Aylesbury; and that 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 intended railways and works are intended to be made, together with a copy of this notice, will also be deposited on or before the said 30th day of November with the parish clerks of those parishes respectively, at their respective residences, and so far as relates to any extra-parochial place, with the parish clerk of some adjoining parish at his residence.

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

Dated this 3rd of day November, 1852.

*S. Carter,*  
*Swift and Wagstaff,* } Solicitors,  
30, Great George Street, Westminster.

London and North Western Railway.

(Branch from Northampton to Market Harborough—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorize the construction and maintenance by the London and North Western Railway Company of the railways hereinafter mentioned, together with proper works and conveniences connected therewith, and approaches thereto (that is to say): a railway commencing by a junction with the line of the Northampton and Peterborough Branch of the London and North Western Railway, at a point about seven chains on the western side of a certain building situate on the towing-path of the Northampton arm of the Grand Junction Canal, known as the Lock House, now the property of the London and North Western Railway Company, and in the occupation of Thomas Labrum, in the parish of Hardingstone, in the county of Northampton, passing thence from, in, through or into the several parishes, townships, extra-parochial and other places of Hardingstone, Cotton End, Far Cotton, Duston, Northampton, All Saints Northampton, Saint Peter Northampton, Saint Sepulchre Northampton, The Priory of Saint Andrew, Saint Andrew's Mill, and certain extra-parochial lands and places adjoining All Saints Northampton, Saint Peter Northampton, and Saint Sepulchre Northampton, in the town o

borough of Northampton, Upton, Saint James' End, Dallington, Kingsthorpe, Boughton, Church Brampton, Chapel Brampton, Pitsford, Brixworth, Spratton, Creaton, Great Creaton, Little Creaton, Cottesbrook, Lamport, Hanging Houghton, Maidwell, Draughton, Harrington, Kelmarsh, Braybrook, Arthingworth, Clipston, Great Oxenden otherwise Oxenden Magna, Little Oxenden, East Farndon, and Little Bowden, or some of them, all in the county of Northampton, and terminating by a junction with the Rugby and Stamford Branch of the London and North Western Railway, near to the town of Market Harborough, at a point between the railway bridge over the turnpike road leading from Northampton to Market Harborough, and the railway bridge over the road leading from Little Bowden to Market Harborough, in the parish of Little Bowden, in the county of Northampton.

And also a railway commencing by a junction with the said intended railway, in the parish of Hardingstone, in the county of Northampton, at a point about twenty chains from its commencement, and terminating by a junction with the said Northampton and Peterborough Branch Railway, in the same parish of Hardingstone, at a point about six chains west of the existing level crossing of the said branch railway, over the Northampton and Towcester Turnpike Road, which last-mentioned intended railway will be situate wholly in the said parish of Hardingstone.

And it is proposed in and by the said intended Act, to take powers to purchase, by compulsion or agreement, all houses and lands required for the purposes of the said railways, and also to cross, divert, alter, or stop up, either temporarily or permanently, all such turnpike roads, parish roads, and other highways, 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 railway and works, and to take powers to levy tolls, rates, and duties in respect of the use of the said railways, and to vary or extinguish all existing rights and privileges connected with the lands proposed to be taken for the purposes of the said railways, or which would in any manner impede or interfere with the objects aforesaid, and by the said Act to confer other rights and privileges.

And it is also proposed in and by the said intended Act to enable the London and North Western Railway Company to apply to the purposes thereof so much of their corporate funds as may be necessary.

And it is further intended for the purposes aforesaid, to alter, amend, extend, and enlarge, so far as it may be necessary, the powers and provisions of the several Acts hereinafter mentioned or referred to, or some or one of them (that is to say): an Act passed in the session held in the ninth and tenth years of the reign of Her present Majesty, entitled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and the several other Acts distinguished in the Queen's printers' copies of the Local and Personal Acts, as First William IV., cap. 51; 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, 235, 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; 15th

Vict. caps. 28 and 94; and 15th and 16th Vic., caps. 98 and 105.

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections, describing the line or situation and levels of the said intended railways, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of the said lands, will be deposited for public inspection with the Clerk of the Peace for the county of Northampton, at his office in Northampton; and that on or before the same 30th day of November instant, copies of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the said railways are proposed to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences, and so far as relates to any extra-parochial place, with the parish clerk of some adjoining parish, at his residence.

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

Dated this 3rd day of November 1852.

*S. Carter,*  
*Swift and Wagstaff,* } Solicitors.

30, Great George-street, Westminster.

#### Birkenhead Dock Company.

(Power to make a Branch Railway, and to sell or lease their undertaking to the Great Western Railway Company, the London and North Western Railway Company, the Birkenhead, Lancashire, and Cheshire Junction Railway Company, the Shrewsbury and Chester Railway Company, the Chester and Holyhead Railway Company, the Trustees of the Birkenhead Docks, the Mayor, Aldermen, and Burgesses of the Borough of Liverpool, and the Trustees of the Liverpool Docks, or any or either of them, or to amalgamate their undertakings, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to alter and amend, extend and enlarge, or to repeal all or some of the powers and provisions of the several Acts following, relating to the Birkenhead Dock Company, that is to say (Local and Personal), 8th and 9th Victoria, chapter 60, and 11th and 12th Victoria, chapter 9, and to make other regulations with reference to the entry and warehousing of goods, wares, and merchandise in the said docks, and the recovery of freight thereupon, and for providing and regulating transit sheds for the reception of goods and other articles.

And notice is hereby further given, that it is intended to empower the said Birkenhead Dock Company to make or maintain a railway, with all necessary stations, conveniences, and works connected therewith, and approaches thereto, commencing in and upon a certain piece of land belonging to the said Company, or of which the said Company are lessees in possession, in the extra-parochial place, chapelry, or township of Birkenhead, in the county Palatine of Chester, near to the junction of two public roads, or the sites of two intended public roads, already laid out and called Beaufort-road and Ilchester-road, and terminating in the said extra-parochial place, chapelry, or township by a junction with the Birkenhead, Lancashire, and Cheshire Junction

Railway, in or near the goods station of the said last mentioned railway, at or near Cathcart-street, which said intended railway will be wholly made within the extra-parochial place, chapelry, or township of Birkenhead.

And it is intended to apply for powers in the said Act to cross, divert, alter, and stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and highways, streams, sewers, pipes, bridges, railways, and tramroads within the said extra-parochial place, chapelry, or township as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railway and works, and to empower the said Birkenhead Dock Company to purchase by compulsion, and also by agreement, and to hold lands, houses, tenements, and hereditaments for the purposes of such railway and works, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased, taken, or held.

And it is also intended to empower the said Birkenhead Dock Company to levy tolls, rates, and duties upon and in respect of the said intended railway and works, and to confer, vary, or extinguish exemption from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

And it is intended by the said Act to empower the said Birkenhead Dock Company to run over and use with engines, waggons, and carriages, and otherwise, the lines of railway, sidings, stations, watering places, offices, works, and conveniences of the Birkenhead, Lancashire, and Cheshire Junction Railway Company within the said extra-parochial place, chapelry, or township of Birkenhead, upon the conditions to be mentioned or provided for in the said Act.

And notice is hereby also given, that duplicate plans and sections of the proposed railway and works, together with books of reference to such plans, and a published map with the line of the proposed railway delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the thirtieth day of November, 1852, be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office in Chester; and that on or before the said thirtieth day of November, 1852, a copy of the said plans, sections, and book of reference, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the clerk of the parish of Bidston, in the said county of Chester, being the parish immediately adjoining to the said extra-parochial place, chapelry, or township of Birkenhead, at his place of abode.

And it is also intended by the said Act to authorize the said Birkenhead Dock Company to sell or lease or otherwise dispose of their undertaking, docks, and works, and all their estates and interests in the lands, works, buildings, property, and effects in the said extra-parochial place, chapelry, or township of Birkenhead belonging to the said Company, or which may become vested in them by any Act to be passed in the next session of Parliament, or any part thereof respectively, and all their rights, powers, privileges, and authorities, unto the Great Western Railway Company, the London and North Western Railway Company, the Birkenhead, Lancashire, and Cheshire Junction Railway Company, the Shrewsbury and Chester Railway Company, the Chester and Holyhead Railway Company, the trustees of the Birkenhead Docks, the mayor, aldermen, and burgesses of the borough of Liverpool, and the

trustees of the Liverpool Docks, or any or either of them; and to enable the said companies and bodies, or any or either of them, to purchase or lease the said undertaking, docks, lands, works, buildings, property, and effects, or any part thereof, and to have, exercise, and enjoy all such rights, powers, privileges, and authorities, whether with reference to construction and completion of works, the levying of tolls, rates, and charges, in respect of the said undertaking, docks, and works, or otherwise; and to enable the said companies or bodies, or either of them, to enter into such agreements as they may think fit for effecting the purposes of the said Act; and to confirm agreements between them or any of them in reference thereto.

And it is further intended by the said Act to authorize the amalgamation and consolidation into one undertaking of the Birkenhead Dock Company and the undertakings and property of the Great Western Railway Company, the London and North Western Railway Company, the Birkenhead, Lancashire, and Cheshire Junction Railway Company, the Shrewsbury and Chester Railway Company, the Chester and Holyhead Railway Company, the Birkenhead Dock Trustees, and the Liverpool Dock Trustees, or any or either of them, or of any Company formed or to be formed by the amalgamation of any or either of the said railway companies, and the vesting of the undertakings of the companies or bodies so amalgamating in one company or body, with all requisite powers to hold, exercise, and enjoy all the rights, privileges, and authorities belonging to such companies or bodies separately, whether with respect to the levying of tolls, rates, or charges, or otherwise, and with such other powers and authorities for carrying out and facilitating the objects aforesaid as are usual in similar cases, or as may be deemed convenient or necessary.

And notice is hereby further given, that in the said Act it is also intended to alter, amend, extend, and enlarge the powers of the several Acts relating to the Great Western Railway Company; that is to say, Local and Personal Acts, 5th and 6th William IV., chapter 107; 6th William IV., chapters 36, 38, 77, and 79; 7th William IV., and 1st Victoria, chapters 91 and 92; 1st and 2nd Victoria, chapters 24 and 26; 2nd and 3rd Victoria, chapter 27; 3rd and 4th Victoria, chapters 47 and 105; 4th and 5th Victoria, chapter 41; 5th Victoria, session 2, chapter 28; 6th Victoria, chapter 10; 7th Victoria, chapter 3; 7th and 8th Victoria, chapter 68; 8th and 9th Victoria, chapters 40, 53, 155, 156, 184, 188, 190, and 191; 9th Victoria, chapter 14; 9th and 10th Victoria, chapters 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10th and 11th Victoria, chapters 60, 72, 76, 91, 101, 109, 149, 154, 226, and 243; 11th and 12th Victoria, chapters 28, 59, 74, 77, 82, 95, 131, 133, 135, 157, 158, and 159; 13th Victoria, chapter 7; 13th and 14th Victoria, chapters 44 and 110; 14th and 15th Victoria, chapters 48, 74, and 81; and 15th and 16th Victoria, chapters 133, 140, 147, 148, and 168.

Also the several Acts relating to the London and North Western Railway Company, that is to say, Local and Personal Acts, 8th and 9th Victoria, chapter 156; 9th and 10th Victoria, chapters 67, 80, 82, 92, 152, 182, 184, 193, 204, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396; 10th and 11th Victoria, chapters 73, 107, 114, 118, 121, 132, 139, 159, 178, 188, 228, 236, 270, 271, 278, and 294; 11th and 12th Victoria, chapter 130; 12th and 13th Victoria, chapter 74; 13th and 14th Victoria, chapter 36;

14th and 15th Victoria, chapters 28 and 94; and 15th and 16th Victoria, chapters 105, 118, and 135.

Also the several Acts relating to the Birkenhead, Lancashire, and Cheshire Junction Railway Company, that is to say, Local and Personal Acts, 1st Victoria, chapter 107; 3rd Victoria, chapter 2; 8th and 9th Victoria, chapter 99; 9th and 10th Victoria, chapter 91; 10th and 11th Victoria, chapters 187, 222, and 223; and 15th and 16th Victoria, chapter 167.

Also the several Acts relating to the Shrewsbury and Chester Railway Company, that is to say, Local and Personal Acts, 7th and 8th Victoria, chapter 99; 8th and 9th Victoria, chapters 42 and 115; 9th and 10th Victoria, chapters 250, 251, 274, and 275; 10th and 11th Victoria, chapter 144; 12 and 13th Victoria, chapter 55; 14th and 15th Victoria, chapter 131; and 15th and 16th Victoria, chapter 146.

Also the several Acts relating to the Chester and Holyhead Railway Company, that is to say, Local and Personal Acts, 7th and 8th Victoria, chapter 65; 8th and 9th Victoria, chapter 33; 10th and 11th Victoria, chapters 147, 162, and 238; 11th and 12th Victoria, chapter 60; and 12th and 13th Victoria, chapter 41.

Also the several Acts relating to the Birkenhead Dock Trustees, that is to say, Local and Personal Acts, 7th and 8th Victoria, chapter 79; 8th and 9th Victoria, chapter 4; 10th and 11th Victoria, chapters 264 and 265; 11th and 12th Victoria, chapter 144; and 13th and 14th Victoria, chapter 100.

Also the several Acts relating to the docks and harbour of Liverpool, or some of them, that is to say, 8th Queen Anne, chapter 12; 3rd George I., chapter 1; 11th George II., chapter 32; 2nd George III., chapter 86; 25th George III., chapter 15; 39th George III., chapter 59; and Local and Personal Acts, 51st George III., chapter 143; 53rd George III., chapter 156; 59th George III., chapter 30; 6th George IV., chapter 187; 9th George IV., chapters 55, 114, and 144; 11th George IV., and 1st William IV., chapter 14; 4th and 5th Victoria, chapter 30; 6th and 7th Victoria, chapter 98th; 7th and 8th Victoria, chapter 80; 8th and 9th Victoria, chapter 11; 9th and 10th Victoria, chapter 109; 11th and 12th Victoria, chapter 10; and 14th and 15th Victoria, chapter 64.

And notice is hereby further given, that printed copies of the said Bill will, on or before the thirty-first day of December, 1852, be deposited at the Private Bill Office of the House of Commons.

Dated this third day of November, 1852.

*Wm. Stephens, 30, Bedford-row.*

#### South and West London Railway.

(Incorporation of Company, with Power to make Railways connecting the Metropolitan Railways, or some of them, Abingdon-street, Westminster, the Thames Tunnel, and the Grand Surrey and Commercial Docks—Running Powers—Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the session of 1853, for an Act or Acts to incorporate a Company, and to transfer to such Company all the powers conferred upon the Great Western Railway Company by the Great Western (West London Widening and Branches) Railway Act, 1847, for making a branch railway from the Great Western Railway, in the parish of Acton, in the county of Middlesex, to the West London Railway at Wormwood Scrubbs, in the parishes of Hammersmith, Fulham, and St. Mary Abbots Ken-

sington, in the county of Middlesex; and also for making a branch railway from near the Broadway in the said parish of Hammersmith to the West London Railway in the parishes of Hammersmith and St. Mary Abbots Kensington; and also for making an extension of the West London Railway from the parish of Fulham, in the county of Middlesex, to the Lambeth Extension of the London and South-Western Railway; and also for widening and enlarging the West London Railway from a certain point thereon in the said parish of Hammersmith to another point thereon at or near the basin of the Kensington Canal, in the said parish of St. Mary Abbots Kensington, according to the plans and sections of such railways and works respectively referred to in the said Act, and which were deposited, together with books of reference to such plans, with the Clerks of the Peace of the counties of Middlesex and Surrey, in or about the month of November, 1846; also to amend the said Act, and to extend the time thereby limited for the construction of the said railways and works, and to revive and continue for a further period the time limited by the said Act for the compulsory purchase of lands and buildings required for the purposes of the said railways and works; or otherwise it is proposed by the said intended Act or Acts to authorize the Company to be incorporated as aforesaid to make and maintain new lines of railway, instead of the railways authorized by the said Act, and as near as may be upon the proposed site or in the course or direction of such railways respectively, with all proper works and conveniences connected therewith, and approaches thereto; and also powers to make new widenings or enlargements of so much as aforesaid of the said West London Railway; the first of such new lines of railway to commence by a junction with the Great Western Railway, in the said parish of Acton, in the county of Middlesex, at a point at or about three miles and thirty-seven chains on the said railway, measured from the Paddington station thereof, to pass thence from, through, or into the several parishes, townships, and places of Acton, Wormwood Scrubbs, Hammersmith, Fulham, and St. Mary Abbots Kensington, in the county of Middlesex, and to terminate by a junction with the West London Railway, at a point forty-eight chains north of the point where the said West London Railway is crossed by the turnpike road leading from London to Acton, in Wormwood Scrubbs aforesaid; the second of such new lines of railway to commence at a point in or near the Broadway between Brook Green Lane and the Grove, in the parish of Hammersmith, to pass thence through the said parish to a certain field called the New Field, or Botany Bay, now or late in the occupation of and belonging to William Scott, and thence to proceed by two diverging lines, one of such diverging lines passing wholly through the said parish of Hammersmith, and terminating by a junction with the West London Railway at about ten chains south of the point where the said West London Railway is crossed by the turnpike-road leading from London to Acton, and the other of such diverging lines passing through the said parishes of Hammersmith and St. Mary Abbots Kensington, and terminating in the said last-mentioned parish by a junction with the said West London Railway about thirty chains south of a point where the said railway is crossed by the turnpike-road leading from London to Acton aforesaid; and the third of such new lines of railway (hereinafter referred to as the Sands End and South-Western Junction Railway) to diverge from an intended new railway (hereinafter described as the Thames Extension) at a certain point near Sands End, in the parish of Fulham, in the county of Middlesex, to pass thence

from, in, through, or into the parishes, townships, and places of Fulham, in the county of Middlesex, the bed and shores of the River Thames, in the counties of Middlesex and Surrey, Wandsworth, Battersea, and Lambeth otherwise St. Mary Lambeth, in the county of Surrey, or some of them, and to terminate by a junction with the Lambeth Extension of the London and South-Western Railway on the east side thereof, and at or near the point where the same crosses the Wandsworth Road; and such new widenings or enlargements of the line of the West London Railway to commence at a certain point thereon forty-eight chains north of the point where the said railway is crossed by the said turnpike-road from London to Acton to the terminus thereof at or near the Kensington Canal basin, and to be situate within the parishes, townships, and places of Kensington, St. Mary Abbotts Kensington, Hammersmith, Chelsea, St. Luke's Chelsea, and Fulham, or some of them, in the county of Middlesex.

And it is proposed by the said intended Act or Acts to authorize the Company to be incorporated as aforesaid to make and maintain the following new railways, with all proper works and conveniences connected therewith, and approaches thereto; that is to say:—

1st. A new railway (hereinbefore referred to as the Thames Extension), commencing by a junction with the West London Railway at or near the terminus thereof by the Kensington Canal basin, in the parish of St. Mary Abbotts Kensington, in the county of Middlesex, passing thence from, in, through, or into the parishes, townships, and places of Kensington, St. Mary Abbotts Kensington, Hammersmith, Chelsea, and St. Luke's Chelsea, and Fulham, or some of them, in the county of Middlesex, and terminating at or near the River Thames, in or near to the Fulham town meadows, in the said parish of Fulham, at a point adjoining or near to the mouth of a certain creek known as the Lady's Creek.

2d. A new railway diverging from the hereinbefore-mentioned Sands End and South-Western Junction Railway at a point in Battersea New Town, near New Street, passing thence from, through, in, and into the several parishes, townships, and places of Battersea, St. Mary's Battersea, and Nine Elms, in the county of Surrey, bed and shore of the River Thames, in the counties of Surrey and Middlesex, and of Thames-bank, St. George's Hanover Square, Millbank, the city and liberty of Westminster, St. John's Westminster otherwise St. John's Millbank, and St. Margaret's Westminster, in the county of Middlesex, or some of them, and terminating at or near Abingdon Street, in the city of Westminster.

3d. A new railway (hereinafter referred to as the Thames Tunnel Branch) commencing by two junctions with the Battersea end or terminus of the last-mentioned intended new railway, passing thence from, in, through, and into the parishes, townships, and places of Battersea, St. Mary's Battersea, Battersea New Town, Clapham, St. John's Clapham, Stockwell, North Brixton, Brixton, Lambeth, St. Mary's Lambeth, Newington, St. Mary's Newington, Kennington, St. Mary's Kennington, Camberwell, St. Giles Camberwell, Peckham, Peckham New Town, East Dulwich, Hatcham, Deptford, St Paul's Deptford, Rotherhithe, St. Mary's Rotherhithe, All Saints Rotherhithe, Bermondsey, St. Mary's Bermondsey, and Southwark, in the county of Surrey, or some of them, and terminating near the Surrey entrance of the Thames Tunnel, together with a short connecting branch in the parish of St. Mary's Battersea, between such intended new railway and the hereinbefore mentioned Sands End and South-Western Junction Railway.

4th. A new railway, commencing by a junction with the said intended Thames Tunnel branch at a point at or near the east side of Camberwell-grove, in the parish of St. Giles Camberwell, in the county of Surrey, a short distance south of the Collegiate School, passing thence from, in, through, and into the parishes, townships, and places of Camberwell, St. Giles Camberwell, Peckham, Peckham Rye, East Dulwich, Dulwich, or some of them, in the county of Surrey, and Lewisham, Sydenham, Brockley, Forest-hill, or some of them, in the county of Kent, and terminating on or near to the South-Eastern, and London, Brighton, and South Coast Railways, or one of them, at or near the Forest-hill station in the said parish of Lewisham, either by a junction with such railways, or one of them, or by an independent station.

5th. A new railway, commencing by a junction with the said intended Thames Tunnel Branch, at or near the Grand Surrey Canal, near the Britannia public-house, at Hatcham, in the parish of St. Giles Camberwell, in the county of Surrey, passing thence from, in, through, or into the parishes, townships, and places of St. Giles's Camberwell, and St. Paul's Deptford, in the county of Surrey, or one of them, and terminating at a point in the said parish of St. Paul. Deptford, by a junction with the branch railway which connects the Greenwich Railway with the Bricklayers' Arms Branch of the London, Brighton, and South Coast Railway.

6th. A new railway, commencing by a junction with the said intended Thames Tunnel Branch at or near the Deptford Lower-road, between China Hall and the neighbouring turnpike-gate, in the parish of St. Mary Rotherhithe, and county of Surrey, and lying in the said parish of St. Mary Rotherhithe, and terminating by two diverging branches on the premises of the Commercial Dock Company and Grand Surrey Canal and Dock Company respectively, near the lock leading from the Grand Surrey Canal into the Grand Surrey Inner Dock, in the said parish of St. Mary Rotherhithe.

And it is proposed by the said intended Act or Acts to authorize the Great Western, the London and North-Western, the London and South-Western, the London Brighton and South Coast, and the South-Eastern Railway Companies respectively, or some of them, to use with their engines and carriages all or some of the said intended new lines of railway and new railways respectively, or some parts thereof respectively, and the stations, works, and conveniences connected therewith respectively, and for such purpose it is intended to authorize the construction of the said intended railways on such gauge or gauges as may be necessary or proper.

And it is also proposed by the said intended Act or Acts to take power to stop up, alter, embank, or divert temporarily or permanently all turnpike and other roads and highways, railways, tramways, and other public and private ways of every description, rivers, streams, canals, and watercourses of every description, natural or artificial, mains and pipes of every description, and other works of every description within or near the aforesaid parishes, townships, and places, or any of them, which it may be necessary or convenient so to stop up, alter, embank, 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 or Acts 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 exemptions from the payment of such tolls, rates, and duties.

And it is further proposed by the said intended Act or Acts 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 the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And it is proposed by the said intended Act or Acts to amend some of the provisions of the Local and Personal Acts 6 and 7 Will. IV., cap. 79; 3 and 4 Vict., cap. 105; 8 and 9 Vict., cap. 156; 9 and 10 Vict., cap. 369; and all other Acts in any manner relating to the West London Railway.

And notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans, and sections describing the direction, line, and levels of the said new lines of railway, new railways, widenings, and enlargements, 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 Surrey, at his office in Lambeth; and 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 parish or extra-parochial place in or through which the said 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.

Dated this 13th day of November, 1852.

*Prichard and Collette, 57, Lincoln's-inn-fields,*  
Solicitors for the Bill.

#### Isle of Portland Harbour of Refuge and Breakwater.

(Repeal of provisions of act 14 Vic., as to application of £4000 to reduction or extinction of tolls on bridge over Portland ferry; and making other provisions for application thereof.)

**A**PPPLICATION will be made to parliament in the session to be holden in the year 1853, for leave to bring in a bill to amend, and in part to repeal, an act passed in the fourteenth year of Her present Majesty's reign, intituled "An Act to amend an Act passed in the tenth year of Her present Majesty's reign, for empowering the commissioners of Her Majesty's Woods to purchase land for a harbour of refuge and breakwater in the isle of Portland; and to make further provisions for the division and application of the purchase money." And it is intended by the said bill to repeal and extinguish the provisions in the said act made in reference to the sum of £4000. part of the purchase money of the estates, rights and interests of the inhabitants of the Manor of Portland in, upon, and over the common or commonable lands of the said Manor taken by the commissioners of Her Majesty's Woods for the purposes of a harbour of refuge and breakwater in the isle of Portland, which sum, and the dividends and income thereof, are by the said act, appointed to be invested in the names of the commissioners of Her Majesty's

woods, forests, land revenues, works and buildings; and by them to be paid over to "the Portland ferry bridge committee," by the said act authorised to be appointed; to repeal, annul, and extinguish the appointment of the said committee, and all the provisions of the said act, in reference to such committee, and the appointment thereof, and all the rights, powers, and privileges by the said act vested in such committee; to provide and enact that all right and interest which such committee has, or may have in, or to the said sum of £4000. and the dividends and income thereof, shall cease and determine, and that no part thereof shall be paid, applied, or expended in, for, or towards the reduction or extinction of the tolls payable for passing over the bridge erected over the river or water called the Portland ferry, in the said act mentioned; to make provision for the said sum of £4000. and the dividends and income thereof (after deducting expenses) being paid to, and divided among the inhabitants of the said Manor of Portland, or otherwise appropriated, paid, applied, laid out, or invested, for their benefit, in such manner as in the said bill may be appointed; to make provision with reference to, or for the appointment of commissioners, trustees, or other persons for the purposes of the said bill; to confer all such powers, rights, and privileges as may be necessary for carrying such purposes into full effect; and to vary and extinguish all rights and privileges which would in any way interfere with such purposes.

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; or, if not so deposited, they may be had at the office for the sale of printed papers of the said house, on the introduction of the bill.

Dated this thirteenth day of November, 1852.

*John Tizard, Weymouth,*  
Solicitor for the Bill.

*Deans and Rogers, Westminster,*  
Parliamentary Agents.

#### Gravesend and Wrotham Road.

(Continuation of Term, and Amendment of Act.)

**N**OTICE 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 and extend the term, and alter, amend, and enlarge some of the powers and provisions of an Act passed in the sixth year of the reign of His late Majesty King George the 4th, intituled "An Act for making and maintaining a turnpike road from the town of Gravesend to Wrotham, in the county of Kent, and from thence to Borough Green on the turnpike road leading from Wrotham Heath to Ightham, in the said county;" or to repeal the said Act, and to grant further, better, and more effectual powers instead thereof. And in the said Bill powers will be applied for to levy tolls upon the said road, to alter or vary the tolls authorized to be taken by the said Act, or which can now be collected upon the said road, 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 Bill 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 road, 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 relinquishment of any arrears of interest thereon, and of other charges and liabilities upon the said roads.

And notice is also hereby given, that printed copies of the proposed Bill 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 next.

Dated this sixth day of November 1852.

*Francis Southgate*, Clerk to the Trustees of the said road.

#### Denbighshire Railway.

(Incorporation of Company for making a Railway from Ruabon to Llanddyn Farm, in the Parish of Llangollen, with a Branch Railway to the town of Llangollen, with Power to use the Shrewsbury and Chester Railway, with Carriages and Engines.)

**N**OTICE is hereby given that, application is intended to be made to Parliament in the present session for an Act for making and maintaining the railways and works hereinafter mentioned, or some part or parts thereof respectively, that is to say, a railway commencing by a junction with the Shrewsbury and Chester Railway at or near the Ruabon station thereof, in the township of Rhyddallt, in the parish of Ruabon, in the county of Denbigh, and terminating in or near to a pasture field called Cae Madam Powell, in the township of Trevor Uchaf, in the parish of Llangollen, and reputed to be the property of W. Ormsby Gore, Esq. and in the occupation of Richard Edwards, which said intended railway and works will be made in, or pass from, in, through, or into the several parishes, townships, hamlets, and extra-parochial places following, or some of them (that is to say): Ruabon, Rhyddallt, Bodylltyn, Christionydd-Kenrick, Llangollen, Trefor-issa, Trefor-uchaf and Llangollen-fechan, or some of them, in the said county of Denbigh.

And also a branch railway, with all the necessary works and conveniences connected therewith, commencing by a junction with the said last mentioned railway in or near to the said field, called Cae Madam Powell, and terminating at or near the bridge over the canal near to the turnpike gates at Llangollen, in the parish of Llangollen, and which said intended branch railway and works will be made in or pass from, in, through, or into the several parishes, townships, hamlets, and extra-parochial places following, or some of them (that is to say): Trevor Uchaf and Llangollen Fechan, in the said parish of Llangollen.

And it is proposed by the said intended Act to take power to construct stations, communications, works, and other conveniences, in the several parishes, townships, hamlets, and extra-parochial places before mentioned, or some of them, for the working and using the said railway and branch railway; and also to authorise junctions with any railway, or railways at the commencement or termination, or in the line or course of the said railways and works, as before described, in the several parishes, townships, hamlets, and extra-parochial places aforesaid. And by the said intended Act, power will be applied for to deviate from the line laid down on the plans hereinafter mentioned to the extent therein defined, and to alter, divert, or stop up—either permanently or temporarily—all such turnpike and other roads, aqueducts, canals, navigations and railways within the parishes, townships, hamlets and extra-

parochial and other places aforesaid, or some of them, as it may be necessary to alter, divert, or stop up for the purpose of such railway and works.

And notice is hereby further given, that it is proposed by the said intended Act to take power to levy tolls, rates, or duties, for the use of the said railway, branch railway and works, and to grant certain exemptions from such tolls, rates, or duties, and also for the powers usually conferred for the compulsory purchase of the lands and houses, to be described upon the said plans, and in the books of reference thereto; and also for power to vary and extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And it is also proposed by such intended Act to incorporate a Company, with all the necessary powers, for the purpose of carrying into effect the said intended railway, branch railway and other works.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway and branch railway and the works connected therewith, and the lands and houses 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 houses, and also a copy of this notice as published in the London Gazette, together with a published map with the line of the intended railway delineated thereon, 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 said county of Denbigh, at his office at Ruthin in the said county, and at the office of the Board of Trade. 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 said parishes in or through which the said railway will pass or be situate; and also a copy of this notice, as published in the London Gazette, will be deposited with the clerk of each such parish, at his residence, or in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto.

And that on or before the 31st day of December next, copies of the Bill or proposed Act will 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 take powers to enable the Company to be thereby incorporated to run and pass over the rails of the Shrewsbury and Chester Railway Company with engines and carriages, and also to authorise the said Company so to be incorporated to carry passengers, goods, minerals, cattle, and other traffic, on railways other than the one to be constructed by them, and to enter into arrangements with other Companies, persons, bodies politic or corporate, for working and using the intended railway and branch railway and works, or any part thereof, and touching all or any of the matters aforesaid; and also to vary or extinguish all such rights or privileges as could or might interfere with the objects aforesaid; and also to alter, amend, and enlarge the several Acts relating to the Shrewsbury and Chester Railway Company, or any of them.

Dated this 9th day of November, 1852.

*Terrell and Matthews*, Solicitors.

*R. H. Wyatt*, 43, Parliament Street, Westminster, Parliamentary Agent.



## Westminster Improvements.

Extension of Improvements; Enlargement of Powers of Commissioners; Extension of Time for the compulsory Purchase of Lands; Incorporation of a Company or Society for improving the Dwellings of the Working Classes; Amendment of Acts.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the present session, for an Act or Acts for the following purposes: 1. To alter, amend, and enlarge, or to repeal wholly or in part, and if necessary to consolidate the powers and provisions of "The Westminster Improvement Act, 1845," "The Westminster Improvement Act, 1847," an Act passed in the session of Parliament holden in the 11th year of the reign of Her present Majesty, intituled "An Act to vary the priorities of the charges made on the London Bridge Approaches Fund," an Act passed in the session of Parliament holden in the 12th year of the reign of Her present Majesty, intituled "An Act to amend an Act of the last session for varying the priorities of the charges made on 'The London Bridge Approaches Fund,' and to facilitate the completion of certain improvements in the city of Westminster," "The Westminster Improvement Act, 1850," and an Act passed in the session of Parliament holden in the 14th year of the reign of Her present Majesty, intituled "An Act to authorize further charges on 'The London Bridge Approaches Fund,' for the completion of certain improvements in the metropolis," and the several powers and provisions of any other Act or Acts which might interfere with the objects of the said intended Act or Acts. 2. To extend the time granted by the said Acts, or any or either of them, for the compulsory purchase or taking of the lands comprised in the schedules thereto. 3. To confer further and additional powers on the Westminster Improvement Commissioners, for the purpose of enabling them more effectually to carry out the improvements and objects by the said Acts authorized, and for effecting other improvements within the parishes of Saint Margaret and Saint John the Evangelist, in the city and liberty of Westminster, and in the parish of St. George, Hanover-square, in the county of Middlesex. 4. To make provision for the rating and assessment of certain property acquired and to be acquired under the before-mentioned Acts, and for the exemption from rating and assessment of certain other property, and for those purposes to alter or repeal, so far as may be necessary, the following Acts (that is to say), an Act passed in the 25th year of the reign of His late Majesty King George II., intituled "An Act for the better relief and employment of the poor in the parishes of St. Margaret and St. John the Evangelist, in the city of Westminster, and for cleansing the streets and repairing the highways within the said parishes;" an Act passed in the 59th year of the reign of His late Majesty, King George the Third, intituled "An Act to amend the laws for the relief of the poor;" and another Act passed in the 15th year of the reign of Her present Majesty, intituled "An Act to repeal the duties payable on dwelling-houses, according to the number of windows or lights, and to grant duties on inhabited houses, according to their annual value," and all other Acts which might in any manner impede or interfere with such last-mentioned objects. 5. To authorise the said Commissioners to widen, improve, and extend the street or communication called or known as Victoria-street, in the parish of Saint Margaret, Westminster, such widening, improvement and extension commencing at or near the point where Dean-street joins Victoria-street aforesaid, thence passing through the Broad Sanctuary, to and

terminating in New Palace-yard, in the same parish; and for that purpose to take a portion of the churchyard of the parish of Saint Margaret, and of the garden between Saint Margaret's Church and Parliament-street, and of the garden at the south-east end of Great George-street, all in the said parish of Saint Margaret, in the said city and liberty of Westminster. 6. To form a new street from the north side of Victoria-street aforesaid, commencing at about 700 feet eastward of the corner of Victoria-street aforesaid, and the Vauxhall Bridge-road, crossing Castle-lane, and terminating at or near the junction of Palace-street and William-street, all in the parish of Saint Margaret aforesaid. 7. To form a new street from the said last-mentioned intended street, commencing at a distance of about 80 feet from the north side of Victoria-street, and terminating at the east end of Brewers-street, in the said parish of Saint Margaret. 8. To widen and improve part of Castle-lane, commencing at 100 feet from the west end of Castle-lane, and terminating at or about 340 feet from the west end of Castle-lane aforesaid. 9. To form a new street, commencing in the Horseferry-road, at or about 130 feet from the south side of Victoria-street running westward, and terminating at or near the north-eastern boundary wall of the Westminster Bridewell, all in the said parish of Saint Margaret. 10. To widen, improve, and extend Francis-street, and to continue the same in a nearly straight line into the Vauxhall-bridge-road, and also eastward and northward into the south side of Victoria-street, at or about 335 feet west of Horseferry-road. 11. To form a road or street contiguous to the walls of the New Bridewell, commencing at or near the north-east angle of the boundary wall of the said Bridewell, and continuing to the north-westward and westward, and terminating at or about 225 feet from the north-west angle of the said boundary wall. 12. To take down, remove, and temporarily or permanently shut up, Castle-lane, Goodman's-passage, William-street, Catherine-street, and Palace-street; and to take down and remove all houses, yards, sheds, courts, buildings, and premises which are bounded on the north by William-street, on the south by Victoria-street, on the east by Buckingham-row, and on the west by the brewery of Messrs. Elliot and Watney; and also to take down and remove the whole or some portion of the several houses, tenements, and buildings situate in the following streets, passages, and places (that is to say), Dean-street, Great Smith-street, Great Peter-street, Saint Ann's-street, New-court, Saint Ann's-place, Johnson's-court, Tothill-street, New Tothill-street, Dacre-street, three tenements in Palmer's-passage, being part of Palmer's almshouses, and nearest to Victoria street, also Palmer's passage, Brewer's green, Buckingham row, Little George street, Brewer's row, Loader's place, York buildings, part of the gardens belonging to Saint Margaret's Hospital, land belonging to the justices of the peace for the county of Middlesex, also in Grey Coat row, Francis street, Castle lane, William street, Brewer street, Palace street, and Allington street, and to take down and remove all houses, yards, sheds, courts, buildings, and premises which are bounded on the east by Great Chapel street and the Broadway, on the north by the Broadway and York street, or Petty France, on the west by Horse Shoe alley and Little George street, and on the south by Little Chapel street, all in the several parishes of Saint Margaret and Saint John the Evangelist, in the city and liberties of Westminster, and of Saint George, Hanover square, in the county of Middlesex, or one of them. And also to divert, alter, stop up, enclose, or widen, and improve, either temporarily or permanently, such parts of

the present streets, courts, alleys, ways, or passages, and void ground, as will form entrances to, or will communicate, either directly or indirectly, with the said intended new streets, or any or either of them, or as shall be necessary to be stopped up and enclosed, or widened or improved, for the purposes of the said intended Act or Acts; and also to raise or lower the ground of any streets, footpaths, passages, or ways or subways which shall communicate with the said intended new streets, or any or either of them, or as shall be necessary to be raised or lowered, for the purposes of the said intended Act or Acts; and to make such alterations in the levels, drains, and sewerage, subways, roads, footways, and pavements of such streets as may require such alterations. 13. To empower the said Commissioners to treat, contract, and agree with the Dean and Chapter of Westminster; the Governors of the Grey Coat Hospital, Tothill-fields, of the Royal Foundation of Queen Anne; the governors and trustees of the Hospital of St. Margaret's, in the City of Westminster, in the county of Middlesex, of the foundation of King Charles; the Master and Fellows of Corpus Christi, or Benet's College, Cambridge; the governors or trustees of Emanuel Hospital, or Lord and Lady Dacre's Charity Estate; the governors or trustees of Emery Hill's Almshouses; the trustees of Palmer's Charity; the governors or trustees of the Blue Coat School, or other governors or trustees of any charity estate or other incapacitated persons whose lands or property may be required for the said intended new streets, or any or either of them, or other improvements connected therewith or contemplated by the said intended Act or Acts, for the sale to or the settlement upon them of other lands, houses, or property in lieu of all or any of the lands, houses or property intended to be taken from them by the said Commissioners for the purposes of the said intended Act or Acts, or to make such other agreements as may be necessary for the purposes aforesaid. 14. To empower the said Commissioners to purchase any lands and houses, either by compulsion or agreement, through or into which the said proposed improvements and works, or any of them, will be made or carried, and also such lands and houses within the said parishes aforesaid, and to such extent, as may be necessary for carrying out the before-mentioned improvements and works, and the several objects contemplated by the said intended Act or Acts. 15. To vary or extinguish all existing rights and privileges in any manner connected with or incident to any of the before-mentioned lands and houses required for the purposes of the said intended Act or Acts, which would in any manner impede or interfere with the objects aforesaid, and to confer, vary, or extinguish other rights and privileges. 16. To empower the Commissioners to erect houses and buildings within the said parishes, or either of them, or to advance and lend money upon mortgage or otherwise for such purpose. 17. To incorporate a company or society, to be called "The Westminster Improvement Association, for improving the dwellings of the working classes," or by such other name as shall be agreed upon, and to empower such company or society to erect and provide improved dwellings for the working classes within the said several before-mentioned parishes, or either of them, and to confer upon such company or society the requisite and necessary powers for the compulsory purchase of lands and houses, for raising and borrowing money, and generally for carrying out such last-mentioned purpose, and to enable the said Westminster Improvement Commissioners, and all other persons, bodies politic or corporate, to contribute towards the funds of such company or society, or to take and hold shares therein, and also to empower the said company or society to

levy, charge, and take rents and charges in respect of such dwellings. And notice is hereby further given, that duplicate plans and sections, describing the line of the said intended streets, and the widenings and improvements of other streets hereinbefore-described, and the several works connected therewith, and the lands and houses 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 houses, 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 respective offices of the Clerks of the Peace for the county of Middlesex, and for the city and liberty of Westminster, at the Sessions House, Clerkenwell, in the said county of Middlesex; and that, on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each of the said parishes in or through which the said streets and works will pass, or be situate, and a copy of the said notice, as published in the London Gazette, will be deposited with the clerk of every such parish at his residence, and printed copies of the Bill or Bills will be deposited in the Private Bill Office, on or before the 31st day of December next.

Dated this 15th day of November 1852.

*Bridges, Mason, and Bridges,*  
Solicitors to the Commissioners.

London Dock Company.

(Amendment or Repeal of Act—New Entrance from the Thames—Additional Works—Alteration of Streets—Tolls—and Augmentation of Capital.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session thereof, for leave to bring in a Bill to alter, amend, extend, and enlarge, the powers and provisions of an Act passed in the 9th year of the reign of King George the Fourth, intituled "An Act to consolidate and amend the several Acts for making the London Docks," or some of them, or to repeal the said Act, and make other provisions for the continuance of the London Dock Company, with the powers, property, and works by the said Act vested in them, and with additional powers. In which said Bill authority will also be applied for to effect the objects following, or some of them (that is to say):

To make and maintain a new entrance to the said Company's docks, and a new basin or dock connected with such new entrance, and connected by a cut or junction with the said Company's dock, called the Eastern Dock, the said works commencing at or near Shadwell Dock Stairs, in the bed or soil of the River Thames, between the entrance to the said Company's dock, known as the Shadwell Entrance, and the public-house and premises called the Half Moon, in Lower Shadwell-street, and terminating on the east side of the said Company's dock, called the Eastern Dock, by a junction therewith, together with all proper roads, streets, bridges, and approaches, basins, locks, gates, quays, platforms, jetties, warehouses, sheds, wharfs, piers, dolphins, moorings, cofferdams, and other works and conveniences connected therewith; also to dredge, scour, and deepen the bed and shore or soil of the River Thames, at or near the said new entrance, as may be necessary or convenient for the purposes of the said new entrance and other works, and to lay down proper buoys, dolphins, and mooring craft in the said river; all which said several works will be situate in the parishes, extra-parochial and other places of St. Paul Shadwell and St. George, otherwise St. George in the East,

and the bed, shore, or soil of the River Thames, or some of them, all in the county of Middlesex.

To divert or take water from the River Thames, and from the said Eastern Dock into the said new entrance, basin, cut, junction, or dock, and the other works of the said Company.

To erect and form warehouses, wharfs, quays, sheds, roads, approaches, and other works and conveniences in the several parishes or places aforesaid, and in the parish of St. John of Wapping, in the said county, or some of them, upon any lands vested in the Company, or to be purchased under the powers of the said Bill.

To stop up, alter, cross, or divert, either temporarily or permanently, any roads, streets, courts, alleys, markets, tramways, canals, aqueducts, streams, watercourses, sewers, drains, pipes, mains, public landing stairs and other stairs, and ways, within the several parishes or places aforesaid, or either of them, which it may be necessary or convenient for the purposes of the said Company to stop up, alter, cross, or divert; and particularly the streets, or some parts of the streets, stairs, and ways following (that is to say): Cow Lane, Farmer Street, Shakespear's Walk, Spring Street, Mud Lane, Fox's Lane, Griffin Street, New Street, Shadwell Dock Street, Lower Shadwell Street, Little Spring Street, Albion Buildings, Elbow Lane, New Gravel Lane, Shadwell Dock Stairs, Rodney's Row, Titmouse Alley, Upper Turning, Orchard Alley, Leading Street, Shadwell Market, Peel Alley, Charles Square, Norton's Buildings, Four-Foot Way, Pratt's Buildings, Trotter's Court, New Court, otherwise King's Court, Collin's Court, Taylor's Court, Hodgson's Place, Rance's Place, Hallett's Court, Ball's Place, Colborn Place, Cottage Place, Dean's Alley, Taverner Place, Pennington Street, Wiltshire Lane; all situate in the aforesaid parishes of St. Paul Shadwell, St. George, otherwise St. George in the East, and St. John of Wapping, or some or one of them.

To make and maintain a new street or road, commencing at the north end of Fox's Lane Bridge, and terminating in Fox's Lane at a distance of twelve yards or thereabouts from the north side of Leading Street (including therein the widening and improving of a portion of Griffin Street); and also a new street or road diverging out of the said intended new street hereinbefore described, at a distance of fifty yards or thereabouts from Shadwell Dock Street, measured along Griffin Street aforesaid, and terminating in Lower Shadwell Street at or near to Orchard Alley; together with a draw opening or swing bridge, abutments, and other works connected therewith, in the line of the said firstly-described proposed new street across the intended new entrance to the docks; also to build and erect a draw opening or swing bridge, with proper abutments and works connected therewith, across the proposed cut or junction aforesaid, where the same intersects New Gravel Lane; which said new streets, or roads, bridges, and works connected therewith, will be situate wholly in the parish of St. Paul Shadwell, aforesaid.

To purchase, by compulsion or otherwise, lands, houses, and other hereditaments in the several parishes and places aforesaid, or some of them, for the several purposes of the said Bill, and to vary or extinguish any rights or privileges connected with such lands, houses, or hereditaments.

To confirm certain purchases and agreements for purchases, made by the said Company or the directors thereof.

To levy tolls, rates, charges, and duties, and to alter the existing tolls, rates, charges, or duties, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, charges, or duties.

To create new or additional stock in the capital of the said Company, for the purposes of the said

new works, and also for paying off the debentures or mortgage debt of the said Company, or some part thereof, and for the other purposes of the Company.

To borrow further monies on mortgage, debentures, or bonds, and to make other arrangements with regard to the capital of the said Company.

To make regulations with respect to the approaches to the said new entrance from the River Thames, and for preventing obstructions thereto, and respecting the entering of ships, vessels, lighters, barges, and other craft into, and their going out of the said docks, and the works connected therewith, and the mooring and lying of the same therein, and for the better regulation of the crews or persons in charge of the same, and with reference to the use of fires, and the sending or bringing to and keeping of combustible matters within the premises of the said Company, and for preventing obstructions by waggons, carts, carriages, and other vehicles, and furious or improper driving or riding, and drunkenness, indecent or improper conduct, and other offences, within the said Company's premises, and to impose penalties in reference to the several offences or matters aforesaid.

Also to confer, vary, or extinguish other rights and privileges.

And notice is hereby also given, that on or before the 30th day of November, 1852, duplicate plans and sections of the proposed works, together with books of reference to such plans, 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 Middlesex, situate at the Sessions House, on Clerkenwell Green, in the said county; and that on or before the same day, a copy of the said plans, sections, and book of reference, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the parish clerk of each of the parishes aforesaid, at his place of abode; 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 2nd day of November, 1852.

*James Weston,*

31, Fenchurch Street, London,  
Solicitor for the Bill.

#### Glossop Waterworks.

(Incorporation of Company; Construction of Works; Rates, and Compulsory Provisions as to supply.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company for supplying water for public and private purposes within the district following, or some part thereof (that is to say), the townships or hamlets of Glossop, Whitfield, and Dinting, in the parish of Glossop, in the county of Derby.

And powers will be taken in such Bill to enable the Company to be thereby, incorporated, to construct and maintain the works and effect the objects hereinafter mentioned, or some of them (that is to say)—

To make and maintain a reservoir, with all necessary approaches, embankments, and other works connected therewith, at or near a place called Swineshaw, and in or upon the site of a certain existing reservoir there, called Swineshaw Reservoir, and certain fields or parcels of land, called the Rushby Field, the Long Meadow, the Lower Meadow, the Hisha Pisha and Great Field, the Mear, the Cote Croft, the Potatoe Piece, the Lower Greens, the Lower Broom Hill, the Higher Broom Hill, the Green Lane, the Broom Hill, the Broom

Hill Brow, the Widows' Croft, the Widows' Croft, the Widows' Croft, the Widows' Croft, and Allen Field respectively, belonging to the Most Noble Henry Charles, Duke of Norfolk; and now in the several occupations of Joseph Wyatt, Ellen Wood, Joseph Goddard, Anthony Brooks, Godfrey Watts, Orlando Cook, William Worrall, James Pickford, James Harrop, the Reverend Alexander Thomas Grist Manson, and William Higginbottom, situate in the said parish and township of Glossop, in the said county of Derby.

A conduit or line of pipes commencing from and out of the said intended reservoir, and leading down to that portion of a certain highway leading from Glossop to Moorside, which is situate near to a certain barn and outbuildings, in the said parish and township of Glossop, belonging to the said Henry Charles, Duke of Norfolk, and in the occupation of the said Alexander Thomas Grist Manson and of Robert Shaw, and certain cottages, opposite to the said barn and outbuildings, also situate in the said parish and township of Glossop, belonging to the said Duke, and in the occupations of Mary Wood and Cornelius Wild.

To collect and divert into the intended reservoir and works, and therein impound the waters of the existing reservoir and of the streams called the Blackshaw Brook or Blackshaw Clough Spring, and the Mear Clough or Rough Intake Spring, and of any other springs or streams flowing into the said Blackshaw Brook or Blackshaw Clough Spring, and the said Mear Clough or Rough Intake Spring, or into either of them, or in or near the line of the proposed works.

To make and maintain embankments, filtering-beds, dams, sluices, cuts, channels, drains, pipes, wells, tanks, pumps, engines, and other conveniences necessary in connection with the before-mentioned works, and for collecting, cleansing, and storing up the waters of the said springs and streams; which said intended reservoir, works, and conveniences will be wholly situate within the said parish and township of Glossop.

To lay down and maintain pipes, culverts, and other works in, under, over, or across, and for that purpose to cross, break open, alter, divert, or stop up, either temporarily or permanently, any roads, highwnys, footpaths, streets, public places, bridges, sewers, drains, pipes, streams, brooks, and water-courses within any part of the district 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 aforesaid, and to vary or extinguish any rights or privileges connected therewith, and any other rights and privileges which would in any way interfere with the objects of the said Bill; and also to enable incapacitated persons to sell any lands or hereditaments, in consideration of an annual rent-charge in lieu of a sum in gross.

To levy and recover rates, rents, and charges, for the proposed supply of water within the district intended to be supplied with water, and to confer exemptions from the payment of such rates, rents, and charges, and to make it obligatory upon the owners and occupiers of houses within the said district to take and pay for a supply of water from the Company.

To make provision for the sale or lease of the proposed undertaking and powers of the Company to any other body or person, and (if expedient) for the dissolution upon such purchase of the said Company, and winding up of their affairs.

And notice is hereby further given, that duplicate plans and sections of the intended works, showing the situation and levels thereof, 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, houses, and hereditaments which may be taken, and a copy of this notice as published in the London Gazette, will, on or before the thirtieth day of November, 1852, be deposited for public inspection at the office of the Clerk of the Peace for the county of Derby, at his office at Derby in the said 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 Glossop, at his residence.

And also that on or before the thirty-first day of December, 1852, printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this twelfth day of November, 1852.

*W. and B. Wake,*  
Solicitors for the said Bill.

#### Boston and Midland Counties Railway and Docks.

Incorporation of a Company; power to make railway from Boston to the Ambergate, Nottingham and Boston and Eastern Junction railway, in the parish of Barrowby, with branches; power to use portions of the Great Northern, Ambergate, Nottingham and Boston, and Eastern Junction, and Midland, railways and stations; power to construct docks, quays, and sluices at Boston, Skirbeck, and Skirbeck Quarter; power to purchase Boston port dues.

**N**OTICE is hereby given that application is intended to be made to parliament in the ensuing session for an act for making and maintaining the railway, branches, docks, quays, sluices, and works hereinafter mentioned, or some part or parts thereof; that is to say.

A railway, with all proper works, stations, and conveniences connected therewith, commencing by a junction with the loop line of the Great Northern railway in the parish of Boston, in the county of Lincoln, at a point six hundred and fifty-four yards, or thereabouts, to the south of the passenger station of the Great Northern railway at Boston aforesaid, and terminating by a junction with the Ambergate, Nottingham and Boston and Eastern Junction railway in the parish of Barrowby, in the said county of Lincoln, at a point one thousand four hundred yards, or thereabouts, to the east of the Sedgebrook station, on the said last named railway; which said intended railway and works will be made in or pass through the several parishes, townships, or extra-parochial or other places of Boston and Skirbeck in the parts of Holland, in the said county of Lincoln, and in the parts of Lindsey, in the same county: Skirbeck Quarter Fen, Skirbeck Quarter, Wyberton Fen, Wyberton, Frampton Fen, Frampton, Kirton Fen, Kirton, Sutterton Fen, Sutterton, Algarkirk Fen, otherwise Alderchurch Fen, Algarkirk otherwise Alderchurch, Wigtoft Fen, Wigtoft, Swineshead Fen, Swineshead, Brandend Plot, Gibbett Hills, the Royalty and Mown Rakes, all in the said parts of Holland, in the county of Lincoln; Great Hale, Garrick, Heckington, Burton, Pedwardine, Asgarby, Kirkby, Kirkby Laythorpe, Old Sleaford, New Sleaford, Sleaford, Boiling Wells, Quarrington, Holdingham, Broadwater, South Rauceby, North Rauceby, Hanbeck, Kelby, Crowland, Wilsford, Ancaster, Sudbrooke, West Willoughby, Carlton Scrope, Honington, Barkstone otherwise Barkstone in the Willows, Syston, Hougham, Marston, Great Gonerby, Sedgebrook, and Barrowby, all in the parts of Kesteven, in the said county of Lincoln, some or

one of them, and the extra-parochial places or lands adjoining the several parishes, townships, and places aforesaid.

A branch railway, with all proper works, stations, and conveniences connected therewith, commencing by a junction with the said intended railway, in the said parish of Boston, in the county of Lincoln, at a point forty yards, or thereabouts, on the west side of a certain road or way there called Broadfield-lane, and terminating in the said parish of Boston at the intended docks hereinafter described, and passing through or into the parishes, and townships of Boston, Skirbeck Quarter, and Skirbeck aforesaid, some or one of them.

A branch railway, with all proper works, stations, and conveniences connected therewith, commencing by a junction with the said intended railway, in the said parish of Barkstone, otherwise Barkstone in the Willows, in the said county of Lincoln, at a point four hundred and forty yards, or thereabouts, to the east of the point where the said intended railway passes under the main line of the Great Northern railway, and terminating by a junction with the said main line of the Great Northern railway, in the said parish of Barkstone, otherwise Barkstone in the Willows, at a point four hundred and forty yards, or thereabouts, to the south of the point where the said intended railway passes under the same main line, and passing through, or into the said parish of Barkstone, otherwise Barkstone in the Willows.

A dock or docks, together with all proper basins, wharves, quays, tramways, bridges, lock-gates, sluices, moorings, staiths, drops, shipping, and landing places, sheds, warehouses, buildings, works, and conveniences connected therewith, within the said parishes and townships of Boston, Skirbeck, and Skirbeck Quarter aforesaid, some or one of them, and upon certain lands lying between the river Witham, or Boston Haven, a drain called Maudfooster drain, and a common highway, leading from a certain street called South-end or South-street, in Boston aforesaid, to Skirbeck church, on the east, and the river Witham, or Boston Haven aforesaid, and the said highway on the north, south, west, and north-east, or upon some part of such lands, and locks or sluices, in the parishes or townships of Boston, Skirbeck, and Skirbeck Quarter aforesaid, some or one of them, to form communications between the said dock or docks and the river Witham, or the Haven of Boston aforesaid, and with the said Maudfooster drain, with all necessary gates, bridges, and other works connected therewith.

And it is proposed by the said intended act, to take power to obtain water for the purposes of the said dock or docks, locks, sluices, and works connected therewith, from the river Witham aforesaid, or the Haven of Boston aforesaid, and from the said Maudfooster drain.

And it is proposed by the said intended act, to take powers to authorise junctions with any railway or railways, at the commencement or termination, or in the line or course of the said railway, branches, and works, as before described, in the several parishes, townships, and extra-parochial and other places aforesaid.

And by the said intended act, power will be applied for, to deviate from the line of railway laid down on the plans hereinafter mentioned, to the extent thereon defined, and to alter and vary the situation or construction of the said dock or docks, locks, sluices, and other works in connection therewith, to the extent defined on the said plans; and to alter, divert, or stop up, either permanently or temporarily, all such turnpike or other roads, aqueducts, canals, navigations, and railways, within the parishes, townships, and extra-parochial and other

places aforesaid, or some of them, as it may be necessary to alter, divert, or stop up, for the purposes of such railway, branches, dock or docks, locks, sluices, and works.

And notice is hereby further given, that it is proposed by the said intended act to take power to levy tolls, rates, and duties for the use of the said railway, branches, dock or docks, locks, sluices, and works, and to grant certain exemptions from such tolls, rates and duties; and to raise money on the credit of the said tolls, rates, and duties, or otherwise, for the purposes of the said intended act, and also powers for the compulsory purchase of lands and houses to be described upon the said plans, and in the books of reference thereto; and also power to vary and extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And it is also proposed by such intended act to incorporate a company, with all the necessary powers, for the purpose of carrying into effect the said intended railway, branches, dock or docks, locks, sluices, and works, and to create a joint stock or capital for that purpose by shares.

And notice is hereby further given, that it is proposed by the said intended act, to take powers to enable the company to be thereby incorporated, or any other company or person lawfully using the said intended railway and branches, to run and pass over, with their own engines and carriages, or with the engines and carriages of such other company or person using or passing over the said intended railway and branches, those portions of the line of railway of the Great Northern railway company which lie between the point of junction of the said intended railway with the loop line of the said Great Northern railway company and the aforesaid passenger station of the same company at Boston, and between the same passenger station and the goods station of the said Great Northern railway company in Boston and Skirbeck Quarter aforesaid, or one of them; and in like manner to run and pass over those portions of the main line of the said Great Northern railway which lie between the point of junction of the said second mentioned intended branch railway with the said main line of the said Great Northern railway and the Grantham station on the said last-mentioned railway; and in like manner to run and pass over those portions of the line of railway of the Ambergate, Nottingham, and Boston and Eastern Junction railway company which lie between the point of junction of the said intended railway, with the said Ambergate, Nottingham, and Boston and Eastern Junction railway, and the termination of the said last-mentioned railway, by a junction with the Midland railway between Nottingham and Newark, and those portions of the said Ambergate, Nottingham, and Boston and Eastern Junction railway, which lie between the said point of junction of the said intended railway therewith, and the station of the said Ambergate, Nottingham, and Boston and Eastern Junction railway company at Grantham aforesaid; and in like manner to run and pass over those portions of the line of railway of the Midland railway company which lie between the point of junction of the Ambergate, Nottingham, and Boston and Eastern Junction railway with the said Midland railway, and the town of Nottingham.

And it is proposed by the said intended act to enable the company to be thereby incorporated, or such other company or person as aforesaid to use the stations of the Great Northern railway company, the Ambergate, Nottingham, and Boston and Eastern Junction railway company, and the Midland railway company, at Boston, Skirbeck Quarter, Grantham, and Nottingham aforesaid, and all other stations of the same companies respectively, upon or adjoining

to the said portions of their said respective railways; together with the watering places and water sidings, platforms, booking and other offices, warehouses, buildings, conveniences, and accommodations of or belonging to the said last-mentioned several companies connected with all the said stations, and to fix and determine the amount of rate, toll, or charge which shall be paid by the said intended company, or such other company or person as aforesaid, 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 authorised to be levied and demanded by the before-mentioned several companies, or any or either of them, for the use of the said portions of railway, stations, works, and conveniences, or any of them; and to enable the said intended company, and the said Great Northern railway company, the Ambergate, Nottingham, and Boston, and Eastern Junction railway company, and the Midland railway company, or any or either of them, to enter into arrangements for the working by the said last-mentioned companies, or any or either of them, of the said intended railway and branches; and to enable the said intended company to enter into arrangements with the said railway companies, or with any other companies, bodies politic or corporate, or persons, touching all or any of the matters aforesaid, and also to vary or extinguish all such rights or privileges as could or might interfere with the objects aforesaid.

And it is proposed by the said intended act to enable the company to be thereby incorporated to purchase, compulsorily or by agreement, or to take on lease, from the mayor, aldermen, and burgesses of the borough of Boston aforesaid, the tonnage, lastage, wharfage, and all other dues now payable to them, in respect of vessels, corn, or goods, entering or leaving the port or haven of Boston, or landed from or put on board vessels within the said port or haven; and to enable the said mayor, aldermen, and burgesses, to sell and transfer, or lease the same to the said intended company, and to vest such dues in the said intended company; and to confer on the said intended company all the powers of the said mayor, aldermen, and burgesses in reference thereto; and to enable the said intended company to vary, alter, increase, or reduce such dues, and to confer, alter, or extinguish all exemption therefrom.

And it is proposed by the said intended act to repeal, alter, or amend, all or some one or more of the following local and personal acts, (that is to say) relating to the Great Northern railway company, viz. 9 and 10 Victoria, caps. 71, 352; 10 and 11 Vic., caps. 143, 146, 148, 272, 286, 287; 11 and 12 Vic., cap. 114; 12 and 13 Vic., cap. 84; 13 and 14 Vic., cap. 61; 14 and 15 Vic., cap. 45; 14 and 15 Vic., cap. 114; relating to the Ambergate, Nottingham, and Boston, and Eastern Junction railway, viz. 9 and 10 Vic., cap. 155, and "the Ambergate, Nottingham and Boston, and Eastern junction railway amendment act, 1847; relating to the Midland railway, viz. 7 and 8 Vic., cap. 18; 8 and 9 Vic., caps. 49, 56, 90; 9 and 10 Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326, 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, 270; 11 and 12 Vic., caps. 21, 88, 131; 14 and 15 Vic., cap. 57; 14 and 15 Vic., cap. 113; 14 and 15 Vic., cap. 88; relating to Boston port and harbour, viz. 52 Geo. III, cap. 105; 7 and 8 Geo. IV, cap. 79; 5 and 6 Vic., cap. 60; 5 and 6 Vic., cap. 55; relating to "the Black Sluice drainage, viz. 5 Geo. III, cap. 86; 10 Geo. III, cap. 41; 10 Vic., cap. 297; and "the Black Sluice drainage amendment act, 1849;" relating to the Lincolnshire

Estuary, "the Lincolnshire Estuary act, 1852;" and to repeal, alter, or amend any other act or acts relating to any of the above railways or undertakings.

And it is proposed by the said intended act to incorporate therewith, with respect to the several matters hereinbefore mentioned, but subject to alterations and amendments, all or some of the provisions of the several public general acts of parliament following, or some of them (that is to say), "the lands clauses consolidation act, 1845," "the railways clauses consolidation act, 1845," "the harbours, docks, and piers clauses act, 1847," and "the companies clauses consolidation act, 1845."

And notice is hereby given, that duplicate plans and sections describing the line and levels of the said intended railway, branches, docks, locks, sluices, and other works, and the lands and houses to 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 and houses, and also a copy of this notice, as published in the "London Gazette," together with a published map with the line of the said intended railway and branches delineated thereon, will, on or before the thirtieth day of November instant, be deposited for public inspection with the clerk of the peace for the parts of Holland, in the said county of Lincoln, at his office at Spalding, in the said county, and with the clerk of the peace for the parts of Kesteven, in the said county of Lincoln, at his office at Sleaford, in the said county, and with the clerk of the peace for the parts of Lindsey, in the said county of Lincoln, at his office at Spilsby, in the said county, and at the office of the Board of Trade, and at the office of the Board of Admiralty; and that on or before the same day a copy of so much of the said plans and sections, and books of reference, as relate to each of the said parishes in or through which the said railway, branches, docks, locks, sluices, and works, will pass or be situate, 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 residence, or 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 intended act will be deposited at the Private Bill Office of the House of Commons.

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

*Staniland and Chapman,*  
Solicitors, Boston.

North and South Western Hampstead and City Junction Railway.

(Incorporation of Company; Formation of Railway from the London and North-Western Railway, near the Willesden Station on that line, to the East and West India Docks and Birmingham Junction Railway near the Kentish Town Road, with a Branch to the North and South-Western Junction Railway; Powers to the London and North-Western Railway Company and the East and West India Docks and Birmingham Junction Railway Company to subscribe to the proposed Undertaking; 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 for making and maintaining a railway, with all proper works and conveniences connected therewith and approaches thereto, commencing by a junction with the main line of the London and North-Western Railway, in the parish of Willesden, in the county of Middlesex, at or near the Willesden station on

that main line, and terminating by a junction with the East and West India Docks and Birmingham Junction Railway, in the parish of Saint Pancras, in the said county, at or near the point where such last-mentioned railway crosses the road leading from Camden Town to Highgate, and which road is called The Kentish Town Road, which said intended railway 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): Willesden, Harlesden Green, Acton, Hammersmith, Saint Mary Abbots Kensington, Kensington, Saint Luke Chelsea, Paddington, Kilburn, Saint John Hampstead, and Saint Pancras, all in the county of Middlesex; and also for making and maintaining a branch railway from and out of such intended railway, with all proper works and conveniences connected therewith and approaches thereto, commencing by a junction with the said intended railway in the said parish of Willesden, at or near a mile post on the south side of the road leading from London to Harrow, called the Harrow-road, and which mile post indicates four miles to London, and terminating by a junction with the North and South Western Junction Railway in the said parish of Acton, at a point on that railway one hundred and twenty yards or thereabouts southwards of the bridge carrying such railway over the Grand Junction Canal, which said intended branch railway and works will be made and maintained from, in, through, or into the said parishes of Acton, Hammersmith, and Willesden, or some or one of them:

And it is intended to apply for powers in the said Bill to make lateral deviations from the line or lines of such proposed railway and branch railway respectively, and works, to the extent or within the limits defined upon the plans hereinafter mentioned; and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such roads, highways, streets, bridges, works, rivers, streams, sewers, drains, 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, branch railway, and works:

And notice is hereby further given, that it is intended by the said Bill to incorporate a Company for the purpose of constructing, maintaining, and working the proposed railway, branch railway, 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 also to levy tolls, rates, and duties upon or in respect of the intended railway, branch railway, and works, 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 proposed by the said Bill to enable the Company to be incorporated as aforesaid, and the London and North-Western Railway Company, and the East and West India Docks and Birmingham Junction Railway Company, or either of them respectively, to enter into agreements for working the said intended railway and branch railway:

And it is also proposed by the said Bill to authorize the London and North-Western Railway Company, and the East and West India Docks and Birmingham Junction Railway Company, or either of them respectively, to contribute out of their respective corporate funds towards the construction, use, and maintenance of the intended

railway, branch railway, and works, or part or parts thereof, and to take and hold shares in, and subscribe for or towards the intended undertaking, and to raise capital, either by borrowing on mortgage or bond, or by the creation of shares, or to apply capital now in their respective possession or control, for the purposes aforesaid:

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 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 8 and 9 Vic., caps. 36, 37, 43, 105, 112, 123, 156, and 198; 9 and 10 Vic., 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; 10 and 11 Vic. caps. 73, 107, 114, 118, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 271, 278, and 294; 11 and 12 Vic. caps. 58, 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 and 15 Vic. caps. 58 and 94; and 15 and 16 Vic., 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): 9 Geo. IV. cap. 95; 2 Will. IV. cap. 52; 6 Will. IV. cap. 44; and 1 and 2 Vic. cap. 9:

And the local and personal Acts 9 and 10 Vic. cap. 396, and 13 and 14 Vic. cap. 36, relating to the East and West India Docks and Birmingham Junction Railway Company:

And notice is hereby further given, that maps, plans, and sections, describing the direction, lines, and levels of the said intended railway, branch railway, and works, 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, for public inspection, with the Clerk of the Peace of the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county; and that copies of so much of the said plans, sections, and books of reference, as relate to the several parishes and extra-parochial places in or through which the said intended railway, branch railway, and works, or any of them, is or 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 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 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 also given, that copies of the proposed Bill will be deposited on or before

the thirty-first day of December, one thousand eight hundred and fifty-two, in the Private Bill Office of the House of Commons:

Dated the third day of November, 1852.

*S. Carter, Swift and Wagstaff,*

30, Great George-street,  
*Toogoods and Chapman,*  
 22, Parliament-street, Westminster,  
*Tyrrell, Paine, and Layton,*  
 Guildhall-yard, London, and 26,  
 Great George-street, Westminster.)

Solicitors  
 for  
 the Bill.

Dewsbury, Heckmondwike, and Batley Waterworks. (Construction of waterworks and supply of water, by Dewsbury Local Board of Health to Dewsbury, Heckmondwike, and Batley. New rates and alteration of rates. Power to borrow money.)

**N**OTICE is hereby given, that application is intended to be made to parliament, in the ensuing session, for leave to bring in a bill to enable the local board of health for the district of Dewsbury, in the township of Dewsbury, in the West Riding of the county of York, acting under the public health act, 1848, and an order of her Majesty in council, bearing date the twenty-third day of October 1851, to supply water for public and private purposes within the said district, comprising the said township of Dewsbury; and also to the inhabitants of the respective townships of Heckmondwike, in the parish of Birstal, and Batley, in the parish of Batley, in the said West Riding. And it is intended, in the proposed bill, to enable the said local board of health to construct and maintain the works and effect the objects hereinafter mentioned, or some of them, (that is to say) :—

No. 1. A reservoir and all necessary approaches, embankments, and other works connected therewith, on the river Don, at or near Dunford-bridge, in or upon certain fields and moors, called Little Moor, Shepley Ings, Dead Edge, Lower Dead Edge, and Snailsden Moor, belonging to Edward Taylor, esquire, John Spencer Stanhope, esquire, John Hall, William Hall, and Samuel Hall, esquires, and now in the occupation of Edward Taylor, esquire, John Spencer Stanhope, esquire, and James Hirst, situate in the township of Thurlestone, in the parish of Penistone, in the West Riding of the county of York, bounded on the north by property belonging to John Hall, William Hall, and Samuel Hall, esquires, on the south by property belonging to John Spencer Stanhope, esquire, and on the east and west by property belonging to the said John Hall, William Hall, Samuel Hall, and John Spencer Stanhope.

No. 2. Another reservoir with all necessary approaches, embankments, and other works connected therewith, in or upon certain fields respectively, called Little Thorn Row, the Middle Thorn Row, and the Great Thorn Row, the Holme, and the Castles, all respectively belonging to and now in the occupation of John Chapman, esquire. The Holmes and the Little Castle respectively belonging to Miss Zipporah Wood, and now in the occupation of John Booth; the Wogden Moor, Long Royd, Coit Royd, and the River Bank, all respectively belonging to John Greaves, esquire, and now in the occupation of John Kenworthy; the New Inclosure and Rolly Field respectively belonging to and now in the occupation of Charles Coldwell; the Bridge Field, the River Banks, the Little Field, and the Washpit Field all respectively belonging to the said Charles Coldwell, and now in the occupation of John Goldthorpe; the Holme, the Carr Flatt, the Carr and the River Banks all respectively belonging to John Tinker, esquire, and now in the occupation of William Thorpe; the Narrow Ranges under the Manchester, Sheffield, and Lincolnshire railway, the Spoil Banks, the Netherfield Bottom, the Outlying Intake, and the Pith Hill all respectively

belonging to the said John Tinker, and now in the occupation of James Hinchliffe; the Little Plantation belonging to and now in the occupation of the said John Tinker; and the Low Close belonging to, and now in the occupation of James Haigh; all situate in the township of Thurlestone, in the parish of Penistone, in the said West Riding, bounded on the north by other parts of the said fields, called the Low Close, the Pith Hill, the Outlying Intake, the Netherfield Bottom, the Carr, the Carr Flatt, the Washpit Field, the Little Field, the Bridge Field, the Coit Royd, the Long Royd, the Little Castle, the Castles, the Great Thorn Row, the Middle Thorn Row, and the Little Thorn Row, on the south by other parts of the said fields called the Spoil Banks, the Little Plantation, the Ranges under the said railway, Rolly Field, New Inclosure, Wogden Moor, and the Manchester, Sheffield, and Lincolnshire railway; on the east by other part of the said fields called the Little Thorn Row, and the Holme, and terminating in a point on the west.

No. 3. A conduit or line of pipes commencing at or near Dunford bridge, in the township of Thurlestone, in the parish of Penistone, in the said West Riding, and terminating in a field belonging to the reverend Ebenezer Elliott, in the occupation of John Slater, and adjoining Potter's Gate Road, and the Broad Stone Dyke, situate in the township of Foolstone, in the parish of Kirkburton, in the said West Riding.

No. 4. Another reservoir with all necessary approaches, embankments, and other works, connected therewith in or upon a certain field called the Lower Duke Piece belonging to Joseph Moorhouse, and now in the occupation of John Slater, and in or upon certain other fields respectively, called the Broad Stone, Upper New Close, and Broad Stone Common, respectively belonging to Arthur Blenkhorn Newton, esquire, and now in the occupation of the said John Slater; the Brown Edges, belonging to the reverend Ebenezer Elliott, and now in the occupation of the said John Slater, all situate in the township of Foolstone, in the parish of Kirkburton, in the said West Riding, and bounded on the north by other parts of the said fields called the Upper New Close, and Broad Stone Common, on the south by other parts of the said fields called the Brown Edges, and Lower Duke Piece, on the east by other parts of the said fields called Lower Duke Piece, and Broad Stone, and on the west by Potter's Gate road.

No. 5. Another conduit or line of pipes commencing at a field called the Broad Stone, in the township of Foolstone aforesaid, and terminating at a field called Purl Hill, belonging to John Beswicke Greenwood, esquire, now in the occupation of Michael Ward, and situate at Staincliffe, in the parish of Batley, in the said West Riding.

No. 6. Another conduit or line of pipes, diverging or branching from the last-mentioned conduit or line of pipes, and commencing at the Dewsbury Moor upper road, in the township of Dewsbury, in the parish of Dewsbury, in the said West Riding, and terminating at a field called Shell Croft, belonging to James Nowell, esquire, now in the occupation of James John Johnson, and situate at Boothroyd, in the parish of Dewsbury, in the said West Riding.

No. 7. Another reservoir with all necessary approaches, embankments, and other works connected therewith, in or upon a certain field called Purl Hill, belonging to John Beswicke Greenwood, esquire, now in the occupation of Michael Ward, and situate at Staincliffe, in the parish of Batley, in the said West Riding, and bounded on the north by a field of land belonging to John Beswicke Greenwood, esquire, on the south, partly by a field of



land belonging to Ann Preston, Sarah Ann Greenald, and Elizabeth Preston; and partly by property belonging to Joseph Pyrah, on the east, by land belonging to the churchwardens and overseers of the poor of Batley, and the trustees of Joseph Oldroyd, deceased, and on the west, by Healey-lane.

No. 8. A reservoir with all necessary approaches, embankments, and other works connected therewith, in or upon a certain field called Shell Croft, belonging to James Nowell, esquire, and now in the occupation of James John Johnson, situate at Boothroyd, in the parish of Dewsbury, in the said West Riding, bounded on the north, south, and west, by land belonging to James Nowell, esquire, and on the east, partly by land belonging to Joseph Chadwick, esquire, and partly by land belonging to the said James Nowell.

No. 9. A conduit or line of pipes commencing at a certain field called Purl Hill, belonging to John Beswicke Greenwood, esquire, now in the occupation of Michael Ward, and situate at Staincliffe, in the parish of Batley, in the said West Riding, and terminating on the Wakefield and Halifax turnpike road, at the point where the boundary dividing the township of Heckmondwike, in the parish of Birstal, and the township of Batley, in the parish of Batley, intersects the said turnpike road. To collect and divert into the intended reservoirs and works, and impound therein the waters of the rivers, springs, and streams, called the River Don, immediately above its confluence, with the streams flowing in Dearden Clough, and also the streams flowing down Snailsden, Dearden, Smallden, and Windleden, cloughs and of any other rivers, springs, or streams in the line of the intended works. To make and maintain embankments, filtering beds, dams, sluices, cuts, channels, drains, pipes, wells, tanks, engines, and other conveniences necessary in connection with the before mentioned works and for collecting, cleansing, and storing up the waters, of the said rivers, springs, and streams. Which said intended reservoirs, works, and conveniences will be made or pass, from, in, through or into the several parishes, townships, extra-parochial, or other places following, or some of them, (that is to say); Penistone, Denby, Gunthwaite, Hunshelf, Ingbirchworth, Langsett, Oxspring, Thurleston, in the parish of Penistone; Almondbury, Austonley, Crossland, Farnley Tyas, Holme, Honley, Lingarths, or Lingards, Linthwaite, Lockwood, Marsden, Meltham, Netherthong, Upper Thong, in the parish of Almondbury; Cartworth, Cumberworth-Half, Foolstone, Hepworth, Kirkburton, Shelley, Shepley, Thurstonland, Wooldale, in the parish of Kirkburton; Cumberworth, Skelmanthorpe, Dodworth, Hoyland, Swaine, Silkstone, Stainborough, Thurgoland, in the Parish of Silkstone: Elmley, in the parish of Elmley, Clayton West, High Hoyland, and Skelmanthorpe, in the parish of High Hoyland, Dalton, Kirkheaton, Lepton, Whitley Upper in the parish of Kirkheaton, Flockton, Shitlington and Whitley Lower in the parish of Thornhill, Hopton, and Mirfield in the parish of Mirfield, Dewsbury and Boothroyd in the parish of Dewsbury, and Batley and Staincliffe in the parish of Batley, all in the West Riding of the county of York.

To lay down and maintain, pipes, culverts, and other works in, under, over, or across, and for that purpose to cross, break open, alter, divert, or stop up, either temporarily or permanently any roads, highways, footpaths, streets, public places, bridges, canals, towing-paths, railways, tramroads, sewers, drains, streams, brooks, and water-courses, in any of the parishes, townships, or places before mentioned, or elsewhere, within the said district and within the respective townships of Heckmondwike and Batley aforesaid.

No. 21385.

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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 aforesaid, and to vary or extinguish any rights or privileges connected therewith, and any other rights and privileges, which would in any way interfere with the objects of the said bill.

To enable the said local board to levy and recover rates, rents, and charges, within their district, for the proposed supply of water, to alter the rates which the said local board are now authorised to levy, or some of them, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, or charges, and to empower the said local board of health, to borrow money for the purposes of the intended bill, upon the credit of the several rates, rents, and charges aforesaid, or some of them.

To authorise any local board or boards of health which may be hereafter appointed under the said Public Health act, 1848, for any district, or districts, comprising the said townships of Heckmondwike and Batley, or either of them, and the said Dewsbury local board, to enter into, and carry into effect, contracts and arrangements, with reference to the supply of water, to the inhabitants of the said townships respectively, and the terms upon which such supply shall be given, and to authorise any local board or boards of health, so to be appointed, to levy rates, rents, and duties, within their districts respectively, or either of them, or part thereof, for such supply, and to confer exemptions from the payment thereof, and to borrow money on the credit of such rates, rents, and duties.

To amend some of the provisions of the Public Health act, 1848, so far as regards its application to the districts beforementioned, or some or one of them.

And notice is hereby also given, that duplicate plans and sections of the intended works, 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, houses, and hereditaments, which may be taken, and a copy of this notice, as published in the "London Gazette," will on or before the thirtieth day of November, 1852, be deposited for public inspection at the office of the clerk of the peace, for the West Riding of the county of York, at Wakefield, in that Riding, 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 parish and extra-parochial place from, in, through, or into, which the said intended works will be made or pass, and 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 thirty-first day of December 1852, 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, 1852.

*Greaves, Scholefield, and Oldroyd,*  
Solicitors for the Bill.

#### South Derbyshire Railway.

(For making a Railway from Duffield to Ashborne or Ashbourn, with a Branch to Wirksworth.)

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 that Company power to make and maintain a railway, with all proper works, stations, approaches, and con-

veniences connected therewith, commencing at or near the Duffield Station of the Midlands Railway, in the township and parish of Duffield, in the county of Derby; passing thence, through, and into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say): Duffield, Burley, Makeney, Milford, Hazlewood, or Hazlewood, Windley, Farnah, Mugginton, Mercaston, Shottle, Postern Shottle, and Postern Belper, Cowhouse Lane, Turnditch, Hill Cliff Lane, Ideridgehay or Idridgehay Aulton or Alton, Ideridgehay or Idridgehay, and Aulton or Alton, Biggin, Over Biggin, Nether Biggin, Ireton, Kirk Ireton, Ireton Wood, Hulland, Hulland Ward, Hulland Ward Intakes, Blackwall, Dog Lane, Hognaston Atlow, Atlow Lane, Tallow Field Lane, Bradborne, Brassington, Brailsford, Bradley, Bradley Moor, Bradley Pastures, Yeldersley or Yieldersley, Agnes or Agnis Meadows, Kniverton Sturston, Nether Sturston, Osmaston, Ashborne or Ashbourn, Ashborne or Ashbourn Green, Sandybrook, Offcote Underwood or Offcote and Underwood, Compton Clifton, Clifton and Compton, all in the said county; and terminating at or near the Ashborne or Ashbourn Station of the Ashborne or Ashbourn branch of the North Staffordshire Railway, in the township of Clifton, and parish of Ashborne or Ashbourn, in the said county. Also a branch railway, diverging from the main line, at or near Sherbourn Mill, in the township of Turnditch, in the parish of Duffield, in the said county; passing thence, through and into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say: Turnditch, Duffield Hazlewood or Hazlewood Windley, Farnah Mugginton, Mercaston, Shottle, Postern Shottle, and Postern Belper, Cowhouse Lane, Turnditch, Hill Cliff Lane, Ideridgehay or Idridgehay Aulton or Alton, Ideridgehay or Idridgehay, and Aulton or Alton, Waltstone, Ireton, Kirk Ireton, Ireton Wood, Callow, Hopton, Ashleyhay, Miller's Green, Mill Houses, Gorsey Bank, Wirksworth, Bolehill, Steeple Houses or Steeple Grange, Middleton by Wirksworth, and Cromford, all in the said county; and terminating at or near the Middleton incline plane of the Cromford and High Peak Railway, in the township and parish of Wirksworth, in the said county.

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

And notice is hereby given, that duplicate plans and sections, showing the line and levels of the said intended railway and branch railway, books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands, houses, and other property intended to be taken, a published map, with the line of railway and branch railway delineated therein, 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 Derby, at Derby; and that on or before the same day, a copy of so much of the said plans, sections, and books of reference, as relates to each of the before-mentioned parishes, in or through which the said intended railway and branch railway will pass, together with a copy of this notice, will be deposited with the parish clerk of each such parish, at his place of abode; and in case of any extra-parochial place,

with the parish clerk of an adjoining parish, at his place of abode.

And notice is hereby also given, that printed copies of the proposed Bill, 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 next.

Dated this 10th day of November, 1852.

George Henry Richardson Cox, Solicitor for the Bill.

#### North British Railway.

(Confirmation of Preference Shares; Provision for Payment of Debts; Power to stop up Road and make Footpath at Edinburgh; Amendment of Acts.)

NOTICE is hereby given, that it is intended to apply to Parliament in the session of 1853 for an Act to alter and amend the Acts hereinafter specified, relating to the North British Railway and the Company of Proprietors thereof, the Edinburgh and Dalkeith Railway Company, and the Edinburgh and Hawick Railway Company, or some of the said Acts, or some of the powers and provisions thereof; viz., the local and personal Acts, 7th Geo. IV., cap. 98; 10th Geo. IV., cap. 122; 4th and 5th Will. IV., cap. 71; 7th and 8th Vict., cap. 66; 8th and 9th Vict., caps. 82 and 164; 9th and 10th Vict., caps. 73 and 74; 10th and 11th Vict., cap. 136; 11th and 12th Vict., cap. 25; and 14th and 15th Vict., cap. 27.

And it is proposed by the said intended Act to remove all doubts as to the power of the North British Railway Company, under the said Act of the eleventh and twelfth of Victoria, chapter 25, competently to enter into and adopt certain resolutions passed by the said Company at a general meeting held on the 8th day of March, 1849, and to confirm and validate the preference or priority under the said resolutions conferred or intended to be conferred by the said Company upon certain shares therein termed "5*l.* guaranteed shares," to an amount not exceeding 600,000*l.*, so as to entitle the holders of such "5*l.* guaranteed shares," as from the time of the creation thereof, to the full amount of guaranteed dividend, before any part of the profits of the Company be divided amongst the holders of shares created under the said Act of 14th and 15th Victoria, cap. 27, or the general shareholders of the Company.

And it is proposed by the said intended Act to empower the said North British Railway Company to redeem or buy up the said "5*l.* guaranteed shares" on such terms as may be agreed upon between them and the majority of the holders of such shares, or as may be sanctioned by Parliament, and to redeem at par all preference shares created and issued, or which may hereafter be created and issued, under the said Act of 14th and 15th Victoria, chapter 27, and to make better provision for payment of the outstanding debts and obligations of the said Company; and for all or any of the above-mentioned purposes to confer upon the said Company additional powers to raise money by mortgage or bonds bearing a certain rate of interest, or by the creation of new preference shares, having such preference or priority of dividend over all or any existing preference shares of the Company or otherwise, and such other privileges as the said North British Railway Company may think fit to grant; and to establish, regulate, and define the order of preference and rights and privileges thereafter to attach to the several loans, share, and capital stock of the said Company; and also to effect loans partially or wholly by bonds payable to the lender or the bearer, and bearing a daily rate of interest, or by way of annuities either perpetual

or for a term of years, in lieu of the mortgages or bonds as at present, and from time to time to capitalise all or any part of their mortgage debt for the time being.

And it is proposed by the said intended Act to take power to hold occasionally, the meetings of the said North British Railway Company in London, or elsewhere, at the option of the directors; and to purchase, for the purpose of selling, and to sell, coal.

And it is proposed by the said intended Act to take power to stop up and discontinue as a public thoroughfare so much of a certain public carriage-road leading from Canal Street to the Physic Gardens at Edinburgh, as passes through the station of the North British Railway Company, and to appropriate the site thereof to the purposes of the said Company; and in lieu of such part of the said road, to make and maintain a raised public footpath, by the side of the North Bridge to the Physic Gardens aforesaid, over the Vegetable-market, being in continuation of the existing footpath leading from Shakspeare-square down to the aforesaid public carriage road, and to purchase land; by compulsion or agreement, for such intended footpath, or any right or servitude in or over land, and to vary or extinguish all existing rights, servitudes, and privileges in any manner connected with the road to be stopped up, or the land to be purchased or used as aforesaid, and to confer other rights, servitudes, and privileges, which intended public footpath will be situate within the several parishes, Royal burgh, and other places following, or some of them (that is to say): the parishes of St. Andrew's, High Church and Trinity College, in the county of the city of Edinburgh, or county of Edinburgh and burgh of Edinburgh, or some of them, passing in, into, or through said parishes of St. Andrew's, High Church, and Trinity College, and county of the city of Edinburgh, or county of Edinburgh.

And notice is hereby lastly given, that, on or before the 30th day of November instant, a map or plan and section, showing the road proposed to be shut up, and the line, situation, and levels of the said intended public footpath, and the lands proposed to be taken or used 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 the lands proposed to be taken or used for the purposes aforesaid, and a copy of this notice, as published in the Edinburgh Gazette, will be deposited for public inspection with the principal sheriff-clerk for the county of the city of Edinburgh, at his office in Edinburgh, and with the principal sheriff-clerk for the county of Edinburgh, at his office in Edinburgh; and that on or before same day a copy of so much of the said plan, section, and book of reference as relates to each of the parishes and Royal burgh in or through which the said intended works will pass or be made, together with a copy of this notice, will be deposited with the schoolmaster, if any, and if there be no schoolmaster, with the session clerk of each such parish, and the town clerk of such Royal burgh, at the respective residences of such schoolmasters or session clerks, and the office of such town clerk, and as relates to so much of such works as will be situate within the city of Edinburgh, with the city clerk of such city, at his office in Edinburgh.

And notice is hereby also 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, 1852.

(Signed) *David Smith,*  
*J. G. Wood,* } Solicitors for the Bill.  
Edinburgh, Nov. 12, 1852.

#### Stafford Shire Hall.

(For Enlarging, Extending, and Improving the Shire Hall of the county of Stafford; Removing the Markets at the Back of the Hall from their present localities, and Providing other Market Places, Houses, and accommodation for holding same; Erecting Rooms and Offices for the Town Council of Stafford; and Purchasing Lands for such several purposes; Levying Rates on the County of Stafford for carrying the Act into execution; and Amending or Repealing Act.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for a Bill, and to obtain an Act to alter, amend, enlarge, and extend the powers and provisions of an Act of Parliament passed in the thirty-fourth year of the reign of King George the third, intituled "An Act for building a new Shire Hall, for the county of Stafford," or to repeal the said Act, and in lieu thereof to obtain another Act, with other and further enlarged and extended powers and provisions. And it is intended by such Bill or Act, to vest in the justices of the peace of the county of Stafford, for public purposes, the present Shire Hall of the said county and all other buildings, and the markets at the back thereof, and the lands whereon the same now stand, and all other lands and property now vested by the said Act of the thirty-fourth year of the reign of King George the Third, in the trustees thereby appointed. And it is intended that the said justices of the peace of the county of Stafford shall be appointed commissioners for carrying such Act into execution. And it is also intended by such Bill and Act to enable them to alter, enlarge, improve, and extend the existing Shire Hall, for affording better and sufficient accommodation for the transaction of the public business of the county of Stafford and the borough of Stafford; and to erect and build within the borough of Stafford such houses, offices, and other buildings and conveniences for the use of the town council of the said borough, and to provide a market place, and build thereon such market house and other buildings in the place of those to be used for the extension of the said Shire Hall, as may be agreed upon between the said justices of the peace for the county of Stafford, in quarter sessions assembled and the said town council; and to prohibit the future holding of any market on the land to be thereby vested in the said justices. And for discharging the costs and expences of and preliminary to the application for and passing such Bill and Act, and carrying the same into execution; it is also intended to authorise the making and levying of a rate or rates, on the owners or occupiers of all property assessable to the county rate in the said county of Stafford, or to authorise the said justices of the peace for the county of Stafford in quarter sessions assembled, to pay all such cost and expences out of the county rates of the said county of Stafford, and to borrow money on mortgage or otherwise on the credit of such rates for the purpose. And it is intended to charge nine-tenth parts of the costs of insuring, supporting, repairing, and maintaining, and providing with proper accommodations and furniture the said Shire Hall and the courts and buildings thereto belonging, on the county rates of the said county of Stafford at large, and to charge the remaining one-tenth part of the said cost of insuring, supporting, repairing, and maintaining and providing with proper accommodations and furniture, on the town council of the said borough of Stafford. And it is also intended to obtain powers to enable such justices, to purchase by compulsion or agreement, all lands and houses that may be necessary for effect-

ing the objects aforesaid, and to contract for and purchase by agreement such lands and houses as may at any time hereafter be necessary for the further enlargement of the said Shire Hall; and also to vary and extinguish all rights and privileges in any manner connected with the lands and houses so intended to be taken, and all other rights and privileges which would in any manner impede or interfere with the execution of the purposes aforesaid.

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

Dated this ninth day of November, 1852.

*R. W. Hand*, Solicitor for the Act.

Saint Ives (Cornwall) Harbour.

(Improvement of Harbour; Construction of Pier and other Works; New Tolls, Rates, and Duties; Repeal or Amendment of Act.)

**N**OTICE 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 new pier or quay, in the port or bay of Saint Ives, commencing at or near the Castle Rocks, in the borough and parish of Saint Ives, in the county of Cornwall, and to extend in a nearly south-south-west direction, about 1,000 feet in length, into the said bay; and for the erecting and maintaining all necessary and convenient quays, wharves, jetties, lighthouses, embankments, landing places, cranes, moorings, staiths, approaches, warehouses, depôts, buildings, reservoirs, works, and conveniences in, upon, or near all, or any part of the harbour or basin, within the said intended pier, or in any way connected therewith, or which may be convenient or necessary in the construction or maintenance thereof. And also for deepening, cleansing, scouring, or otherwise improving the said harbour and basin, and the entrance thereto, all which said intended works will be situate in or off the said borough and parish of Saint Ives.

And it is proposed in and by the said intended Act, to provide for the appointment of commissioners or trustees, for carrying the purposes thereof into effect, and to confer on such commissioners or trustees powers to sue and be sued, and powers for the levying and collecting of tolls, rates, dues, and duties, upon all ships and vessels, boats, and other craft, entering into or using the said intended harbour or basin, or the works connected therewith, and also to levy tolls, rates, and duties for the use of the said intended pier, quays, basins, wharves, moorings, staiths, cranes, and other works and conveniences, or some of them, and upon all goods, wares, and merchandize shipped or landed in or from ships, vessels, boats, and other craft, within the limits of the said pier or basin, or any landing place or places belonging thereto, or within the shelter thereof. And to confer, vary, or extinguish exemptions from such tolls, rates, or duties, and to confer, vary, and extinguish other rights and privileges. And also for the purchasing or taking on lease, by compulsion and otherwise, of any land, quarries, rocks, waters, houses, buildings, and hereditaments; and the rights and interests of the respective owners, lessees, occupiers, and all other persons therein which shall or may be required for all or any of the purposes aforesaid. And also for the altering, stopping up, or diverting, whether temporarily or permanently, of all such turnpike or other roads, streams, watercourses, sluices, or other works, and for the conferring all such rights and privileges as may be necessary for or consistent with the purposes aforesaid, and for varying and extinguishing existing rights in rela-

tion thereto. And also for the depositing of ballast or other materials on the sea shore between high and low water marks, and elsewhere within the said borough and parish of Saint Ives. And also for powers to prevent the throwing or deposit of ballast, mud, or materials, into the harbour or basin within the said intended pier, or within certain limits to be defined by the said intended Bill, and to prevent and remove obstructions and inconveniences therein. And also powers to raise money for the purposes of the said Bill upon the security of the tolls, rates, and duties to be thereby granted, and of all or any of the property to become vested in such commissioners or trustees, under the authority of the said Bill, and also powers to make bye laws, and all other powers requisite for maintaining and regulating the said harbour and works, and the use and enjoyment thereof.

And also to enable the Commissioners for issuing Exchequer bills in aid of public works to advance money on the security of such tolls, rates, and duties, and other property.

And it is proposed by the said intended Bill to repeal, alter, or amend an Act of Parliament made and passed in the seventh year of the reign of His Majesty King George the 3rd, intituled "An Act for erecting a proper and convenient pier at the port of Saint Ives, in the county of Cornwall, for the better protection of ships and vessels resorting to the said port," and to repeal or extinguish the tolls, rates, and duties thereby authorized to be taken, or some of them, and to confer exemptions from the payment thereof.

And to take powers to remove the pier and other works erected under and by virtue of the said recited Act, or such of them as may be found necessary for the purposes of the said intended works, and to use the materials thereof in and about the said intended pier and works.

Also, to vest in the said commissioners or trustees to be appointed under the said intended Bill, the sum of £3,220 10s. 11d., £3 per cent. Consols Bank Annuities, now invested in the names of or for the trustees appointed in and by the hereinbefore recited Act, and all other sum or sums of money, securities for money or other property to which they are or may become entitled under or by virtue of the trusts contained in the said last mentioned Act for the purposes of the said intended Bill.

And also to make provision for the payment of the sum of £25 per annum to the mayor, aldermen, and burgesses of the said borough of Saint Ives, out of the tolls, rates, and duties intended to be raised and levied by and under the said intended Bill, the same sum having been secured to them by the said recited Act; and also to reserve to the owners thereof the bushelage and anchorage within the port and harbour of Saint Ives.

And notice is hereby 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 and houses, which may be taken, 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 at the office of the Clerk of the Peace for the county of Cornwall, at Saint Austell, in the same county; and that on or before the same thirtieth day of November, 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 St. Ives, at his place of abode. And that on or before the thirty-first day of December one thousand eight hundred and fifty-two, printed copies of the pro-

posed 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.

*Hichens and Son, Saint Ives;*  
*William Edward Walmley*  
*Tresidder, Saint Ives; and*  
*Rodd, Darke, and Cornish,*  
Penzance,

Solicitors for  
the Bill.

#### The London Assurance.

(Consolidation of the Stock of "The London Assurance of Houses and Goods from Fire" with the Stock of "The London Assurance;" Power for the "London Assurance" to exercise the powers now vested in those Corporations and in "The London Assurance Loan Company;" Additional Powers for effecting Insurances, and for Investment of Corporation funds; Amendment of Acts.)

NOTICE is hereby given that an application is intended to be made in the ensuing session of Parliament, for leave to bring in a Bill to amalgamate and consolidate the capital stock of the corporation of "The London Assurance of Houses and Goods from Fire," with the capital stock of the corporation of "The London Assurance," and to enable such last mentioned corporation to exercise all the powers which are at present exercised by the two corporations and by "The London Assurance Loan Company;" also to confer additional powers on "The London Assurance" for effecting insurances, and for the loan and investment of the corporate funds, and to enable "The London Assurance" to purchase the business and assume the liabilities of any other insurance or reversionary interest company, and for the aforesaid purposes, it is intended to amend the local and personal Act, 11th George IV., cap. 74, and the several Acts and Charters therein recited, and any other Acts or Act relating to the said corporations or either of them. 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 1st day of November 1852.

*Tatham, Upton, Upton and Johnson,*  
Solicitors to the Bill.

Upton Saint Leonard's, Birdlip and Brimpsfield Turnpike Roads.

(Construction of roads to connect the Stroud, Painswick, and Gloucester turnpike road, with the Cheltenham and Painswick, and the Cirencester and Gloucester turnpike roads; power to levy tolls; arrangements with trustees of those roads.)

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 appoint a body of trustees, with powers to sue and be sued, and all other proper powers for making and maintaining a new turnpike road, to commence by a junction with the present turnpike road from Stroud, through Painswick to Gloucester, at or near to a place in the parish of Upton Saint Leonard's, in the said county of Gloucester, situate about midway between Winnycraft's farm, and the King's Head Inn, and to terminate in the parish of Brimpsfield, in the said county of Gloucester, by a junction with the turnpike road leading from Foston's Ash turnpike gate, to Birdlip, at or near to the southern end of Buckholt Wood,

Also another new turnpike road, to commence by a junction with the last-mentioned turnpike road, at or near to the southern end of Buckholt wood aforesaid, in the said parish of Brimpsfield, and to terminate by a junction with the present

turnpike road, from Gloucester to Cirencester, at or near to a place in the parish of Brimpsfield, in the said county of Gloucester, where the road to Brimpsfield joins the last-mentioned turnpike road, near the nine mile stone from Gloucester; and also a branch therefrom, to commence by a junction with the said last-mentioned new turnpike road, at or near to the point in the parish of Brimpsfield aforesaid, where the road leading from Blacklane's farm to Birdlip, joins the present parish road from the village of Brimpsfield to Birdlip aforesaid, and to terminate at or near to Birdlip, in the parishes of Brimpsfield and Cowley, or one of them, in the said county of Gloucester.

And also another new turnpike road to commence by a junction with the firstly hereinbefore described new turnpike road, at or near to Cranham cottages, otherwise Todd's cottages, in the said parish of Cranham, and to terminate at or near to the Black Horse Inn, at Birdlip, in the parish of great Witcombe, otherwise great Whitcombe, and Brimpsfield, or one of them, in the said county of Gloucester; together with all proper and necessary bridges, viaducts, culverts, and other works connected therewith; which said intended roads and works, will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, (that is to say): Upton Saint Leonard's, Matson, Prinknash park, Cranham, Brimpsfield, Elkstone, Cowley, and great Witcombe, otherwise great Whitcombe, all in the county of Gloucester.

And powers will be taken in the said bill to effect the purposes following, (that is to say): to make lateral deviations from the lines of said intended roads, to the extent or within the limits defined upon the plans hereinafter mentioned, and (so far as may be required for the purposes of the said intended road and works); to cross, break up, divert, alter, or stop up, either temporarily or permanently, any turnpike and other roads, highways, footpaths, streams, canals, navigations, sewers, railways, and tramways, within the aforesaid parishes, townships, and extra-parochial places, or any of them.

To purchase by compulsion and otherwise all lands, houses, and hereditaments required for the purposes of the said intended roads and works, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

To erect and maintain turnpike houses, gates, and toll bars, and to levy tolls upon or on the sides of the said intended roads, and to confer exemptions from the payment of such tolls.

To borrow money on mortgage or bond on the security of such tolls, and to charge upon the said tolls any sums subscribed or advanced for the purposes of the said intended roads or bill.

To alter or vary the highway rates and other assessments in the several parishes and extra-parochial places aforesaid, or some of them.

To enable the trustees acting under the said bill to enter into and carry into effect agreements and arrangements with the trustees of the present turnpike road from Gloucester to Cirencester, the trustees of the present turnpike road from Stroud, through Painswick, to Gloucester, the trustees of the Cheltenham and Painswick district of turnpike roads, and the trustees of the present turnpike road from Cheltenham, through Birdlip, Stroud, and Painswick, or with either of those bodies with respect to the maintenance and repair of the roads, or any part of the roads, under the control of the contracting bodies, or either of them, and with respect to the amount, collection, and application of the tolls arising thereon, the number and position of the turnpike gates and toll bars thereon, the exemption or partial exemption from toll of traffic

passing over the roads, or parts of the roads, of any two or more of the contracting bodies, or any other matters connected with the said roads; and (so far as may be necessary for those purposes) to amend the acts relating to turnpike roads in the said county (that is to say): 6 George IV, chapter 143; 18 George III, chapter 98; 40 George III, chapter 97; 59 George III, chapter 42; 1 George IV, chapter 20; 1 and 2 William IV, chapter 16; and the Cheltenham and Painswick road act, 1851, or any or either of them, to vary or alter the tolls imposed by those acts, or either of them, and to confer exemptions from the payment of such tolls."

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

And notice is hereby lastly given, that on or before the 30th day of November 1852, duplicate plans and sections of the intended roads and works, 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 proposed to be, or which may be, taken for the purposes 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 Gloucester, at his office at the Shire-hall, in the city of Gloucester; 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 parish and extra-parochial place, in or through which the intended roads and works 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 next, printed copies of the said bill will be deposited in the private bill office of the House of Commons.

Dated this 12th day of November 1852.

*Edwards and Freston,*  
Solicitors for the bill.

Parishes of Saint Margaret and Saint John the Evangelist, Westminster.

(Establishment of Representative Vestry or Vestries, and Audit of Parish Accounts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the present session for an Act to establish a representative vestry or representative vestries in the parishes of Saint Margaret and Saint John the Evangelist, in the city of Westminster, and to alter and abrogate the present mode of electing vestrymen in the said parishes, and to provide for their election by the rate-payers, and also for the appointment of auditors of the parish accounts of the said parishes. And notice is further 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 this seventeenth day of November, 1852,  
*James Coppock,* Parliamentary Agent.

40, Parliament-street.

National Society for the Administration of Wills, and of Trusts created under them, and of such other Estate and Properties as they may be appointed to execute.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for the incorporation of a Company for the administration, (through the medium of officers to be duly appointed by, and acting under the authority of, the said Company,) of wills,

and of trusts created under wills or deeds, and of such other estates and properties as the said Company may be appointed to execute or otherwise, to enable the said Company to sue and be sued, by their officer, or any one or more of their directors or members, and also to enable the said Company to raise capital for the purposes of their undertaking. And it is also proposed by the said intended Act to confer on the said Company all such other powers as may be necessary to enable them to carry out the purposes above mentioned, or other the purposes of the said Company. Dated the 24th day of November, 1852.

*Robert Henry Causton,* 7, High Holborn.

North Western and General Land Drainage and Improvement and Loan Company.

(Incorporation and Conferring of Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill for an Act for the Incorporation of a Company, by the name of "The North Western and General Land Drainage and Improvement and Loan Company," or by such other name as Parliament may think fit, for the purpose of promoting and executing in the most effectual manner works of drainage, irrigation, and warping of waste and other lands in England, Scotland, and Ireland, and for enclosing and improving the same, and also for the purpose of advancing money on mortgage on the security of real property, with all necessary powers for such purposes; and to enable the said Company to sue and be sued, to purchase, hold, and transfer real and personal property for the purposes of the Company; and to enable the Company to raise capital, and to advance the same, or any portion thereof, for the purposes of the said Company, and also to enable the owners of settled estates, or persons having a life interest therein, to charge the same for the purposes of such works as aforesaid, and to borrow money of or from the said Company, upon the security of such estates for the purposes aforesaid. And it is also intended by the said Bill to confer upon the said Company, and also upon such owners of settled estates and persons having a life interest therein as may contract with the said Company for the execution of such works as aforesaid, such powers, rights, and privileges as may be necessary for effectuating the purposes aforesaid. And power will be taken in said Bill to alter and amend the Acts following, or some of them, viz. the 9th and 10th Victoria, cap. 101; the 10th Victoria, cap. 11; the 12th and 13th Victoria, cap. 100; and the 13th and 14th Victoria, cap. 31.

And copies of the said Bill will be deposited, in terms of the standing orders of Parliament, in the Private Bill Office of the House of Commons on or before the 31st day of December next, 1852.

*Rob. Lumond,* St. Vincent-place, Glasgow.  
*Deans and Rogers,* Fludyer-street, Westminster.

Dated this 22nd November, 1852.

Ambergate, Nottingham, and Boston, and Eastern Junction Railway Company.

Amendment of acts; abandonment of part of authorised lines; arrangements as to capital, sale, or lease to, or working arrangements with, the Great Northern railway company; and alteration of title.

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 amend the provisions, or some of the provisions of

the acts relating to the Ambergate, Nottingham, and Boston and Eastern junction railway company (in this notice called "the Company") that is to say the Ambergate, Nottingham, and Boston, and Eastern junction railway act 1846, and the Ambergate, Nottingham, and Boston, and Eastern junction railway amendment act 1847, or to repeal those acts and amend and consolidate their provisions; and provision is intended to be made in the said bill to effect the objects hereinafter mentioned, or some of them (that is to say) to enable the company to abandon the formation of so much of the line of railway by the said acts authorised, as lies between a field in the township of Manthorpe cum Little Gonerby in the parish of Grantham, numbered 12, in the plans referred to in the Ambergate, Nottingham, and Boston, and Eastern junction railway act, 1846, as regards lands in the said township of Manthorpe cum Little Gonerby in the parish of Grantham, in the county of Lincoln, and the authorised terminus of the said line in or near the town of Spalding in the parish of Spalding, in the parts of Holland in the same county; and the formation of the extension line of railway diverging from the main line in the parish of Pickworth, in the said county of Lincoln and terminating in the parish of Boston in the said county of Lincoln, and the formation of the side or branch railway diverging from the said extension line of railway to the harbour of Boston in the said parish; and also the formation of the branch line diverging from the said main line in the parish of Welby, in the county of Lincoln and terminating in the parish of Quarrington at Sleaford, in the same county. To enable the company to reduce the amount of capital, which they are by the said acts authorised to raise by shares and their powers of borrowing; to reduce or alter the number and amount of the shares into which the said capital is now divided, to attach, or to authorise the company to attach, to any shares which they may have already created or issued, or may have, or may obtain power to create or issue, certain guarantees and preferences or priorities in payment of interest or dividend, or other rights and privileges; to authorise the creation and issue of shares or stock having preference or priority over all other shares or stock of the company, and other privileges for the purpose of paying off or redeeming the mortgage of debenture debt of the company for the time being or any part thereof, to make new or further provisions with reference to the arrangement and application of the shares and capital funds, income, and profits of the company and their distribution and appropriation, and with reference to the borrowing powers of the company and with reference to the forfeiture of shares in arrear, the acceptance of transfers, or surrenders of shares in arrear, the cancelling, merger, and re-issue of shares forfeited, surrendered, or transferred, and to vary some of the rights and privileges of, or incidental to the existing shares, in the capital of the company, and also to change the name of the company, and to enable the company to make such other arrangements with reference to any of the objects, or matters, aforesaid, as shall be necessary or expedient. To enable the company to sell or let, and the Great Northern railway company to purchase or take on lease, the undertaking powers, rights, and privileges of the company, or any part thereof. And to empower the company to amalgamate their undertaking with that of the Great Northern railway company, To empower the company, and the Great Northern railway company, to enter into, make, and carry into effect, contracts, agreements, or arrangements, for, or with reference to the maintenance, repair, working, and use, by each or either of those companies of the railways, stations, and

works, rolling and other stock of the other of them, or any parts thereof respectively, and for, or with reference to the management, regulation, and interchange of traffic, the collection, appropriation, apportionment, and distribution of the tolls rates, duties, income, and profits, arising therefrom, and the employment of officers and servants. And to empower the Great Northern railway company to apply any portion of their capital or income, to the purposes specified or contemplated by any such contract, agreement, or arrangement, as aforesaid. To vary or alter the tolls, rates, and duties, by the said acts authorised to be levied, and to confer, vary, or extinguish, exemptions from the payment of such tolls, rates, and duties. And it is also intended by the said bill, to amend the acts or some of the acts hereinafter referred to, (that is to say), local and personal acts, 9 and 10 Victoria, chapters 71 and 352; 10 and 11 Victoria, chapters 143, 146, 148, 272, 286, and 287; 11 and 12 Victoria, chapter 114; 12 and 13 Victoria, chapter 84; 13 and 14 Victoria, chapter 61; 14 and 15 Victoria, chapters 45 and 114; and 15 and 16 Victoria, chapter 153, relating to the Great Northern railway company. Also the acts 33 George III, chapter 94, and 37 George III, chapter 30, relating to the Grantham canal company, also the act 32 George III, chapter 100, relating to the Nottingham canal company, and also the (local and personal) acts 7 and 8 Victoria, chapters 18 and 59; 8 and 9 Victoria, chapters 38, 49, 56, 90, and 181; 9 and 10 Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Victoria, chapters 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Victoria, chapters 21, 88, and 131; and 14 and 15 Victoria, chapters 57, 88, and 113, relating to the Midland railway company. And notice is hereby further given, that on or before the 31st day of December next, printed copies of the said intended bill, will be deposited in the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1852.

*James Wheeler,*

Solicitor for the Bill.

#### Worcester and Hereford Railway.

(Incorporation of Company for making a Railway from Worcester to Hereford, with Branches to Worcester and to the Shrewsbury and Hereford Railway, and Working Arrangements with the Midland and London and North Western Railway Companies, or either of them.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company for the purpose of making and maintaining the railways hereinafter mentioned, with all proper works and conveniences connected therewith, and approaches thereto respectively (that is to say), a railway commencing at or near a bridge over the road leading from Worcester to Crowle, at the south end of the Shrub's Hill station of the Oxford, Worcester and Wolverhampton Railway, in the parish of Saint Martin, in the city of Worcester, and county of the same city, and also by means of a junction with the Oxford, Worcester and Wolverhampton Railway at or near to the same point or place, and terminating in the parish of Saint Nicholas, within the liberties of the city of Hereford, in or near to certain pieces of land adjoining and on the south side of the turnpike road leading from Hereford to Hay, now or late in the occupation of Maria Archibald; which said railway is intended to pass from, through or into the several parishes, townships, and extra-parochial places following, or some of them; that is to say, Saint Alban, Saint Oswald, Saint Michael otherwise Saint Michael in Bedwardine, Saint Helen, Claines, Whistones otherwise Whitstones, Saint George,

Saint Martin, Saint Paul, Blockhouse otherwise Blockhouse Fields otherwise Saint Paul Blockhouse, Clap Gate, Spring Gardens, Saint Peter the Great, Saint Andrew, Saint Nicholas, the Butts, Pitchcroft otherwise Pitchcroft Ham, College Precincts, All Saints, Saint Clement, Saint John in Bedwardine, township of Saint John in Bedwardine otherwise Saint John, Henwick, Saint Swithin, in the city of Worcester and county of the same city :

Claines, Saint Clement, Saint Michael, Saint Michael in Bedwardine, Wick, Wick Episcopi, Whistones otherwise Whitstones, Pitchcroft otherwise Pitchcroft Ham, Saint George, Oldbury. Saint Martin, Saint Paul, Blockhouse otherwise Blockhouse Fields otherwise Saint Paul Blockhouse, Clap Gate, Spring Gardens, Saint Peter otherwise Saint Peter the Great, Diglis, Diglis Fields, and Saint John otherwise Saint John in Bedwardine, partly in the county of Worcester and partly in the city of Worcester and county of the same city :

Claines, Saint Martin, Saint Paul, Blockhouse otherwise Blockhouse Fields otherwise Saint Paul Blockhouse, Saint Peter the Great, Saint John in Bedwardine, township of Saint John in Bedwardine otherwise Saint John, Outboundary of Saint John, Saint Clement, Henwick, Oldbury, Broadheath, Broadmore Green, Wick Episcopi, Wick, Upper Wick, Rushwick, Lower Wick, Wheatfield, Powick, Woodsfield, Claphill, Collets Green, Callow End, Bastonford, King's End, Pole Elm, Cleve-lode otherwise Cleveload, Leigh, Bransford otherwise Bransford, Sinton, Leigh Sinton, Braces Leigh otherwise Leigh Braces, Sherridge, Sandlin otherwise Sanlin, Storridge, Brockamin, Hill End, Newland, Chapelry of Saint Peter Newland, Saint Mary's Newland, Cotheridge, Hewson, Otherton, Hallow, Grimley, Maddresfield otherwise Madresfield, Housen, Howsell, Upper Howsell, Lower Howsell, Malvern, Great Malvern, the Link, Malvern Link, Link Common, Link End, Link Elm, Lane End, Saint Matthias, Saint James, Saint Matthias Leigh, Saint James Leigh, Mathon, Saint James Mathon, Fidlers Pit Lane, Vicarage Croft, Poole End Street, Malvern Common, Little Malvern, Hanley Castle, Malvern Wells, Malvern Hills, and the Wych, or some of them, in the county of Worcester :

Colwall, Barton Colwall, Malvern Hills, The Wych, Mathon, Saint James Mathon, Cradley, Cradley East, Cradley West, Stoney Way, Chances Pitch, Barton Court, Coddington, Mainstone, Eastnor, Plaistow, Netherley, Netherton, Mitchell, Mitchell and Netherton, Leadon, Haffield, Leadon and Haffield, Wall Hills, Wellington, Ledbury, Ledbury Borough, Marcle, Little Marcle, Catley, Upleadon, Froome, Canon Froome, Bosbury, Aylton, Pixley, Munsley, Eastwood, Parkhold, Ashperton, Yarkhill, Monkhide, Stretton, Church Stretton, Stretton Grandsome, Stoke Edith, Westhide, Tarrington, Little Tarrington, Livers Cole, Weston Beggard, Dormington, Mordiford, Bartestree, Lugwardine, Withington, Church Withington, E. Withington or East Withington, Nunnington, Pipe and Lyde, Sutton Saint Michael, Sutton Saint Nicholas, Huntingdon, Shelwick, and Holmer, or some of them, in the county of Hereford ; Holmer, Hereford, Saint John otherwise Saint John the Baptist, All Saints, Saint Nicholas, Saint Peter, Saint Owen, Saint Martin, Eign, and Above Eign, partly within the city of Hereford, or within the liberties thereof, and partly in the county of Hereford or one of them :

And also a railway commencing by a junction with the said first-mentioned intended railway in the parish of Saint John otherwise Saint John in Bedwardine, in the county of Worcester, on the west side of the River Severn, in or near to a certain field there, called Lower Severn Meadow, in

the occupation of Thomas Lightwood, and terminating at or near the turnpike road from Worcester to Malvern, on the west side of the River Severn, where that road crosses the said river, in the parish of Saint Clement, in the city of Worcester and county of the same city, which said last mentioned railway will pass through or into the several parishes and townships of Saint John otherwise Saint John in Bedwardine, in the county of Worcester, and Saint Clement in the city of Worcester and county of the same city :

And also a railway commencing by a junction with the first-mentioned intended railway, near a place called Widemarsh, in the parish of Holmer, in the county of Hereford, or city and liberties of Hereford, or one of them, and terminating by a junction with the Shrewsbury and Hereford Railway, at or near a place called Bars Court, in the parish of Saint John otherwise Saint John the Baptist, in the city of Hereford and the liberties thereof, or county of Hereford, or one of them ; which said last-mentioned railway will pass through or into the several parishes and townships of Holmer, All Saints, Saint John otherwise Saint John the Baptist, Saint Peter, Saint Owen, Saint Martin, or some of them, in the county of Hereford, or city of Hereford and the liberties thereof, or some of them :

And also a railway commencing by a junction with the first-mentioned intended railway, near to a place called Shelwick Court, in the parish of Holmer in the county of Hereford, and terminating by a junction with the Shrewsbury and Hereford Railway in the same parish near to Shelwick Court aforesaid, which last-mentioned railway will pass through the parishes or townships of Holmer and Shelwick, or one of them, in the county of Hereford :

And powers will be applied for in the said intended Act to authorize other junctions of the intended railway with the line of the Shrewsbury and Hereford Railway, in any of the parishes or townships aforesaid :

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

And it is also intended, by such Act, to vary or extinguish all existing rights or privileges in any manner connected with the lands and houses proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance or use of the said intended railways and works, and to confer other rights and privileges ; and also to take powers to 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 to the aforesaid parishes, townships, and extra-parochial places, or any of them, with which it may be necessary to interfere in the construction of the said intended railways and works :

And notice is hereby further given, that maps, plans, and sections of the said intended railways and works, together with books of reference to such plans, and also a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Worcester, at his office in the city of Worcester ; with the Clerk of the Peace for the city of Worcester and county of the same city, at his office in the city of Worcester ; with the Clerk of the Peace for the county of Hereford, at his office in the city of Hereford ; and with the Clerk of the Peace for the city of



Hereford, at his office in the city of Hereford; 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 intended to be made, and also a copy of this notice, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at his residence; and as regards any extra-parochial place, with the parish clerk of some adjoining parish.

And it is further proposed, by the said intended Act, to enable the Company thereby to be incorporated, and the Midland Railway Company, and the London and North Western Railway Company, or either of such last-mentioned Companies, to enter into and carry into effect such agreements and arrangements as they may think fit in respect of the working and use by the last-mentioned Companies, or either of them, of the said intended railways, or any part or parts thereof respectively; and the regulation and management by such Companies, or either one or more of them, of the traffic upon or over the said intended railways, or any part or parts thereof respectively; and the payment and also the division and apportionment between the Companies, who shall be parties to any such agreement or arrangement, of tolls, rates, and duties received in respect of such traffic: And it is proposed to alter, amend, and enlarge, so far as may be necessary for such purposes, or any of them, the powers and provisions of the several Acts relating to the Midland Railway Company (that is to say), local and personal, 7th and 8th Victoria, caps. 18 and 59; 8th and 9th Victoria, caps. 38, 49, 56, 90, and 181; 9th and 10th Victoria, caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10th and 11th Victoria, cap. 122, 135, 150, 191, 214, 215, and 270; 11th and 12th Victoria, caps. 21, 88, and 131; and 14th and 15th Victoria, caps. 57, 88, and 113; also of the several Acts following, 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 1st William IV. cap. 51; 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 notice is hereby further given, that, on or before the 31st day of December next, printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 3rd day of November 1852.

*S. Carter*, 30, Great George Street, Westminster, Solicitor.

West Cornwall Railway Company.

Branch to the Truro river, and junction with Cornwall railway—Further powers and amendment of acts.

**N**OTICE 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 West Cornwall railway company to effect the objects following, or some of them (that is to say):—

To make and maintain a railway, commencing from and out of their existing main line of railway,

in or near to a certain close of land, situate in the parish of Kenwyn, in the said county of Cornwall, and numbered 976 in the said parish of Kenwyn, on the plans of the West Cornwall railway, deposited in the office of the clerk of the peace of the county of Cornwall, and terminating near the Truro river, at or near the Ropers Moor, in the said parish of Kenwyn, in the same county

Also a junction railway, commencing from and out of the authorised line of the Cornwall railway in a field, which on the plans of the Cornwall railway, deposited with the clerk of the peace of the county of Cornwall, is numbered 53 in the said parish of Kenwyn, and terminating by a junction with the said first-mentioned intended railway, in or near a field called "Ostler Field," numbered 254 on the tithe commutation map of the said parish of Kenwyn; together with stations, sidings, landing places, and other works and conveniences connected therewith, and for facilitating the traffic thereon, which said intended railways and other new works will be made, or pass from, in, through, or into the several parishes and extra-parochial places following, or some of them, that is to say, Kenwyn, and the town or borough of Truro, all in the said county of Cornwall.

To enlarge and improve the existing main line of railway, by widening the same and constructing an additional railway thereon, or by the side thereof as hereinafter mentioned, that is to say, from the point where the Tresavean branch of the West Cornwall railway joins the main line of that railway, in the parish of Redruth, in the said county of Cornwall, to the bridge erected by the West Cornwall railway company in the parish of Camborne, for the parish road which leads from the town of Camborne to the town of Helston, and from the eastern end of the Penponds Viaduct of the West Cornwall railway, in the said parish of Camborne, to the field or close of land numbered 29, in the parish of Gwincar, in the said county, on the said deposited plans of the West Cornwall railway, together with all proper and necessary stations, sidings, and other works connected therewith, which said improvements and other works lastmentioned will be made, or pass from, in, through, or into the several parishes, townships, and extra-parochial places following or some of them, that is to say, Redruth, Illogan, Camborne, and Gwincar, all in the said county of Cornwall.

To deviate from the lines of the said railways, improvements, and other new works, to the extent or within the limits defined upon the plans hereinafter mentioned.

To cross, divert, alter, or stop up either, temporarily or permanently, so far as may be necessary or desirable, for the purposes of the said works, any streets, roads, highways, railways, tramways, canals, navigations, rivers, bridges, sewers, pipes, drains, and watercourses, within the parishes, townships, and extra-parochial places aforesaid.

To purchase by compulsion and otherwise, and take on lease all or any lands, houses, tenements, and hereditaments requisite for the purposes of the said intended works or any of them, and for additional or extraordinary purposes in connexion with the existing and authorised and the intended works of the company, and to vary or extinguish any rights or privileges connected with such lands, houses, tenements, and hereditaments.

To levy tolls, rates, and duties upon or in respect of the said intended works and the branch of the West Cornwall railway to the Hayle and Copper House wharves, to alter the existing tolls, rates, and duties now authorised to be taken by the company, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

And it is also intended, by the said bill, to effect

the objects hereinafter mentioned, or some of them, that is to say :—

To make further regulations with reference to the capital of the company, and with reference to the payment of calls and the remedies on non-payment, the forfeiture, cancelling, surrender, and re-issue of shares, the conversion of loans into capital and the consolidation of shares or any portion thereof into stock.

To maintain the railway constructed by the company, and known as the branch of the West Cornwall railway to the Hayle and Copper House wharves, and the stations, sidings, and other works connected therewith, which last-mentioned railway and works are made wholly through the said parish of Phillack, and also to deviate from the line of the said last-mentioned railway to the extent or within the limits shewn upon the plans hereinafter mentioned.

To extinguish the right, if any, of any persons claiming any title or interest in or to the lands through or upon which the said branch to the Hayle and Copper House wharves, and the old Hayle railway respectively, or either of them, are constructed; to dispossess the company or take any proceedings for that purpose, and to confirm the title of the company to such lands.

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

To enable the West Cornwall railway company and the Cornwall railway company to enter into and carry into effect any contracts, agreements, or arrangements, with reference to the joint construction, maintenance, management, or use, or to the construction, maintenance, management, or use, by either company, of the first mentioned intended railway, or any part thereof, and to empower the last-mentioned company to apply any portion of their capital or income to the purposes specified in any such contract or agreement as aforesaid.

To amend the provisions of the several acts of parliament following, that is to say, local and personal acts, 4 William IV, chapter 68; 6 and 7 William IV, chapter 110, 9 and 10 Victoria, chapter 366; and 13 and 14 Victoria, chapter 98; 9 and 10 Victoria chapter 335; and 10 and 11 Victoria chapter 72, or to repeal the said acts or some of them, and to substitute other provisions in lieu thereof.

And notice is hereby further given, that on or before the thirtieth day of November next, duplicate plans and sections of the intended railways, improvements, and new works, and of the said branch to the Hayle and Copper-house wharves, shewing the lines and levels thereof, together 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 required or taken for the purposes thereof respectively, 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 at the office of the clerk of the peace for the county of Cornwall, at his office at Saint Austell, in that county; 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 parish, and extra-parochial place in or through which the said railways and other works are intended to be made, enlarged, or maintained respectively, 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 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 thirtieth day of October, one thousand eight hundred and fifty-two.

*Edwards, Radcliffe, and Davies,* } Solicitors  
Westminster, } for  
*Rodd, Darke, and Cornish,* } the bill.  
Penzance, }

Norwood, Streatham, and Wandsworth Railway. (Power to incorporate a company to make railway communication from the Norwood station of the Croydon railway to the Wandsworth Common station of the South Western railway.)

NOTICE is hereby given, that application is intended to be made to parliament in the next session for leave to bring in a bill to incorporate a company for constructing and maintaining a railway, with all proper and necessary stations, works, embankments, approaches, and conveniences, to commence by a junction with that part of the authorised line of the Brighton and Southcoast railway called the Croydon railway, at the Norwood station, in the parish of Croydon, in the county of Surrey, and to terminate by a junction with the South Western railway at the Wandsworth station in the parish of Battersea in the said county of Surrey; also to make a branch line of railway from, to, intersecting, and joining, and connected with the above intended railway, commencing at or near the north end of Streatham Lower Common, and in the parish of Streatham, in the said county of Surrey, and terminating at or near Fig's Marsh, otherwise Pig's Marsh, in the parish of Mitcham, in the aforesaid county; also to make a branch or junction line of railway, from, to, and connected with the aforesaid and first named railway, commencing near the side of the aforesaid Streatham Lower common at or near Bleak Hall-lane, in the parish of Clapham, in the said county of Surrey, and terminating on the aforesaid common, near Streatham Park in the parish of Streatham aforesaid; also another branch, commencing with a junction with the said last-mentioned branch at or near Bleak Hall-lane aforesaid, and terminating in the said parish of Streatham by a junction with the main line where it intersects the turnpike road leading from Croydon to Tooting, which said railway and works will be made in or pass from, through, and into the several parishes, townships, hamlets, places, and extra-parochial places following, or some of them; that is to say,

Croydon, }  
Streatham, }  
Tooting, } All in the county of Surrey.  
Wandsworth, }  
Clapham, }  
Battersea, }  
Mitcham, }

or some, or one of them.

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

The bill will contain powers to purchase lands and houses compulsorily for the above purposes, and to vary or extinguish any privileges appertaining to those lands, or houses which may obstruct the said undertaking; to levy, tolls, rates, and duties for the use of the said intended railway.

Duplicate plans and sections, describing the line and levels of the works above mentioned, and the lands, houses, and hereditaments which may be required for the same, a book of reference to the plans, containing the names of the owners and lessees, or of the reputed owners and lessees, and of the occupiers of those lands, houses, and hereditaments; a published map, shewing the general line and direction of the new railway and works, and a copy of this notice, will, on or before the thirtieth day of November instant, be deposited at the office of the clerk of the peace for the county of Surrey; and a copy of so much of the plans, sections, and books of reference as relates to any parish in which any of the proposed works are to be constructed, will (together with a copy of this notice) be deposited for public inspection, on or before the same thirtieth day of November, with the parish clerk of every such parish, at his residence; and, in case of any extra-parochial place, with the parish clerk of some adjoining parish at his place of abode.

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

*T. J. Mawe,*

Solicitor for the bill, 4, New Bridge-street.

**Manchester, Sheffield, and Lincolnshire Railway Amendment Bill.**

(For creating Preferential Capital in lieu of Debentures, and Reducing and Consolidating into Stock certain Shares of the Company.)

**N**OTICE 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 the several Acts following, relating to the Manchester, Sheffield, and Lincolnshire Railway Company (that is to say): the 12th and 13th Vic., c. 81, the 13th and 14th Vic. c. 94, and the 15th and 16th Vic. c. 83 and 144; and to enable the said Company to create new shares for the purpose of paying off their debenture debt, or part thereof, and to guarantee, in respect of such shares, such preferential interest or dividends as may be determined by the said Company, having priority over all other preference shares in the said undertaking;" and it is also proposed by the said intended Act to enable the said Company to divide and to reduce the nominal value of, and to consolidate into stock the shares of the Company known as the "Manchester and Lincoln Union Shares."

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 December 1852.

Dated this first day of November 1852.

*John W. Stable,* Manchester,

Solicitor for the Bill.

**Borough of Wakefield.**

(Local Board of Health.—Rates.—Highways.—Police.—Cemetery.—Streams.—Amendment of Acts.)

**N**OTICE is hereby given that if an Act of Parliament for confirming any provisional order by the General Board of Health for the application of "The Public Health Act, 1848," or any part thereof, to the borough of Wakefield in the county of York be applied for in the next session of Parliament, application will be made for the insertion in such Act of clauses for the following purposes:

1. For extinguishing exemptions from payment of rates, raised within the borough of Wakefield or other district by such provisional order constituted a district for the purposes of "The Public Health Act, 1848," or any part of such district, and whether such rates be raised under the authority of "The Public Health Act, 1848," or otherwise howsoever.

2. For vesting in the Local Board of Health constituted by such provisional order, all or part of any real or personal estate, the income or part of the income whereof is applicable for the maintenance of any highways or public roads within such district, or for otherwise giving to the Local Board powers to manage and regulate such real and personal estate and income or part thereof respectively, and to provide for the application of such income, or part thereof, for the purposes of such highways or public roads.

3. For applying "The Town Police Clauses Act, 1847," or parts thereof, to such district, and enabling the Local Board of Health to execute the same.

4. For enabling the Local Board of Health to make, maintain, and regulate, a public general cemetery within the district and to raise money for such purpose.

5. For enabling the Local Board of Health to cover over, improve, cleanse, and regulate, all beckes and running streams of water within the district.

And notice is hereby given that such intended clauses will amend or repeal the following Acts or one of them, or some parts thereof respectively; to wit, an Act of Parliament passed in the eleventh year of the reign of His Majesty King George the Third, intituled, "An Act for the better paving, repairing, and cleansing the streets, lanes, alleys, and other public passages within that part of the town of Wakefield, in the county of York, which lies within the east end of Westgate Bridge, the south side of Northgate Bar, the north end of Kirk-gate Bridge, (except so much thereof as is repaired by the West Riding of the said county of York,) and the extreme part of the township of Wakefield aforesaid, leading from Wrengate towards East Moor, for preventing nuisances and annoyances therein, and for widening and rendering the same more commodious;" and a certain other Act of Parliament passed in the thirty-sixth year of the reign of King George the Third, intituled "An Act for lighting and watching the streets and other public passages and places within the town of Wakefield, in the county of York, and for more effectually cleansing the same, and removing and preventing obstructions, nuisances, and annoyances therein," and will provide for the levying of tolls, rates, and duties, for the purposes thereof, and the altering of existing tolls, rates, and duties, and the confirming, varying and extinguishing of exemptions from payment of tolls, rates and duties and the conferring, varying, or extinguishing of other rights and privileges.

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

Dated the ninth day of November 1852.

**Salisbury Waterworks.**

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

**N**OTICE 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, intituled "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 the 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 extin-

guish exemptions from the payment of such rates, rents, and duties.

To raise money on mortgage or 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.

Saint Ives and West Cornwall Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a bill to incorporate a Company for the purpose of making and maintaining a railway, commencing near Penalver otherwise Pedenolver Point, in the borough and parish of Saint Ives, in the county of Cornwall, and terminating by a junction with the existing line of the West Cornwall Railway Company, in or near to a certain close of land, situate in the parish of Saint Erth, in the said county of Cornwall, and numbered 96 in that parish on the plans of the West Cornwall Railway, deposited in the office of the clerk of the peace for the said county of Cornwall.

Also a short Branch or Junction Railway, commencing at or near the Clay Quay, in the parish of Uny Lelant, in the same county, and terminating by a junction with the said first-mentioned intended railway, in the said parish of Uny Lelant, near the point where such first-mentioned intended railway is intended to cross the road, leading from the Brewery Quay, in the said parish of Uny Lelant, to the church of the same parish, and which point is situated at a distance of about two hundred and twenty yards from the stile or gate leading from the said road into the said church; together with all proper approaches, stations, landing-places, and other works connected with the said intended railways, and which said intended railways and works will be made, or passed from, in, through, or into the several parishes, townships, and extra-parochial places next following, or some of them (that is to say), Saint Ives, Uny

Lelant, and Saint Erth, all in the county of Cornwall.

And it is intended by the said 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, or divert, either temporarily or permanently, any turnpike or other roads, highways, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, ways, and watercourses, within or adjoining to the aforesaid parishes, townships, and extra-parochial places, or any of them, which it may be necessary or desirable to stop up, alter, or divert, for the purposes of the intended works.

To make lateral deviations from the lines of the said intended railways to the extent and within the limits defined upon the plans hereinafter mentioned.

To purchase by compulsion or otherwise lands, houses, and hereditaments for the purposes of the intended works, and to vary or extinguish any rights or privileges connected with such lands, tenements, and hereditaments.

To levy tolls, rates, and duties upon or in respect of the said intended railways and works, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

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

And it is also intended by the said Bill to enable the Company to be thereby incorporated, and the West Cornwall Railway Company, to enter into and carry into effect any contracts or agreements for or with reference to the construction, maintenance, running over, working, or using by both or either of those Companies, of their or either of their railways, stations, watering places, and other works, or any of them, and for or with reference to the regulation and management of the traffic and employment of officers, the collection, apportionment, and appropriation of the tolls, rates, or duties arising thereon, and to empower the West Cornwall Railway Company to apply any portion of their capital or income to any purpose specified or contemplated by any such contract or agreement as aforesaid, and (so far as may be necessary for that purpose) to alter or vary the tolls, rates, and duties which the West Cornwall Railway Company are now empowered to take.

And it is also intended by the said Bill (so far as may be necessary for the purposes aforesaid) to alter, amend, extend, and enlarge, or repeal the powers and provisions, or some of the powers and provisions, of the West Cornwall Railway Act, 1846, and the West Cornwall Railway Amendment Act, 1850.

And notice is hereby further given, that on or before the thirtieth day of November next, duplicate plans and sections of the intended railways and works, shewing the lines and levels thereof, together 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 required for the purposes thereof, a published map, with the lines of the said intended railways 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 Cornwall, at his office at Saint Austell, in that county, 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 parish and extra-parochial place in or through which the said intended railways 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 extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence, and that on or before the thirty-first day of December next, printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this thirtieth day of October, one thousand eight hundred and fifty-two.

*Edwards, Radcliffe, and Davies*, Westminster, *Rodd, Darke, and Cornish*, Penzance, Solicitors for the Bill.

Glasgow, Eastwood, Busby, and Eaglesham Railway.

(Incorporation of Company, with Power to make a Railway from the Glasgow, Barrhead, and Neilston Direct Railway, by Eastwood and Busby, to Eaglesham, and to make Arrangements with the Caledonian Railway Company to work it.)

NOTICE is hereby given, that application is intended to be made to Parliament in the first session, to be holden in the year 1853, for leave to bring in a Bill to authorize the construction and maintenance of a railway, to diverge out of the Glasgow, Barrhead and Neilston Direct Railway, at or near Carterraigs, Pollockshaws, and to terminate at or near the village of Eaglesham, which railway will be situated in, or will pass from, through, or into, the parishes of Eastwood or Pollock, Cathcart, Mearns, and Eaglesham, in the county of Renfrew, or some of them.

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 stop up, alter, or divert, either temporarily or permanently, all such works, highways, and roads, streams, rivers, canals, and other works situated within the parishes aforesaid, as may be necessary for the purposes of, or during the construction of the said proposed railway; and also with power to deviate in the construction of the said intended railway from the lines delineated on the plans and sections to be deposited as after mentioned, to the extent defined on the said plans, and specified in the said Bill; and also to acquire, compulsorily, lands, houses, and other heritages, and to levy tolls, rates, and duties, on and for the use of the said intended railway, and the works and conveniences connected therewith.

And it is intended by such Bill to empower the Company (thereby to be incorporated) to enter into an agreement with the Caledonian Railway Company for working and maintaining the said intended railway and works, and touching the remuneration for the traffic passing upon the Glasgow, Barrhead, and Neilston Direct Railway, and other railways, in the counties of Lanark and Renfrew, belonging to, or leased by the Caledonian Railway Company, 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, or may be fixed by the said Bill, and also to authorize and empower the Caledonian Railway Company to enter into such agreement, and so far as may be necessary for the purposes aforesaid, to amend the provisions of the following Acts, 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. chap. 103; 7 and 8 George IV. chap. 88; 10 George IV. chap. 107; 11 George IV.

chap. 62 and 125; 1 and 2 William IV. chap. 58; 4 William IV. chap. 41; 1 Victoria, chap. 100, 116, and 118; 1 and 2 Victoria, chap. 60; 2 and 3 Victoria, chap. 58; 3 and 4 Victoria, chap. 107 and 123; 4 Victoria, chap. 5 and 11; 6 and 7 Victoria, chap. 49; 7 and 8 Victoria, chap. 87 and 98; 8 and 9 Victoria, chap. 31, 160, and 192; 9 and 10 Victoria, chap. 142, 143, 188, 201, 206, 229, 249, 314, 329, 334, 379, and 395; 10 Victoria, chap. 22, 23, and 24; 10 and 11 Victoria, chap. 82, 90, 95, 168, 169, 172, and 237; 11 and 12 Victoria, chap. 73, 78, 121, and 148; 12 and 13 Victoria, chap. 67 and 90; and 14 and 15 Victoria, chap. 99 and 134.

And that it is further 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 hereby 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 purposes thereof, and 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, with a published map, on a scale of not less than half-an-inch to a mile, having the intended line of railway delineated thereon, so as to show its general course and direction, and a copy of this notice, as published in the Edinburgh Gazette, will be deposited for public inspection, on or before the 30th day of November current, in the office at Paisley of the principal Sheriff-Clerk for the county of Renfrew, and that a copy of so much of the said plans, sections, and book of reference, as relates to the several parishes before specified, with a copy of this notice published in the said Gazette, will be deposited on or before the same date, with the schoolmaster, or if there be no schoolmaster, with the session-clerk of each such parish at his residence.

And notice is hereby 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 31st day of December next.

*John Stewart, Pollockshaws.  
Bannatynes & Kirkwood, Glasgow.*

Glasgow, Nov. 18, 1852.

#### London and North Western and Buckinghamshire Railways.

(Branches to connect the Buckinghamshire Railway with the Oxford, Worcester, and Wolverhampton Railway; Working Arrangements with the Oxford, Worcester, and Wolverhampton Railway Company. Power to raise additional Capital.—Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to enable the London and North Western Railway Company and the Buckinghamshire Railway Company, or either of them, to make and maintain the railways following, with all necessary works and conveniences connected therewith and approaches thereto respectively, one of such railways to commence by a junction with the line of the Buckinghamshire Railway in the hamlet of Water Eaton, in the parish of Kidlington, in the county of Oxford, near the place where the Buckinghamshire Railway crosses the road from Oxford to Banbury, thence to pass in, through or into the several parishes and townships of Wool-

vercott, Kidlington, Water Eaton, and Yarnton, or some of them, in the said county, and to terminate by a junction with the line of the Oxford, Worcester, and Wolverhampton Railway, in the said parish of Yarnton, near the place where the Oxford, Worcester, and Wolverhampton Railway crosses a highway or occupation road leading to the village of Yarnton; and the other of such railways to commence by a junction with the line of the said Buckinghamshire Railway, in the said parish of Woolvercott, at or near a point on the said Buckinghamshire Railway, fifty-three chains to the south-westward of the point of junction with the said railway of the first hereinbefore mentioned intended railway, thence to pass in, through or into the said several parishes and townships of Woolvercott, Water Eaton, and Kidlington, or some of them, and to terminate by a junction with the first-mentioned intended line of railway, in the said hamlet of Water Eaton and parish of Kidlington, near the point where such intended railway first described is proposed to cross the road from Oxford to Woodstock.

And it is proposed by the said intended Act to take power to cross, stop up, alter, or divert, whether temporarily or permanently, all turnpike-roads, parish-roads, and other highways, railways, tramways, canals, streams, and rivers, within the aforesaid parishes and townships, which it may be necessary to cross, stop up, alter, or divert, by reason of the construction of the said intended railways and works, or any of them.

And it is also proposed, by the said intended Act, to empower the London and North Western Railway Company and the Buckinghamshire Railway Company, or either of them, to purchase lands and houses by compulsion or otherwise, for the aforesaid purposes, and to vary and extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works, or with the several other purposes hereinbefore mentioned, and to confer other rights and privileges; and also to authorise the levying of tolls, rates, or duties, for or in respect of the said intended railways and works, and to grant exemptions from the payment of such tolls, rates, and duties, and also to enable the said Companies, or either of them, to raise a further sum of money for the purposes aforesaid, or to apply so much of their corporate funds as may be necessary for such purposes.

And notice is hereby further given, that maps, plans, and sections, showing the line and levels of the said intended railways, and the situation of the lands to be taken for the purposes thereof, 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 county of Oxford, at his office in the city of Oxford; 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 in or through which the said railways and works are intended to be made together with a copy of this notice, will be deposited for public inspection with the parish clerk of each such parish at his residence.

And it is also proposed by the said intended Act to enable the London and North Western Railway Company, and the Oxford, Worcester, and Wolverhampton Railway Company, to enter into and carry into effect such agreements as they may think fit with respect to the working and use by the London and North Western Railway

Company of the Oxford, Worcester, and Wolverhampton Railway, or any part thereof, and the regulation and management by the London and North Western Railway Company, or by a joint Committee of the said Company, and the Oxford, Worcester, and Wolverhampton Railway Company, or otherwise, of the traffic passing upon or over the Oxford, Worcester, and Wolverhampton Railway and the London and North Western Railway, or any parts thereof respectively, and the payment, and also the division and apportionment between the said two Companies of the tolls, rates, and charges received in respect of such traffic, and so far as may be necessary for such purposes, or for any of the other purposes or objects of the said intended Act, to alter, amend, extend, and enlarge the powers and provisions of the several Acts following relating to the Oxford, Worcester, and Wolverhampton Railway Company; that is to say, the "Oxford, Worcester, and Wolverhampton Railway Act, 1845," the "Oxford, Worcester, and Wolverhampton Railway (Amendment) Act, 1846," the "Oxford, Worcester, and Wolverhampton Railway (Amendment) Act, 1848," the "Oxford, Worcester, and Wolverhampton Railway (Deviation) Act, 1848," the "Oxford, Worcester, and Wolverhampton Railway (Amendment) Act, 1850, and the "Oxford, Worcester, and Wolverhampton Railway (Extensions of Time) Act, 1852."

And it is further intended, for the purposes aforesaid, to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts hereinafter mentioned or referred to, or some or one of them; that is to say, an Act passed in the session held in the 9th and 10th years of the reign of Her present Majesty, entitled, "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and the several other Acts distinguished in the Queen's Printers' copies of the local and personal Acts as 1st William IV., cap. 51; 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 notice is hereby further given, that on or before the 31st day of December next, printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 3rd day of November, 1852.

*S. Carter, Swift and Wagstaff*, Solicitors,  
30, Great George-street, Westminster.

London and North Western Railway.  
(Branches to Stourbridge, and Junction with Oxford, Worcester, and Wolverhampton Railway.—Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorize the construction and maintenance by the London and North Western Railway Company of the railway and branch railways hereinafter mentioned, together with proper works and conveniences connected therewith, and approaches thereto; (that is to say), a railway commencing by a junction with the Birmingham, Wolverhampton, and Stour Valley Railway, at or near the Smethwick Station of the said last-mentioned railway, and between

that station and the bridge called the Galton Bridge, over the Birmingham Canal navigations, in the township of Smethwick, and in the parish of Harborne, in the county of Stafford, and terminating at or near a newly laid-out street called Foster-street, in the township of Stourbridge, in the parish of Oldswinford, in the county of Worcester, near to the point where the same street joins High-street in Stourbridge aforesaid, and passing from, in, through or into the several parishes, townships, hamlets, extra-parochial and other places of Harborne, North Harborne, Holy Trinity North Harborne, Smethwick, Holy Trinity Smethwick, Saint Peter Harborne, Rowley, Rowley Regis, Rowley Somery, Saint Giles Rowley Regis, Rowley Regis Overside, Rowley Regis Lowerside, Titford White Heath, Black Heath, Old Hill, Five Ways, Reddall Hill, Corngreaves, Cradley Heath, Kingswinford, Amblecote, the Holy Trinity Amblecote, and Bedcote, or some of them, in the said county of Stafford; Halesowen, Hawn, the Hill, Warley, Warley Salop, Warley Wigorn, Ridgacre, Christ Church Ridgacre, Cake-more, Titford, Langley, Langley Green, Rude End Oldbury, Saint Nicholas Oldbury, Christ Church Oldbury, Langley Walloxhall, Oldbury Walloxhall, Cradley, Saint Mary Cradley, Netherend, Overend, Cradley Town, Oldswinford, Saint Mary's Oldswinford, Stourbridge, Saint Thomas Stourbridge, Bedcote, Wollaston, Upper Swinford, Lower Swinford, the Hayes, the Lye, the Lye Waste, Christ Church in the Lye, Wollescote, and Foxcote, some or one of them in the said county of Worcester.

Also, a branch railway diverging from the said first-mentioned intended line of railway, at or near a certain field called Green's Meadow, and near to certain brick-works called the Hungry-hill brick-works, both in the township of Upper Swinford, in the parish of Oldswinford aforesaid, and belonging or reputed to belong to the representatives of the late Reverend Edward Unwin, and in the occupation of Francis Tongue Rufford, and terminating at or near a place called Chawn-hill, in the township of Upper Swinford aforesaid, by a junction with the Oxford, Worcester, and Wolverhampton Railway, at or near a certain field there called Hornblower's Field, belonging or reputed to belong to Francis Tongue Rufford, and in the occupation of Abraham Brown; and passing from, in, through or into the several parishes, townships, hamlets, extra-parochial and other places of the Lye, the Lye Waste, Upper Swinford, Lower Swinford, Oldswinford, Saint Mary's Oldswinford, Chawn-hill, Stourbridge, Saint Thomas Stourbridge, and Bedcote, some or one of them in the said county of Worcester.

And also another branch railway, diverging from the said first-mentioned intended line of railway, in the township of Stourbridge, in the parish of Oldswinford, in the county of Worcester, at or near a certain field called or known by the name of The Coneygree Hill, belonging or reputed to belong to Thomas Moore and William Wills, and occupied by Charles Hodgkinson, and near a place called Porto Bello in the same township and parish, and terminating at or near the Stourbridge Canal, in a piece of land belonging or reputed to belong to James Foster, and occupied by William Watkin and Alfred Keep, in the hamlet of Amblecote, in that part of the parish of Oldswinford aforesaid which lies in the county of Stafford, and passing from, in, through or into the several parishes, townships, hamlets, extra-parochial and other places of Upper Swinford, Oldswinford, Lower Swinford, Saint Mary's Oldswinford, Stourbridge, Saint Thomas Stourbridge, Bedcote, and Wollaston, some or one of them in the said county

of Worcester; Amblecote, Holy Trinity Amblecote, Bedcote, and Kingswinford, some or one of them in the said county of Stafford.

And it is proposed in and by the said intended Act, to take powers to purchase, by compulsion or agreement, all houses and lands required for the purposes of the said railway and branch railways respectively; and also to cross, divert, alter, or stop up, either temporarily or permanently, all such turnpike roads, parish roads, and other highways, 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 railway and works; and to take powers to levy tolls, rates, and duties in respect of the use of the said railway and branch railways, and to vary or extinguish all existing rights and privileges connected with the lands proposed to be taken for the purposes of the said railway and branches, or which would in any manner impede or interfere with the objects aforesaid, and by the said Act to confer other rights and privileges.

And it is also proposed in and by the said intended Act to enable the London and North Western Railway Company to apply to the purposes thereof so much of their corporate funds as may be necessary.

And it is further intended, for the purposes aforesaid, to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts hereinafter mentioned or referred to, or some or one of them; that is to say, an Act passed in the session held in the 9th and 10th years of the reign of Her present Majesty, entitled, "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and the several other Acts distinguished in the Queen's Printers' copies of the local and personal Acts as 1st William IV., cap. 51; 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, 183, 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 notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections, describing the line or situation and levels of the said intended railway and branch railways, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of the said lands, will be deposited for public inspection with the Clerk of the Peace for the county of Worcester, at his office in Worcester, and with the Clerk of the Peace for the county of Stafford, at his office in Stafford; and that on or before the same 30th day of November instant, copies of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the said intended railway and branch railways are proposed to pass or be made, will be deposited with the parish clerks of such parishes at their respective residences; and so far as relates to any extra-parochial place, with the

parish clerk of some adjoining parish, at his residence.

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

Dated this 3rd day of November 1852.

*S. Carter, Swift and Wagstaff*, Solicitors,  
30, Great George-street, Westminster.

London and North Western Railway.  
(Amendment of Acts; Extension from Crewe to Shrewsbury; Railway from Primrose Hill to Willesden: Additional Lands at Bushbury, Stafford, Warrington, and Camden Town; Diversion of Weaste Lane; and Repair of Waver-tree Bridge Roadway.)

**N**OTICE 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 1st William IV. cap. 51; 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):

Firstly. A railway, commencing by a junction with the main line of the London and North Western Railway, in the township of Crewe, in the parish of Barthomley, in the county of Chester, at the south end of and near the Crewe station, and 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): Gresty Coppice, Gresty Green, Shavington-cum-Gresty, Wybunbury, Barthomley, Crewe, Copenhall, Monks Copenhall, Wistaston, Wistaston Old Hall, Hunts Bank, Rope, Rope Bank, Rope Green, Willaston, Willaston Heath, Willaston Hall, Nantwich Willaston, Wybunbury Willaston, Blakelow, Cheer Brook, Bartons Cross, Butt Green, Stapeley, Nantwich, Acton, Little Acton, The Folly, Ravensmore Bridge, Ravensmore Bank, Batherton, Shrew Bridge, Edleston, Austerson, Austerson Hall, Baddington, Baddington Bank, Hack Green, Baddiley, Broomhall, Bromhall Wood, Barland, Sound, Sound Hall, Sound Heath, The Oak, Pritch, Mickley Hall, Wrenbury, Wrenbury-cum-Frith, Wrenbury Heath, Sandford Bridge, Coronerage, Heatley, Woodcote, Woodcote Hill, Aston, Aston Heath, Grange, Eagle Hall, Hollins Lane, Shephenhall, Moorhall, Newhall, Newhall Mill, Audlum, Audlem, Salesbrook, Coole Pilate, Sneaton Wood, Marley



Hayes, Pinsley Green, Norbury, Marley Green, Marley Moss, Marley Hall, Hurst Hall, Townley Kettlebank, Boldriding, Dodds Green, Combermere, Combermere Mere, Grindley Green, Dodcott, Dodcott-cum-Wilkesley, Burley Dam, Burley Dam Chapel, Marbury, Marbury Hall, Marbury Mere, Marbury Mill, The Knowles, Quoisley, Marbury-cum-Quoisley, Hollins Lane, Wirswall, Belvidere, Wickstead Hall, and Oss-Mere, all in the county of Chester; and Hinton, Chinnal, Hollyhurst and Chinnal, Black Park, Oldwoodhouse, New Woodhouse, Whitechurch, Whitechurch-cum-Marbury, Broughall, Blake Mere, Yokings Gate, Ash Magna, Ash Parva, Edgeley, Sedgemoor, Pan Castle, Doddington, Alkington, Heath Lane, Darnford Hall, Tilstock, Tilstock Park, Whitechurch Heath, Steel, Steel Heath, Prees, Prees Heath, Cotton Wood, Cotton Hall, Wixall, Woodend Hall, Platt, Lighteach, Fierneyleys, Lily Hill, Prees Mill, Cotton, Coton, Colton, Edstaston, Quina Brook, Breads, Lacon, Aldersey, Foxholes, Lowe, Northwood, Newtown, Highfields, Drigdrake, Creamore, Horton, Wem, Souldon, Wolverley, Belle Vue, Lowe, Lowe and Ditches, Loppington, Wem Aston, Aston Trench, Tilley and Trench, Brockhurst, Noneley, Burlton, Burton, Tilley Green, Lee Brockhurst, Lee, Sleep, Brandwood, Broughton, Bilmarsh, Holdbrook, Hcouleston, Clive, Preston-Brockhurst, Willerage Green, Balderton, Alderton, Newton on the Hill, High Halton, High Hatton, Harcourt, Moston, Booley, Stanton, Stanton upon Hine Heath, Preston, Moreton, Moreton Corbet, Haughton, Poynton, Ercall, High Ercall, Ercall Magna, Little Witheford, Great Witheford, Edgbolton, Muckleton, Besford, Acton Reynold, Acton Reynald, Shawbury, Grinshill, Sansaw, Marton, Yorton, Yoreton, Yarton, Middle, Harmer, Harmer Hill, Armour Hill, Harmer Moss, Black Birches, Shotton, Hardwick, Hardwick and Shotton, Catshole, Hardwick Grange, Lea, Lea Hall, Smethcote, Haston, Hadnall Heath, Hadnall, Hadnall Ease, Plex, Plex Common, Bradeway, Hawksmoor, Chevy Chase, Wheatley, Pim Hill, Bomer, Bomer Heath, Astley, Astley Lodge, Upper Astley, Albrighton, Merrington, Preston Gobalds, Preston Gubbalds, Albright Lea, Albright Hussey, All Hussey, Battlefield, Bow Bridge Bings, Huffle, Downton, Upton, Upton Magna, Saunderton, Sundorn, Haughmond, Haughmond Desmene, Uffington, Pimley, Harlescot, Cross Hill, Coton, Cotton, Cotton Hill, Hencott, Old Heath, Underdale, Ditherington, Monkmoor, Cramers, Cromer, Crow Moor, Cramers, Castle Foregate, Abbey Foregate, the liberties of Shrewsbury, the town of Shrewsbury, the borough of Shrewsbury, Saint Chad Shrewsbury, Saint Alkmond Shrewsbury, Saint Julian Shrewsbury, Castle Ward without Shrewsbury, Castle Ward within Shrewsbury, Shrewsbury Castle, The Royal Free Chapel of Saint Michael Shrewsbury, Stone Ward without Shrewsbury, Saint Mary Shrewsbury, Saint Michael within the Castle of Shrewsbury, The Holy Cross and Saint Giles Shrewsbury, and the Abbey Parish Shrewsbury, all in the county of Salop, and terminating by a junction with the line of railway from Shrewsbury to Wellington, belonging jointly to the Shrewsbury and Birmingham Railway Company and the Shropshire Union Railways and Canal Company, in the parish of Holy Cross and Saint Giles Shrewsbury, in the county of Salop, near to the south-east end of the viaduct over the river Severn at Shrewsbury.

And it is also proposed by the said intended Act to enable the London and North Western Railway Company to make and maintain a railway or

sidings, with all proper works and conveniences connected therewith, commencing at or near the north end of the existing tunnel of the London and North Western Railway under Primrose Hill, in the parish of Saint John Hampstead, in the county of Middlesex, passing thence in, through, or into the several parishes, townships, and extra-parochial places following, or some of them (that is to say): Saint John Hampstead, Willesden, Hamersmith, and Acton, all in the county of Middlesex, and terminating by a junction with their existing railway at or near the Willesden station, in the parish of Willesden and county of Middlesex.

And it is proposed by the said intended Act to take power to alter and divert a certain road or way called Weaste-lane, in the parish of Eccles, and county of Lancaster, which road or way now crosses the Liverpool and Manchester line of the London and North Western Railway on the level, and to stop such level crossing, and to make a new road and a bridge over the said railway, the whole of which new road will be situate in the township of Pendleton, in the parish of Eccles, and county of Lancaster.

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, road, and works, and to levy tolls, rates, and duties in respect thereof, and to grant exemptions from the payment of such toll, rates, and duties.

And it is also proposed by the said Act to enable the London and North Western Railway Company, for the purpose of providing additional stations, sidings, and other accommodation, and for general purposes connected with their undertaking, to purchase by compulsion or agreement certain lands and buildings adjoining the London and North Western Railway, in the township and parish of Warrington, in the county of Lancaster, near to the existing station of the said Company at Bank Quay, Warrington; and also certain other lands and buildings in the township of Forebridge, in the parish of Castlechurch, in the county of Stafford, near to and on the south side of the station of the said Company at Stafford; and also certain other lands and buildings in the township and parish of Bushbury, in the county of Stafford, near to the point of junction of the Birmingham, Wolverhampton, and Stour Valley Railway with the London and North Western Railway, in the parish of Bushbury, and county of Stafford; and also certain other lands and buildings adjoining the Camden Town station, on the west side of the Hampstead Road, in the township and parish of Saint Pancras, in the county of Middlesex.

And it is also proposed by the said intended Act to enable the London and North Western Railway Company to purchase by agreement and to hold other lands and buildings for the general purposes of their undertaking.

And notice is hereby further given, that it is proposed by the said intended Act to make provisions for and concerning the maintenance and repair of the road or way called Wavertree-lane, to and over a certain bridge constructed for carrying the same over the Liverpool and Manchester line of the London and North Western Railway, which road or way is situate partly in the parish of Liverpool and partly in the township of Wavertree and parish of Childwall, both in the county of Lancaster, and to settle and determine to what extent (if any) the London and North Western

Railway Company are liable to keep the said road or way in repair.

And it is also proposed by the said intended Act to take power to stop up, alter, or divert, temporarily or permanently, all turnpike or other roads and highways, tramways, aqueducts, canals, reservoirs, rivers, streams, brooks, pipes, waters, and waterworks within the aforesaid parishes, townships, and places which it may be necessary to stop up, alter, or divert by reason of the construction of the said intended railways and works, or any of them, and to vary or extinguish all existing rights or privileges in any manner connected with the lands and buildings proposed to be purchased or taken for the purposes 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 money which they are now authorized to raise, or to raise 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 firstly hereinbefore described 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 Chester, at his office in Chester, and with the Clerk of the peace of the county of Salop, at his office in Shrewsbury; and that plans and sections of the proposed new road in the parish of Eccles, and plans of the additional lands proposed to be purchased in the parish of Warrington, with a book of reference to such plans respectively, and a copy of this notice, 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 in Preston; and that plans of the additional lands proposed to be purchased in the parishes of Bushbury and Castlechurch, with a book of reference to such plans respectively, and a copy of this notice, will be deposited on or before the 30th day of November 1852, with the Clerk of the Peace for the county of Stafford, at his office in Stafford; and that plans and sections and a published map of the said intended railway or sidings between the Primrose-hill tunnel and the Willesden station, and of the additional lands and buildings proposed to be purchased in the parish of Saint Pancras, with a book of reference to such plans respectively, and a copy of this notice, will be deposited on or before the thirtieth day of November 1852, with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell-green, in the same county.

And that copies of so much of the said several plans, sections, and books of reference respectively as relate to the several parishes and extra-parochial places, in or through which the said intended railways and works are proposed to be made and the said additional lands proposed to be purchased compulsorily are situate, 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 such extra-parochial place.

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 31st day of December in the present year.

Dated this first day of November, 1852.

*S. Carter, Swift and Wagstaff*, 30, Great George-street, Westminster.

#### Worcester and Hereford Junction Railway.

(Incorporation of Company; Construction of Railways on the mixed Gauge, from Worcester to Hereford, with Line to Ledbury, and Junction Lines at Hereford to the Newport, Abergavenny, and Hereford Railway; power to use portions of Oxford, Worcester, and Wolverhampton, Shrewsbury and Hereford, and Hereford, Ross, and Gloucester Railways; power for Great Western, and Oxford, Worcester, and Wolverhampton Railway Companies to contribute, and to make Working Arrangements with respect to the intended railways; 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, and to confer on such Company power to make and maintain the lines of railway and works hereinafter mentioned, or some of them, or some part or parts thereof respectively (that is to say):

A railway commencing by a junction with the line of the Oxford, Worcester, and Wolverhampton Railway, at or near a field now or late in the occupation of Benjamin White, situate in the parish of Saint Martin, in the City of Worcester, and county of the same city, and which field is numbered 36 in the said parish, on the deposited plans referred to in "the Oxford, Worcester, and Wolverhampton Railway Act, 1845," and communicating at or near the Burcotts House, in the parish of Holmer, in the county of Hereford, with the line of the Shrewsbury and Hereford Railway, and from thence proceeding upon, or adjoining, or near to the said line of the Shrewsbury and Hereford Railway, and terminating by a junction with the Hereford, Ross, and Gloucester Railway, at or near Barrs Court, in the parishes of Saint John the Baptist and All Saints, one or both of them, in the city of Hereford and the liberties thereof, or one of them:

Also a railway commencing by a junction with the said first mentioned intended line of railway, at or near a place called the Grange, in the parish of Bosbury, in the county of Hereford, and terminating at or near the Bye street on the east side of the Herefordshire and Gloucestershire Canal, in the town and parish of Ledbury, in the said county of Hereford:

Also a railway commencing from and out of the first mentioned intended railway, at or near its intended junction with the line of the Hereford, Ross, and Gloucester Railway, at or near Barrs Court aforesaid, in the said parishes of Saint John the Baptist and All Saints, or one of them, and terminating by a junction with the line of the Newport, Abergavenny, and Hereford Railway, in or near the field contiguous to the river Wye, in the parish of Saint Nicholas, within the city of Hereford, or the liberties thereof or one of them, and which field is numbered 2 in the said parish on certain of the deposited plans relating to the Newport, Abergavenny, and Hereford Railway.

Also a railway commencing from and out of the said last mentioned intended railway near to All Saints burial-ground, in the parish of All Saints, in the said city of Hereford or the liberties thereof, and terminating by a junction with the first mentioned intended railway or with the Shrewsbury and Hereford Railway, at or near a road from

Holmer to Aylestone Hill, authorized to be crossed by such last mentioned railway, in the parish of Holmer, in the county of Hereford :

And which said several railways hereinbefore described, and the works connected therewith, respectively, are intended to pass from, in, through, or into, the several parishes, townships, and extra-parochial places following, or some of (that is to say): Claines, Saint Peter otherwise Saint Peter the Great, Saint Clement, Saint John otherwise Saint John in Bedwardine, Saint Nicholas, Blockhouse otherwise Blockhouse Fields, Saint Michael otherwise Saint Michael in Bedwardine, Saint Helen, Saint Alban, Saint Martin, Saint Andrew, All Saints, Saint Swithin, the College Precincts, or some of them, in the city of Worcester, and county of the same city; Claines, Saint Martin, Saint Peter the Great, Battenhall otherwise Upper Battenhall, Lower Battenhall, Middle Battenhall, Saint Clement, Saint John otherwise Saint John in Bedwardine, Wick, Episcopi, Oldbury, Wick, Upper Wick, Rushwick, Norton otherwise Norton juxta Kempsey, Cotheridge, Powick, Clevelode otherwise Cleveland, Woodfield, Leigh, Brockhampton, Dransford, Sandlin, Leigh Sinton, Braces Leigh, Howsell, Upper Howsell, Lower Howsell, Madresfield, Newland, Great Malvern, Malvern Link, Barnards Green, Malvern Common, Hanley Castle, Malvern Wells, Little Malvern, and Welland, or some of them, in the county of Worcester; Mathon in the counties of Worcester and Hereford, or one of them; Cradley, Cradley East, Cradley West, Colwall, Coddington, Bosbury, Bosbury Division, Catley, Upleadon, Ledbury, Leadon and Haffield, Wallhills, Mitchell and Netherton, Wellington, Munsley, Ashperton, Parkhold, Pixley, Putley, Canon Froome, Egleton, Castle Froome, Tarrington, Stretton Grandison otherwise Stretton Grandson, Yarkill, Monkhide, Stoke Edith, Weston Bagard otherwise Weston Beggard, Westhide, Withington, Ewithington, Marden, Sutton Saint Michael, Sutton Saint Nicholas, Livers Ocle, Shelwick, Dorington, Bartestree, Longworth, Lugwardine, Mordiford, Holme, Lacey, Dinedor, Bullingham Upper, Bullingham Lower, Holmer, Hampton Bishop, and Tupsley, or some of them, in the county of Hereford; Holmer, Hampton Bishop, Tupsley, and the Vineyard, in the liberties of the city of Hereford; All Saints, Saint Nicholas, Saint John the Baptist, Saint Peter, Saint Owen, Saint Martin, Huntington, and Shelwick, or some or one of them, in the city of Hereford, or the liberties thereof:

And it is intended in such Bill to apply for and to confer upon the Company to be incorporated, the following powers or some of them (that is to say):

To make lateral deviations from the line of the said railways and works to the extent, or within the limits shewn upon the plans hereinafter mentioned, and to form junctions with any railways at the commencement or termination, or on the line of the said railways or any of them in the said parishes, townships, and extra-parochial places aforesaid or any of them:

To cross, stop up, alter, or divert, either temporarily or permanently, any turnpike and other roads, highways, streets, footways, railways, tramroads, aqueducts, canals, rivers, navigations, sewers, drains, and streams in the several parishes, townships and extra-parochial places beforementioned, or any of them:

To levy tolls, rates, and duties upon or for the use of such several intended railways and works, and to confer, vary, or extinguish exemptions from the payments of such tolls, rates, or duties respectively:

To make and maintain stations, sidings, wharfs, approaches, roads, and other works and conveniences within the said parishes, townships, and extra-parochial places aforesaid, or any of them:

To purchase compulsorily lands and houses for the purposes of the said several intended railways, and the works connected therewith respectively, and to vary or extinguish all existing rights and privileges connected with such lands and houses, and all other rights and privileges of any Company, corporation, commissioners, trustees, or persons, whether held under Act of Parliament or otherwise, which would in anywise interfere with the construction, maintenance, or use of the said intended railways and works:

To enable the Company intended to be incorporated to use with their engines and carriages any lines belonging to the Shrewsbury and Hereford, and Oxford, Worcester, and Wolverhampton Railway Companies, or under their respective control, which may be situate with respect to the Shrewsbury and Hereford Railway between the communication of the intended railway first mentioned near Burcotts House aforesaid and the termination of the Shrewsbury and Hereford Railway in the city of Hereford, and with respect to the Oxford, Worcester, and Wolverhampton Railway as may be situate between the commencement of the intended railway first mentioned and the Worcester station of the Oxford, Worcester, and Wolverhampton Railway Company now in course of erection, and to use the station, wharfs, watering-places, sidings, cranes, works, and conveniences, belonging to or connected with the Hereford, Ross, and Gloucester Railway at Hereford, and the Oxford, Worcester and Wolverhampton Railway at Worcester, upon payment of such tolls, rates, and charges or sums of money, 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 if needful to alter or regulate the rates and tolls authorised to be taken on such portions of the said respective railways, and to enable the Company to be incorporated to take rates and tolls thereon:

And it is intended to confer upon the Company to be incorporated other powers, rights, and privileges, for the purpose of carrying into effect the objects and provisions of the Bill:

And it is intended to enable the Great Western Railway Company and the Oxford, Worcester, and Wolverhampton Railway Company, both or either of them, to contribute towards the capital of the Company to be incorporated, and to hold shares in the undertaking to be authorised by the said Bill, and to appoint members of the direction of such Company, and for the purposes of such contribution to enable such respective Companies to apply for such purposes the capital or funds, or any part thereof, which they are authorised to raise by any of the Acts relating to such respective Companies, and to enable such respective Companies to raise further sums of money by shares or by mortgage, either with or without a preference attached to such shares, as they may respectively think fit; and to enable the Company to be incorporated and the Great Western Railway Company and the Oxford, Worcester, and Wolverhampton Railway Company to enter into and carry into effect, any contracts or arrangements which may be agreed upon between the same three Companies, or any two of them, with reference to the construction, maintenance, use, or working of the intended railways and works, or any part thereof; and with reference to the management, regulation, and interchange of traffic, and the collection, appropriation, apportionment, and distribution of the tolls, rates, duties, income, and profits arising from

or in respect of the intended railways and works, or any part thereof; and with reference to the appointment and employment of officers and servants, and to enable the said last-mentioned Companies, or either of them, to apply any portion of their capital or income to the purposes, or any of them, specified or contemplated by any such contract or arrangement as aforesaid:

And it is proposed, so far as may be necessary, to alter, amend, extend, and enlarge some of the powers and provisions of the several Acts following relating to the Oxford, Worcester, and Wolverhampton Railway Company (that is to say): the Oxford, Worcester, and Wolverhampton Railway Act, 1845; the Oxford, Worcester, and Wolverhampton Railway (Amendment) Act, 1846; the Oxford, Worcester, and Wolverhampton Railway (Amendment) Act, 1848; the Oxford, Worcester, and Wolverhampton Railway (Deviation) Act, 1848; the Oxford, Worcester, and Wolverhampton Railway (Amendment) Act, 1850; and the Oxford, Worcester, and Wolverhampton Railway (Extensions of Time) Act, 1852:

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 5th and 6th William IV. cap. 107; 6th William IV. caps. 36, 38, 77, and 79; 1st Vic. caps. 91 and 92 (1837), and 24 and 26 (1838); 2nd Vic. cap. 27; 3rd Vic. cap. 47; 3rd and 4th Vic. cap. 105; 4th and 5th Vic. cap. 41; 5th Vic. sess. 2, cap. 28; 6th Vic. cap. 10; 7th Vic. cap. 3; 7th and 8th Vic. cap. 68; 8th and 9th Vic. caps. 40, 53, 155, 156, 184, 188, 190 and 191; 9th Vic. cap. 14; 9th and 10th Vic. caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10th and 11th Vic. caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11th and 12th Vic. caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13th Vic. caps. 6 and 7; 13th and 14th Vic. caps. 44, 98, and 110; 14th and 15th Vic. caps. 48 and 81; and 15th and 16th Vic. caps. 125, 133, 140, 145, 147, and 168; and of the several Acts of Parliament following, relating to or affecting the Shrewsbury and Hereford Railway Company, viz.: local and personal, 9th and 10th Vic. cap. 325; 13th and 14th Vic. cap. 26; and 15th and 16th Vic. cap. 168; and relating to or affecting the Hereford, Ross, and Gloucester Railway, the Hereford, Ross, and Gloucester Railway Act, 1851:

And it is intended to authorize the Company proposed to be incorporated to construct the railway with rails adapted to the broad and narrow gauge, and also to enable the same Company or the Shrewsbury and Hereford Railway Company to lay down additional rails upon the before-mentioned part of such railway between the communication near the Burcotts House aforesaid and the city of Hereford, so as to adapt such portion of railway for the broad as well as the narrow gauge, and also to enable the Company to be incorporated to lay down in the aforesaid station of the Hereford, Ross, and Gloucester Railway at Hereford additional rails, so as to render such station available for the traffic from the intended railways passing on both the broad and narrow gauge, and for such purposes, if needful, to alter the Public Act 9th and 10th Vic. cap. 57, for regulating the gauge of railways:

And it is intended to incorporate with the Bill, as modified thereby, "the Companies Clauses Consolidation Act, 1845;" "the Lands Clauses Consolidation Act, 1845;" and "the Railways Clauses Consolidation Act, 1845;" or some part or parts thereof:

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections of the said several in-

tended railways and other works, describing the lines and levels thereof, and the lands to be taken for the purposes thereof, 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 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 Worcester, at his office at the city of Worcester; with the clerk of the peace for the county of Hereford, at his office at the city of Hereford; with the clerk of the peace for the city of Worcester and county of the same city, at his office in the same city; and with the clerk of the peace of the city of Hereford, at his office in the same city; and that on or before the said thirtieth day of November instant, a copy of so much of the said plans and sections as relates to each of the parishes and extra-parochial places aforesaid, in or through which the said intended railways and works are intended to pass or be made, with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each parish with the parish clerk of such parish, at his place of abode; and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his place of abode:

Printed copies of such 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.

*W. O. and W. Hunt*, 3, Whitehall Place.

*Burchell and Parson*, 47, Parliament Street.

*F. T. Elgie*, Worcester.

#### Worcester and Hereford Railway.

(Incorporation of Company for making a Railway from Worcester to Hereford, with branches to Worcester and to the Shrewsbury and Hereford Railway, and working arrangements with the Midland and London and North Western Railway Companies, or either of them.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company for the purpose of making and maintaining the railways hereinafter mentioned, with all proper works and conveniences connected therewith, and approaches thereto respectively; that is to say,—a railway commencing at or near a bridge over the turnpike road leading from Worcester to Warndon, in the parish of Claines, in the county of Worcester, and city of Worcester, and county of the same city, or one of them, by a junction with the Oxford, Worcester, and Wolverhampton Railway there, and terminating in the parish of Saint Nicholas, within the liberties of the city of Hereford, in or near to certain pieces of land adjoining and on the south side of the turnpike road leading from Hereford to Hay, now or late in the occupation of Maria Archibald; which said railway is intended to pass from, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say,—Saint Alban, Saint Oswald, Saint Michael otherwise Saint Michael in Bedwardine, Saint Helen, Claines, Whistones, otherwise Whitstones, Saint George, Saint Martin, Saint Paul, Blockhouse otherwise Blockhouse Fields, otherwise Saint Paul Blockhouse, Clap Gate, Spring Gardens, Saint Peter the Great, Saint Andrew, Saint Nicholas, the Butts, Pitchcroft otherwise Pitchcroft Ham, College Precincts, All Saints, Saint Clement, Saint John in Bedwardine, township of Saint John in Bedwardine, otherwise Saint John, Henwick, Saint

Swithin, in the city of Worcester, and county of the same city.

Claines, Saint Clement, Saint Michael, Saint Michael in Bedwardine, Wick, Wick Episcopi, Whistones otherwise Whitstones, Pitchcroft otherwise Pitchcroft Ham, Saint George, Oldbury, Saint Martin, Saint Paul, Blockhouse otherwise Blockhouse Fields, otherwise Saint Paul Blockhouse, Clap Gate, Spring Gardens, Saint Peter otherwise Saint Peter the Great, Diglis, Diglis Fields, and Saint John otherwise Saint John in Bedwardine, partly in the county of Worcester, and partly in the city of Worcester and county of the same city.

Claines, Saint Martin, Saint Paul, Blockhouse otherwise Blockhouse Fields otherwise Saint Paul Blockhouse, Saint Peter the Great, Saint John in Bedwardine, township of Saint John in Bedwardine otherwise Saint John, Outboundary of Saint John, Saint Clement, Henwick, Oldbury, Broadheath, Broadmore Green, Wick Episcopi, Wick, Upper Wick, Rushwick, Lower Wick, Wheatfield, Powick, Woodfield, Claphill, Collets Green, Callow End, Bastonford, King's End, Pole Elm, Clevelode otherwise Cleveload, Leigh, Bransford otherwise Bransford, Sinton, Leigh Sinton, Braces Leigh, otherwise Leigh Braces, Sherridge, Sandlin otherwise Sanlin, Storrige, Brockamin, Hill End, Newland, Chapelry of Saint Peter Newland, Saint Saint Mary's Newland, Cotheridge, Hewson, Other-ton, Hallow, Grimley, Maddresfield otherwise Maddresfield, Howsen, Howsell, Upper Howsell, Lower Howsell, Malvern, Great Malvern, the Link, Malvern Link, Link Common, Link End, Link Elm, Lane End, Saint Matthias, Saint James, Saint Matthias Leigh, Saint James Leigh, Mathon, Saint James Mathon, Fidlers Pit Lane, Vicarage Croft, Poole End Street, Malvern Common, Little Malvern, Hanley Castle, Malvern Wells, Malvern Hills, and the Wych, or some of them, in the county of Worcester.

Colwall, Barton Colwall, Malvern Hills, The Wych, Mathon, Saint James Mathon, Cradley, Cradley East, Cradley West, Stoney Way, Chances Pitch, Barton Court, Coddington, Mainstone, Eastnor, Plaistow, Netherley, Netherton, Mitchell, Mitchell and Netherton, Leaden, Haffield, Leaden and Haffield, Wall Hills, Welling-ton, Ledbury, Ledbury Borough, Marcle, Little Marcle, Catley, Upleaden, Froome, Canon Froome, Bosbury, Aylton, Pixley, Munsley, Eastwood, Parkhold, Ashperton, Yarkhill, Monkhide, Stretton, Church Stretton, Stretton Grandsome, Stoke Edith, Westhide, Tarrington, Little Tarrington, Livers Ocle, Weston Beggard, Dormington, Mordiford, Bartestree, Lugwardine, Withington, Church Withington, E. Withington or East Withington, Nunnington, Pipe and Lyde, Sutton Saint Michael, Sutton Saint Nicholas, Huntingdon, Shelwick, and Holmer, or some of them, in the county of Hereford; Holmer, Hereford, Saint John otherwise Saint John the Baptist, All Saints, Saint Nicholas, Saint Peter, Saint Owen, Saint Martin, Eign, and Above Eign, partly within the city of Hereford, or within the liberties thereof, and partly in the county of Hereford, or one of them.

And also a railway commencing by a junction with the said first-mentioned intended railway in the parish of Claines, in the city of Worcester and county of the same city, near to the point where such intended railway is proposed to cross the turnpike road from Worcester to Astwood, near the Worcester Gas Works, and terminating by a junction with the Oxford, Worcester, and Wolverhampton Railway, at or near the south end of the tunnel of the same railway, in the parish of Claines, in the county of Worcester, which said last mentioned intended railway will pass through or into the said parish of Claines, in the county of

Worcester and city of Worcester and county of the same city.

And also a railway commencing by a junction with the first mentioned intended railway, near a place called Widemarsh, in the parish of Holmer in the county of Hereford, or city and liberties of Hereford, or one of them, and terminating by a junction with the Shrewsbury and Hereford Railway, at or near a place called Bars Court, in the parish of Saint John otherwise Saint John the Baptist, in the city of Hereford and the liberties thereof, or county of Hereford, or one of them; which said last mentioned railway will pass through or into the several parishes and townships of Holmer, All Saints, Saint John otherwise Saint John the Baptist, Saint Peter, Saint Owen, Saint Martin, or some of them, in the county of Hereford, or city of Hereford and the liberties thereof, or some of them.

And also a railway commencing by a junction with the first mentioned intended railway, near to a place called Shelwick Court, in the parish of Holmer, in the county of Hereford, and terminating by a junction with the Shrewsbury and Hereford Railway, in the same parish, near to Shelwick Court, aforesaid, which last mentioned railway will pass through the parishes or townships of Holmer and Shelwick, or one of them, in the county of Hereford.

And powers will be applied for in the said intended Act, to authorise other junctions of the intended railway with the line of the Shrewsbury and Hereford Railway in any of the parishes or townships aforesaid.

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

And it is also intended, by such Act, to vary or extinguish all existing rights or privileges in any manner connected with the lands and houses proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges; and also to take powers to 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 to the aforesaid parishes, townships, and extra-parochial places, or any of them, with which it may be necessary to interfere in the construction of the said intended railways and works.

And notice is hereby further given, that maps, plans, and sections of the said intended railways and works, together with books of reference to such plans, and also a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Worcester, at his office in the city of Worcester; with the Clerk of the Peace for the county of Hereford, at his office in the city of Hereford; and with the Clerk of the Peace for the city of Hereford, at his office in the city of Hereford; 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 intended to be made, and also a copy of this notice, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at

at his residence; and as regards any extra-parochial place, with the parish clerk of some adjoining parish.

And it is further proposed by the said intended Act, to enable the Company thereby to be incorporated, and the Midland Railway Company, and the London and North Western Railway Company, or either of such last-mentioned companies, to enter into and carry into effect such agreements and arrangements as they may think fit in respect of the working and use by the last mentioned companies, or either of them, of the said intended railways, or any part or parts thereof respectively; and the regulation and management by such Companies or either one or more of them of the traffic upon or over the said intended railways, or any part or parts thereof respectively; and the payment and also the division and apportionment between the Companies who shall be parties to any such agreement or arrangement of tolls, rates, and duties received in respect of such traffic; and it is proposed to alter, amend, and enlarge, so far as may be necessary for such purposes, or any of them, the powers and provisions of the several Acts relating to the Midland Railway Company, that is to say,—local and personal, 7th and 8th Victoria, caps. 18 and 59; 8th and 9th Victoria, caps. 38, 49, 56, 90, and 181; 9th and 10th Victoria, caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 349; 10th and 11th Victoria, caps. 122, 135, 150, 191, 214, 215, and 270; 11th and 12th Victoria, caps. 21, 88, and 131; and 14th and 15th Victoria, caps. 57, 88, and 113; also of the several Acts following, 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 1st William IV. cap. 51; 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. 23 and 94; and 15th and 16th Vic. caps. 98, and 105.

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

Dated this 3rd day of November, 1852.

#### Barnsley Waterworks Company.

(Confirmation of existing works and title to lands; new works; amendment of act; new capital; and further powers.)

**N**OTICE 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 or repeal the powers and provisions, or some of the powers and provisions, of an act passed in the first year of the reign of her present Majesty, intituled "An act for better supplying with water the town and neighbourhood of Barnsley, in the West Riding of the county of York," in which said bill, provision is intended to be made for effecting the objects following, or some of them, (that is to say) :—

To empower the company of proprietors of the Barnsley waterworks (herein called "the company")

to maintain a reservoir, constructed by them, upon certain lands purchased respectively of William Bayldon, and the trustees of Sheffield-hospital, in the respective townships of Barnsley and Monk-Bretton, otherwise Burton, in the several parishes of Silkstone and Roystone, all in the West Riding of the county of York, and near to the Smithy-mill there, together with the weirs, culverts, or feeders, embankments, engines, and other works, and conveniences connected therewith.

To empower the company to maintain another reservoir already constructed by them, and called the new or upper reservoir, at or near a place called Jordan-hill, in the said township of Barnsley and parish of Silkstone, together with the weirs, culverts, or feeders, embankments, and other works and conveniences, connected therewith; and to divert, or continue to divert, into the said last-mentioned reservoir, and other works, the water flowing or forced from the first-mentioned reservoir.

To empower the company to maintain a cut or channel, already constructed by them, commencing by a junction with the old course of the river Dearne, on the south-east side of Smithy-mill-lane, at or in a certain field belonging to George Greenwood Tetley, the assignee, and John Hague, Jane Wheatley, the reverend George Bayldon, George Robison, Thomas Palian, Alfred Palian, Robert Thompson, Thomas Bayldon, and James Henry Barber, the mortgagees of the said William Bayldon, or to the said William Bayldon, some or one of them, and now in the occupation of William Little, situate in the township of Barnsley, in the parish of Silkstone, in the said Riding, and terminating by a junction with the old course of the said river in the aforesaid field, together with a bridge, already constructed by them, over the said cut or channel, in the line of the said Smithy-mill-lane, for the purpose of carrying the said lane over the said new cut or channel, in the last-mentioned parish and township.

To ratify the stopping up, by the company, of an old waste weir called the Bye-wash, formerly standing in the goit leading from the river Dearne to or by the Smithy-mill, and the removal by them of another old waste weir formerly standing on the said goit, at a distance of about twelve yards from the said Smithy-mill; and to empower them to maintain the new waste weir, constructed by them on the site of the last-mentioned old waste weir, in the said township of Monk-Bretton, otherwise Burton, and parish of Roystone.

To empower the company to maintain a conduit or line of pipes, commencing by a junction with the said reservoir at the south-east side or end thereof, in the said townships of Barnsley and Monk-Bretton, otherwise Burton, and parishes of Silkstone and Roystone, or one of them, and terminating at the aforesaid new or upper reservoir of the company, at or near to the aforesaid place called Jordan-hill, in the said township of Barnsley and parish of Silkstone.

To confirm the title of the company to the said works, and the lands and hereditaments in, or upon which the same are constructed, and to extinguish the right of any persons to dispossess the company therefrom.

To confirm and sanction the construction of the said works by the company and the appropriation of their capital thereto.

To empower the company to make and maintain the new works hereinafter mentioned, that is to say :

To make and maintain a sluice or sluices, or penstock, at or above Holling-dam weir, at or near the point where the said goit joins the river Dearne.

To cleanse, scour, deepen, and improve the channel and course of the said goit, from the said point of junction with the river Dearne, at or near

Holling-dam weir, to the point where the said goit rejoins the river Dearne, at or near Smithy-mill.

To make and maintain an impounding reservoir, in or upon certain fields in the said township of Monk-Bretton, otherwise Burton, and parish of Roystone, now in the occupation of William Little, and respectively belonging to the trustees of Sheffield-hospital, and the assignee and mortgagees of William Bayldon, or to the said William Bayldon, lying between the river Dearne and the said goit.

To make and maintain a cut or channel from the said goit to the intended reservoir, through the said lands, commencing by a junction with the said goit, and terminating in the last-mentioned reservoir on the northward side thereof, and also a sluice or sluices, penstock or penstocks, at the point where the said cut or channel will join the said goit.

To lay down and maintain a conduit or line of pipes, commencing in or at the south-east side of the intended new reservoir, and terminating in or at the north-west side of the existing reservoir at Smithy-mill.

To make and maintain a cut channel or bye wash commencing in or at the south-east side of the intended new reservoir, and terminating by a junction with the river Dearne, in a field in the said township of Monk-Bretton, otherwise Burton, and parish of Roystone, belonging to the trustees of Sheffield-hospital, and now in the occupation of William Little.

To make and maintain a conduit or line of pipes commencing in or at the north side or end of the intended new reservoir, and terminating in or near the said goit, at or near to Smithy-mill aforesaid; and also a conduit or line of pipes, commencing in or at the north-east side of the existing reservoir at Smithy-mill, and terminating by a junction with the last-mentioned conduit or line of pipes.

Also a conduit or line of pipes, commencing in or at the south-east side of the said existing reservoir at Smithy-mill, and terminating in or at the east side of the existing reservoir at or near Jordan-hill aforesaid.

And to make and maintain a new cut or channel for the river Dearne, commencing, terminating, and being wholly within a field in the township of Barnsley, and parish of Silkstone, bounded on the south-east side thereof, by Smithy-mill-lane, and on two other sides thereof, by the Barnsley canal and the river Dearne respectively.

To make and maintain embankments, filtering beds, dams, sluices, cuts, channels, drains, pipes, wells, tanks, engines, and other conveniences, necessary in connexion with the said intended works, and for collecting, cleansing, and storing up, the waters of the said river Dearne and goit.

To divert, and continue to divert, the waters of the river Dearne, into, and through the said goit, and the existing and intended cuts and channels, or some of them, and to divert, collect, and store up, and continue to divert, collect, and store up, the waters of the said river and goit, into, through, and within the said existing and intended reservoirs and other works; and to supply, or continue to supply, the same, within the limits of supply defined in the said act, all which said existing and intended reservoirs, and other works, will be made or pass from, in, through, or into, the several parishes, townships, and extra-parochial places following, or some of them, that is to say, Monk-Bretton, otherwise Burton, Carlton, Roystone, Darton, Barnsley, and Silkstone, all in the West Riding of the county of York.

To lay down and maintain pipes, culverts, and other works, in, under, over, or across, and for that purpose to cross, break open, alter, divert, or stop up, either temporarily or permanently, any roads, highways, footpaths, streets, public places, bridges,

canals, towing-paths, railways, tramways, sewers, drains, streams, brooks, and watercourses, in any of the parishes, townships, or places before-mentioned or elsewhere, within the said limits of supply.

To purchase by compulsion or agreement, the Smithy-mill with the weirs, works, water-rights, lands, and appurtenances thereof, a triangular piece of land near the Smithy-mill, bounded by the Smithy-mill-lane, by the river Dearne, and by the existing new channel of the same respectively, and certain lands adjoining the reservoir at Smithy-mill belonging to the trustees of Sheffield-hospital, and also 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 aforesaid; and to vary or extinguish any rights or privileges connected therewith, and any other rights and privileges which would in any way interfere with the objects of the said bill.

To empower the company to continue or alter the rates, rents, and charges, for their supply by the said act authorised, and to confer, vary, or extinguish exemptions from, the payment of such rates, rents, or charges.

To empower the company to raise further capital for the purposes of the intended works, and of extending their supply, and of paying off or providing for additional moneys raised by them by loans and otherwise, for the purposes of their undertaking; to create and issue new shares, to attach to such new shares, or some portions or classes thereof, a certain guaranteed interest, or a preference, or priority in payment of dividends, or interest, or other privileges, or to issue such shares, or a portion thereof, at a discount; to regulate the capital of the company, and to borrow further money on mortgages, bonds, or otherwise.

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

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 existing and intended reservoirs, cuts, or channels, and other works showing the situation and levels thereof, 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, at the office of the clerk of the peace, for the West Riding of the county of York, at Wakefield, in the said Riding; and that on or before the same thirtieth 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 existing, or intended reservoirs, cuts, or channels, and other works are 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 of such parish, at his place of abode; and in the case of each 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 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, one thousand eight hundred and fifty-two.

William Shepherd, } Solicitors for the Bill.  
Edward Newman, }

Lees and Hebden Bridge Turnpike Road.  
(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 leave to bring in a Bill and

to obtain an Act to alter, amend, and enlarge the powers and provisions, and to continue the term, of an Act of Parliament, passed in the fifty-fourth year of the reign of King George the Third, intituled "An Act for making and maintaining a road from a place called Lees, in the parish of Bingley, to commence and branch off from the road leading from Cross Roads Inn to Haworth, at the north-east corner of a certain close of land called the 'High Field,' to Hebden Bridge, in the parish of Halifax, all in the West Riding of the county of York," the term whereof has been from time to time continued by virtue of the several public general Acts following, namely, the

5 and 6 William the Fourth, cap. 49	6 and 7 Victoria, cap. 69
6 and 7 William the Fourth, cap. 62	7 and 8 Victoria, cap. 41
1 Victoria, cap. 18	8 and 9 Victoria, cap. 53
1 and 2 Victoria, cap. 68	9 and 10 Victoria, cap. 51
2 and 3 Victoria, cap. 31	10 and 11 Victoria, c. 105
3 and 4 Victoria, cap. 45	11 and 12 Victoria, cap. 96
4 Victoria, cap. 9	12 and 13 Victoria, cap. 87
5 and 6 Victoria, cap. 60	13 and 14 Victoria, cap. 79
	14 and 15 Victoria, cap. 37
	15 and 16 Victoria, cap. 58

or some of them; or to repeal the said Act of the fifty-fourth year of the reign of King George the Third, and to obtain another Act in lieu thereof, with further and more effectual powers and provisions: and by such Act it is intended to continue or alter the existing tolls authorized to be collected on the road comprised in the said Act, and to continue, alter, vary, or extinguish existing exemptions from payment of tolls, and other rights or privileges, and to confer other exemptions, rights, or privileges; and it is also intended by the said Bill and Act to alter or vary the application of the money arising from the tolls collected on the said road, and to alter or vary existing provisions relative to the payment of the interest and principal of the debt due and owing upon the credit of the tolls collected upon the said road, and to provide for altering the present and fixing the future rate of 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 such other provisions with respect to the liquidation or extinguishment of all or any arrears of interest thereon, and of other charges and liabilities on the said road, and other matters, as Parliament shall deem necessary; and notice is also hereby given, that printed copies of such Bill will be deposited in the Private Bill Office at the House of Commons, on or before the thirty-first day of December next.—Dated this first day of November, one thousand eight hundred and fifty-two.

*Richard Metcalfe*, Keighley, clerk to the Trustees or Commissioners of the said Turnpike-road.

Oxford, Worcester, and Wolverhampton Railway. (Extensions of time for purchasing lands and completing works on Stratford-upon-Avon and Kingswinford branches, and extensions of such branches; branch to Stourbridge; regulation of capital; preference shares; and amendment of acts).

**N**OTICE is hereby given, that application is intended to be made to parliament in the ensuing session for leave to bring in a bill to alter, amend, and enlarge, or repeal, and consolidate, the powers and provisions of the several acts following, or some of them (that is to say),

"The Oxford, Worcester, and Wolverhampton railway act, 1845;" "the Oxford, Worcester, and Wolverhampton railway (amendment) act, 1846;" "the Oxford, Worcester, and Wolver-

hampton railway (amendment) act, 1848;" "the Oxford, Worcester, and Wolverhampton railway (deviation) act, 1848;" "the Oxford, Worcester, and Wolverhampton railway (amendment) act, 1850;" and, "the Oxford, Worcester, and Wolverhampton railway (extensions of time) act, 1852."

And it is intended to enable the Oxford, Worcester, and Wolverhampton railway company to attach to the shares which by the said last-mentioned act, intituled, "the Oxford, Worcester, and Wolverhampton railway (extensions of time) act, 1852," they are authorised to issue, such preference, or priority in payment of dividends, over the ordinary share capital of the company as the company, may think proper, or as may be prescribed in the said bill.

And it is intended in the said bill to apply for powers to extend, in respect of the branch or extension railways and works hereinafter specified, the time granted or limited by the several acts hereinafter mentioned for the completion of such branch or extension railways and the works connected therewith respectively, and also to extend the time granted or limited by such acts respectively (and which time was extended by a warrant under the seal of the commissioners of railways, bearing date the second day of August, one thousand eight hundred and forty-eight, in pursuance of the act, intituled "an act to give further time for making certain railways"), for the compulsory purchase of lands and houses authorised to be taken for the construction of such branch or extension railways, and the works connected therewith (that is to say) in respect of the extension or branch railway authorised by "the Oxford, Worcester, and Wolverhampton railway (amendment) act, 1846," to be made, commencing at or near to the town of Stratford-upon-Avon, in the parish of Old Stratford, in the county of Warwick, and terminating by a junction with the line of the Oxford, Worcester, and Wolverhampton railway, in the hamlet of Norton, in the parish of Weston sub Edge, in the county of Gloucester; and it is intended to revive the compulsory powers of purchasing lands and houses authorised to be taken by such act for the construction of such railway and the works connected therewith; and also in respect of the branch railway, and the works connected therewith, described in "the Oxford, Worcester, and Wolverhampton railway act, 1845," as the fourth branch, and authorised to be made, diverging from and out of the Oxford, Worcester, and Wolverhampton railway at Brettel-lane, in the parish of Kingswinford, in the county of Stafford, and to pass through and terminate in the same parish, at or near the Oak Farm iron works, situate therein; and it is intended to revive the compulsory powers of purchase given by such act in respect of the lands and houses authorised to be taken for such branch railway and works; and further, to extend the time granted or limited for the completion of such two branch railways, by "the Oxford, Worcester, and Wolverhampton railway (extensions of time) act, 1852."

And it is intended to apply for powers in such bill to enable the Oxford, Worcester, and Wolverhampton railway company, to make and maintain the following branch or extension railways, or some of them, or some part or parts thereof respectively (that is to say):

A branch or extension railway from and out of the said branch railway to the town of Stratford-upon-Avon, commencing by a junction therewith at or near the turnpike road from Stratford-upon-Avon to Alcester, in the parish of Old Stratford, in the county of Warwick, and terminating in the said parish, in or near a field belonging to the mayor, aldermen, and burgesses of the borough of



Stratford-on-Avon, and in the occupation of James Nason, and near to or adjoining the Stratford canal, and which said branch or extension railway, and the works connected therewith, will be wholly situated in the said parish of Old Stratford.

Also a branch or extension railway, commencing by a junction with the main line of the Oxford, Worcester, and Wolverhampton railway, at or near the point where such main line crosses Amblecote-lane, in the hamlet of Amblecote, in that part of the parish of Oldswinford which is in the county of Stafford, and terminating at or near the turnpike road from Stourbridge to Dudley, at or near the wharf in the occupation of Messrs. Keep and Watkin, in the said hamlet and parish, and which said intended branch or extension railway, and the works connected therewith, will be wholly situate in the said hamlet of Amblecote, and parish of Oldswinford, in the said county of Stafford.

Also a branch or extension railway, from and out of the branch railway authorised to be made in the parish of Kingswinford by the said "Oxford, Worcester, and Wolverhampton railway act, 1845," commencing by a junction with the said branch railway, at or near the road leading from Wall Heath to Gornal Wood, numbered 97 on the deposited plans referred to in such act, in the parish of Kingswinford, in the county of Stafford, and terminating at or near the turnpike road leading from Dudley to Himley, near the waste weir of Askew bridge pond, in the parish of Himley, in the said county of Stafford, and which said branch or extension railway, and the works connected therewith, will pass from, in, through, and into the several parishes, townships, and extra-parochial places of Kingswinford, Sedgely, Himley, or some of them, in the county of Stafford.

And it is intended in such bill to apply for and to confer upon the Oxford, Worcester, and Wolverhampton railway company the following powers, or some of them (that is to say): for the compulsory purchase of lands and houses for the construction of the said branch or extension railways, and other works before mentioned or required for the works connected therewith respectively; to levy tolls, rates, and duties for the use of the said intended branch and extension railways and other works, powers to make which will be applied for in the said bill, and to alter existing tolls, rates, and duties; to make and maintain stations, sidings, communications, approaches, wharfs, and other works, in connection with such intended branch or extension railways, in the several parishes, townships, and extra-parochial places aforesaid, or any of them; to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties, and other rights and privileges; to cross over, alter, divert, or stop up turnpike and other roads, railways, tramways, canals, sewers, and drains, in the said several parishes, townships, and extra-parochial places, or any of them, and to form junctions with any other railway or railways; to apply any part of their capital or money authorised by the recited acts, or any of them, to be raised, to or towards the construction of the said intended branch or extension railways or works; to raise further sums of money by shares or mortgage.

And notice is hereby further given, that duplicate plans and sections describing the lines and levels of the said intended branch or extension railways, and other the works aforesaid, and the lands to be taken for the purposes thereof, 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 a published map with the lines of the said branch or extension railways delineated thereon, 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 Warwick, at his office at Stratford-upon-Avon, and with the clerk of the peace for the county of Stafford, at his office at Stafford; and that on or before the said thirtieth day of November, copies of so much of the said plans, sections, and books of reference, as relates to each of the several parishes and extra-parochial places in or through which the said intended branch or extension railways and works are proposed to be made, together 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 any extra-parochial places, with the parish clerk of some parish adjoining thereto, at his residence; and printed copies of the said 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 the first day of November, one thousand eight hundred and fifty-two.

*Burchell and Parson,*  
47, Parliament-street.

Oxford, Worcester and Wolverhampton Railway. (Wolverhampton station; extension of time for compulsory purchase of lands and for completion; regulations as to station and expense of construction and as to joint use by the Oxford, Worcester, and Wolverhampton, Birmingham, Wolverhampton and Dudley, or Great Western, and Shrewsbury and Birmingham railway companies; further powers to such companies with reference thereto; and amendment of acts,

**N**OTICE is hereby given, that application is intended to be made to parliament, in the ensuing session, for leave to bring in a bill to alter, amend, and enlarge, or repeal, and consolidate the powers and provisions of the several acts following, or some of them (that is to say): "the Oxford, Worcester, and Wolverhampton railway act, 1845," "the Oxford, Worcester, and Wolverhampton, railway amendment act, 1846," "the Oxford, Worcester, and Wolverhampton railway (amendment) act, 1848," "the Oxford, Worcester, and Wolverhampton railway (deviation) act, 1848," "the Oxford, Worcester, and Wolverhampton railway (amendment) act, 1850," "the Oxford, Worcester, and Wolverhampton, railway (extensions of time) act, 1852."

And it is intended to apply for powers in such bill to extend the time granted or limited by the "Oxford, Worcester, and Wolverhampton railway (deviation) act, 1848," for the compulsory purchase of lands and houses authorised to be taken by such act, for the station, by such act authorised to be constructed in the township and parish of Wolverhampton, in the county of Stafford, and for the railway and works connected therewith, and in respect of so much of the lands and houses authorised by such act to be taken for such purposes as are situate within the said township and parish of Wolverhampton, and included in the deposited plans and books of reference referred to in such act, it is intended to revive the compulsory powers of purchase given by such act, and also to extend the time granted or limited by "the Oxford, Worcester, and Wolverhampton railway (extensions of time) act, 1852," for the completion of such station and the works connected therewith.

And it is intended by the said bill to alter, amend, or repeal some of the provisions of "the Oxford, Worcester, and Wolverhampton railway (deviation) act, 1848," relating to the said station at Wolverhampton, and to make provision for setting out or determining the limits of the station to be subject to the provisions of such act, and to

be constructed by and placed under the control of the joint committee thereby authorised to be appointed, and to be jointly used by the Oxford, Worcester, and Wolverhampton railway company, the Birmingham, Wolverhampton, and Dudley railway company, and the Shrewsbury and Birmingham railway company; and it is intended in such bill to prescribe the time for payment to the Oxford, Worcester, and Wolverhampton railway company, by the Birmingham Wolverhampton, and Dudley railway company, and Shrewsbury, and Birmingham railway company, or by the Great Western, or any other company claiming under or on behalf of the said Birmingham, Wolverhampton, and Dudley railway company, of a proportionate part of the sums which the Oxford, Worcester, and Wolverhampton railway company have already expended, or may hereafter expend in, upon, or about the said station, or the purchase of property, and to prescribe the modes of ascertaining and settling the amounts so payable by the said several railway companies respectively; and to enable such three companies to contribute towards the cost of constructing and maintaining and using such station in equal proportions; and it is also intended to authorise or require the submission to arbitration of all disputes respecting such station, or respecting the carrying out the provisions of the said bill; and it is intended to vary or extinguish the rights and privileges of all or any of the said companies, and of all other companies and parties, with respect to such station, or the rights and privileges of the joint committee by the said act authorised to be appointed, and to confer further powers, rights and privileges, and to make better provisions and regulations for the maintenance and use of the said station, and the works connected therewith.

And it is intended to enable the Oxford, Worcester, and Wolverhampton, the Shrewsbury and Birmingham, and the Birmingham, Wolverhampton, and Dudley, or the Great Western, or such other railway company, as aforesaid, or any of them, to raise additional sums of money by shares, or mortgage, for the purpose of providing or contributing towards such station and works, with or without a preference attached to such shares as they respectively think fit, or to apply any part of the capital or funds which by any existing acts they are authorised to raise to such purposes, and to authorise such respective companies to enter into and carry out agreements and arrangements with reference to the construction, maintenance, and use of such station.

And it is intended, so far as may be necessary for the purposes aforesaid, to alter, amend, and enlarge some of the powers and provisions of the acts relating to the Birmingham, Wolverhampton, and Dudley, and Great Western railway companies, namely:—local and personal acts, 5th and 6th William IV cap. 107; 6th Will. IV caps 36, 38, 77, and 79; 1st Victoria, caps. 91 and 92 (1837), and 24 and 26 (1838); 2nd Vic. cap. 27; 3rd Vic. cap. 47; 3rd and 4th Vic. cap. 105; 4th and 5th Vic. cap. 41; 5th Vic. sess. 2, cap. 28; 6th Vic. cap. 10; 7th Vic. cap. 3; 7th and 8th Vic. cap. 68; 8th and 9th Vic. caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9th Vic. cap. 14; 9th and 10th Vic. caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10th and 11th Vic. caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11th and 12th Vic. caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13th Vic. caps. 6 and 7; 13th and 14th Vic. caps. 44, 98, and 110; 14th and 15th Vic. caps. 48 and 81; and 15th and 16th Vic. caps. 125, 133, 140, 145, 147, and 168; and also of the acts relating to the Shrewsbury and Birmingham Railway, viz. 9th and 10th Vic. cap. 307 and 308;

10th and 11th Vic. cap. 80; 11th and 12th Vic. cap. 133; and 12th and 13th Vic. cap. 85.

Printed copies of the said 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 first day of November, one thousand eight hundred and fifty-two.

*Burchell and Parson,*  
47, Parliament-street.

#### Midland Railway.

(Amendment of Acts, Creation of New Shares, or Grant of Annuities for Payment of Debt.)

**N**OTICE 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 all or some of the powers and provisions of the several Acts of Parliament following, or some of them, relating to the Midland Railway Company; that is to say, local and personal Acts, 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.

And it is proposed by the said intended Act to enable the Midland Railway Company to extinguish their debenture debt, or some part thereof; and for that purpose to create new shares, and to guarantee in respect of the shares so to be created, an irredeemable preferential interest or dividend, or to convert their debenture debt, or some part thereof, into perpetual annuities.

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 3rd day of November, 1852.

*Berridge, Macaulay, & Morris,*  
Leicester,  
*S. Carter,* Birmingham, } Solicitors.

#### Newport, Abergavenny, and Hereford Railway. Extension to Brecon.

**T**HE Newport, Abergavenny, and Hereford 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 powers, namely:

1. To make and maintain a railway, with all proper works, stations, approaches, and conveniences connected therewith, commencing by a junction with the said Newport, Abergavenny, and Hereford railway, in a field numbered 31 on the parliamentary plan of the said railway, which field belongs to Ferdinand Hanbury Williams, and is in the occupation of William Daniel, in the parish of Abergavenny, in the county of Monmouth, and terminating at or near to the Upper-wharf of the Brecon and Abergavenny Canal, in the chapelry of Saint Mary, within the parish of Saint John the Evangelist, in the town and borough of Brecon, in the county of Brecon, which said line of railway is intended to pass in or through Abergavenny, Llwyndu, Llanwenarth Citra Usk, Llanfoist, and Llanwenarth Ultra Usk, all in the county of Monmouth; and Llanelly, Aberbaiden, Maesgartha, Llangenny, Crickhowell, Llangattock-juxta-Crickhowell, Prisk Lower, Penallt, Saint Michael Cwmdu, Tretower, Cenol, Cilwych, Llangunider, Vro otherwise Fro, Llanddetty, Vro, otherwise Fro, Llansaintfraed, Llanfagan, Vro, otherwise Fro Pencelli, Llanfrynach, Llanhamlach, and chapelry of Saint Mary, within the parish of Saint John the

Evangelist, or some of them, in the county of Brecon.

2. To make and maintain branch lines of railway, with all proper works, stations, approaches, and conveniences connected therewith, namely, a branch diverging from the said main line, at or near to a point midway between a farm-house called Beilian and the river Usk, opposite Llangrwyney paper mills, in the parish of Llanelly, in the county of Brecon, and terminating at a point about 330 yards below a mill called Llanelly mill, otherwise Clydach Mill, in the same parish; another branch diverging from the said main line at or near to a house called Rhyd yr-Onan, otherwise Ashford, in the parish of Llanddettty, in the county of Brecon, and terminating by a junction with the Bryn-ore tramroad at or near a wharf called Tal-y-Bont, in or near the same parish, and passing in or through the several parishes of Llanddettty and Llanfagan, in the county of Brecon.

3. The bill will take powers to purchase lands and houses compulsorily for the purposes aforesaid, to extinguish any privileges that may interfere with the said railway, branch railways, and works, and to levy tolls, rates, and duties for the use thereof; and it will amend and extend the powers of the acts relating to the company, namely, "the Newport, Abergavenny, and Hereford railway act, 1846," "the Newport, Abergavenny, and Hereford railway (deviations) act, 1847," and "the Newport, Abergavenny, and Hereford railway (extension to Taff Vale railway) act, 1847."

Plans and sections of the proposed railway, branches, and works, a book of reference to the plan, a published map, showing the direction of the proposed works, and a copy of this notice, will, before the first day of December next, be deposited for public inspection at the office of the Clerk of the Peace for Monmouthshire, at Newport, and for Breconshire at Brecon, and a copy of so much of the plan, section, and book of reference, as relates to each parish in which the works proposed by the bill will be situate, will be deposited before the same day (together with a copy of this notice) with the parish clerk of that parish, at his residence. Where the works are to be made in extra-parochial places, these documents will be deposited at the residence of 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 tenth day of November, one thousand eight hundred and fifty-two.

*Johnston, Farquhar, and* } Moorgate-street,  
*Leech,* } London.  
*Gabb, and Secretan, Wood-* } Abergavenny.  
*house,* }

#### Grand Surrey Tidal Dock.

(Incorporation of Company for making New Dock and Works, with Powers of Sale, Lease, or Amalgamation; and to make Arrangements.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the session of 1853, for an Act to construct and maintain a tidal dock in the parish of Saint Paul, Deptford, in the county of Kent, and the parishes of St. Mary, Rotherhithe, and St. Mary Magdalen, Bermondsey, in the county of Surrey; and to construct and maintain an entrance from the River Thames into the said dock, between the entrance to the East Country Dock and the dock formerly known as Gordon's Dock, but now belonging to the London, Brighton, and South Coast Railway Company, partly in the said parish of St. Paul, Deptford, and partly in the said parish of St. Mary, Rotherhithe; and to construct and maintain another entrance

from the said River Thames into the Grand Surrey Tidal Dock at a certain graving dock, called Fountain Dock, which is situate between Fountain Stairs and East Lane Stairs, in the said parish of St. Mary Magdalen, Bermondsey; and also to construct and maintain all such bridges, piers, locks, feeders, railways, tramways, engines, machinery, quays, walls, wharfs, landing-places, embankments, depôts, gates, warehouses, viaducts, sluices, archways, approach roadways, caissons, and other works and conveniences connected with the said dock, as may be necessary or expedient; and to deepen the bed of the said River Thames, and of the Grand Surrey Canal, and to take water from the said River Thames and Grand Surrey Canal for the said dock and entrances.

And it is proposed by the said intended Act, to take power to cross, divert, raise, lower, or stop, either permanently or temporarily, all such turnpike and other roads, streets and ways, sewers and watercourses, within, adjoining, or near the said parishes, as it may be necessary so to cross, divert, raise, lower, or stop, for the construction of the works aforesaid; and to cross, deepen, and place locks across the said Grand Surrey Canal, and to cross a tramway, or proposed site of an intended tramway, which the Commercial Dock Company have power to make, to connect the docks of the said Commercial Dock Company with the Deptford Branch Railway of the said London, Brighton, and South Coast Railway Company.

And it is also proposed by the said intended Act to incorporate a company to carry the said undertaking into effect, and to apply for powers for compulsory purchase of the lands and buildings in the said parishes of St. Paul, Deptford, St. Mary, Rotherhithe, and St. Mary Magdalen, Bermondsey, to be defined upon the plans hereinafter mentioned, and to vary or extinguish all existing rights and privileges connected with such lands, houses, and other property which would in any manner interfere with the proposed undertaking. And also to empower the said Company to appoint and license a sufficient number of persons to be labourers and porters within the said Grand Surrey Tidal Dock and the premises connected therewith respectively; and the said Act will declare such dock and premises to be within the port of London, and the quays of such dock to be legal quays for the shipping, unshipping, and warehousing of goods.

And it is proposed by the said intended Act to take power to alter and amend, and, as far as may be necessary, to repeal some of the provisions of the Acts of Parliament relating to the said Grand Surrey Canal hereinafter mentioned, or some of such Acts; that is to say, the 41st of George the 3rd, chapter 31; the 47th George the 3rd, chapter 80; the 48th George the 3rd, chapter 99; the 51st George the 3rd, chapter 170; and also the provisions of the Commercial Dock Act, 1851, or some of them.

And it is further proposed by the said intended Act to apply for powers to levy tolls, rates, or duties in respect of the before-mentioned works, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties, and to alter existing tolls, rates, or duties.

And it is also proposed by the said intended Act to vary or extinguish all existing rights and privileges in any manner relating to the lands and buildings proposed to be taken for the purposes of the said Act, or which would in any other manner impede or interfere with the carrying of the said Act into execution, and to confer other rights and privileges.

And it is proposed by the said intended Act to authorize arrangements between the Company proposed to be incorporated thereby and any other

company, companies, person or persons, to be made and carried into effect with respect to the construction, maintenance, or use of the said intended dock and works, or for transferring to and vesting in any such other company, companies, person or persons, permanently, or for a term of years, the said dock and works; or for effecting an amalgamation between the Company to be incorporated, and any other company or companies as aforesaid.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the said dock, entrances, and other works, and a book of reference to such plans, containing the names of the owners or reputed owners, lessees, and occupiers of the lands and buildings required for the purposes of the said works, and a copy of this notice, as published in the London Gazette, will be deposited at the office of the Clerk of the Peace for the county of Surrey, at his office in Lambeth, and at the office of the Clerk of the Peace for the county of Kent, at his office in Maidstone; and on or before the said 30th day of November, a copy of so much of the said plans and sections as relates to the said parishes of St. Paul, Deptford, and St. Mary, Rotherhithe, and St. Mary Magdalen, Bermondsey, respectively, together with a book of reference thereto; and a copy of the same notice will be deposited with the respective parish clerks of such parishes, at their respective places of abode; and that on or before the 31st day of December next, copies of the Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1852.

*Hodgson, Concanen, and Noyes,*  
5, Lincoln's-Inn Fields.

Duxford St. Peter and Duxford St. John.  
(Sale of St. John's Vicarage and Advowson, by Clare Hall, Cambridge, to Corpus Christi College, Cambridge; Consolidation of Cures and Benefices. Provision as to Churches.)

**N**OTICE 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 Master and Fellows of the College, commonly called Clare Hall, in the University of Cambridge, to sell, and the Master and Fellows of the College, commonly called Corpus Christi College, in the same University, to purchase the advowson donation, right of patronage, and presentation of and to the vicarage and parish church of Duxford St. John, in the county of Cambridge, with the parsonage house, glebe, rent charge in lieu of tithes, and other emoluments thereof, and to enter into and carry into effect contracts and agreements for that purpose. And it is also intended by the said Bill to effect the purposes following, or some of them (that is to say):

To empower the Master and Fellows of Clare Hall to invest the money payable to them on such sale in the purchase of, and to hold another advowson, and to provide for the interim investment of such money, and the accumulation of its annual produce.

To unite and consolidate or provide for the union and consolidation (with the consent of the archbishop of the province and the ordinary of the diocese) of the said vicarage and the rectory of Duxford St. Peters, and the advowsons and patronage thereof, and the cure of souls, and other duties, rights, and privileges to the respective incumbents thereof belonging; and to form or provide for the formation (with the like consent) of the said vicarage and rectory into one parish for ecclesiastical and other purposes.

To provide, with the consent of the ordinary and

the consent of a majority of the parishoners in vestry assembled, for the enlargement, restoration, and reparation of one of the said churches of Duxford aforesaid, and the taking down of the other of the said churches or some part thereof, and the appropriation of the materials thereof to the reparation, restoration, and enlargement of the parish church not so taken down as aforesaid.

To authorize the sale or mortgage of the glebe and parsonage house belonging to the said vicarage, and the application of the proceeds in discharge of the purchase money of the said advowson, and of expenses, and for the other purposes of the intended Bill.

To charge, or to authorize the Master and Fellows of Corpus Christi College aforesaid to charge, the said purchase money and expenses, or the part thereof not otherwise discharged, subject to due provision for the stipend of a curate, upon the property and income of the said vicarage, or on some part thereof.

To appoint, or provide for the appointment of a body of commissioners or trustees to execute the purposes of the said Bill, or some of them, and to confer upon them powers of suing and being sued, and all other necessary and proper powers for such purposes.

To vary or extinguish all rights and privileges which would in any way interfere with the execution of the objects of the said Bill, and to confer, vary, and extinguish other rights and privileges.

To make all such other provisions as may be requisite or proper for giving full effect to the several purposes of the said Bill.

And notice is hereby also 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 3rd day of November 1852.

*White and Borrett,* 10, Whitehall-place,  
Solicitors for the Bill.

Christ's College, Brecknock.

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the present session, for an Act to effect the objects and purposes following, or some of them, that is to say:—

To authorize and give effect to such scheme for the endowment and regulation, or further and better endowment and regulation, of a college and school, at or near Brecon, in lieu of or in connection with Christ's College, Brecknock, as may be approved of by the Ecclesiastical Commissioners for England, and sanctioned by Parliament, and to confer upon trustees, or commissioners, or governors, to be incorporated or appointed under the provisions of the intended Act, to carry any such scheme into effect, powers to hold lands and hereditaments, and all powers necessary or desirable or useful for the purposes of such scheme.

To appropriate to the purposes of such endowment, or of the intended Act, or to the purposes of compensation which may be rendered necessary, or of equivalents to be provided under the provisions of the said Act, any or such portion of the lands, tenements, hereditaments, income or emoluments whatsoever, now held or enjoyed by virtue of their respective offices, by the Bishop of Saint David's, as Dean of Brecon, or by the holder of any prebend, office, or dignity, in the collegiate church of Brecon, or by the said Ecclesiastical Commissioners as shall be so approved of and sanctioned as aforesaid, and to discharge and release the lands, tenements, hereditaments, income and emoluments of the said several persons and corporations, from any other charge or trust

in reference to Christ's College, Brecknock, or to any school in connection therewith, other than the charges, obligations or trusts to be imposed or created by the provisions of the said intended Act, also to authorize the reparation, erection, and maintenance of such ecclesiastical or collegiate, or other buildings, as may be requisite or desirable for the purposes of any such scheme.

To amend the provisions, or some of them, of the several Acts of Parliament following, relating to the said Ecclesiastical Commissioners, so far as may be necessary or desirable for the purposes of the said intended Act, that is to say, 6 and 7 William 4, chapter 77; 3 and 4 Victoria, chapter 113; 4 and 5 Victoria, chapter 39; 13 and 14 Victoria, chapter 94; 14 and 15 Victoria, chapter 104.

Dated this 9th day of November 1852.

#### The Gas Fire Company.

(Incorporation of Company.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to incorporate a Company, to be called "The Gas Fire Company," or by such other name as may be deemed expedient for the production of fires and heat by the agency of gas in dwellings and other buildings within England, Wales, and Berwick upon Tweed.

And notice is hereby given, that it is intended by the said proposed Act, to enable the said Company to purchase by compulsion or by agreement, and to hold lands and houses, and to levy and receive rates, rents, and remunerations, for the production of fires and heat by the agency of gas, and to open and break up turnpike roads, streets, highways, and other thoroughfares and places in England, Wales, and Berwick upon Tweed, for the purpose of laying down, placing, maintaining, removing and repairing any pipes or other works or apparatus necessary or convenient for carrying the objects and purposes of the said proposed Act into effect; and also to authorize the Company to manufacture and supply gas for the purposes aforesaid, and to erect and construct all such buildings, gas meters, and other works as may be necessary for the purposes aforesaid; and also to authorize any corporation or persons, now or at any time hereafter, having the right to supply any city, town, district or place, within England, Wales, and Berwick upon Tweed, with gas, to supply gas to the said Company; and also to give to the said Company all the powers and privileges mentioned and contained in "the Gas Works Clauses Act, 1847," so far as the same may be necessary for enabling the said Company to manufacture and supply gas for the production of fires and heat by the agency of gas in dwellings and other buildings, and also such other privileges as are usually contained in Acts for the establishment of gas companies, including a limitation of the liability of the shareholders to the amount of their respective shares.

And it is also intended, by the proposed Act, to vary or extinguish all such rights and privileges, as may interfere with the objects contemplated by the proposed Act, and to confer, vary, and extinguish, other rights and privileges.

And notice is hereby 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 this 1st day of November 1852.

*Henry Wickens*, Solicitor, 4, Tokenhouse-yard, Bank, London.

#### Ribble Navigation Company.

(To amend or repeal existing Acts; to construct new Works; to make Quays, Wharfs, &c.; and to take and lease the interest of the Corporation of Preston in certain Quays, Wharfs, &c.; to raise additional Capital; to levy additional Tolls, and alter existing Tolls; to vest reclaimed lands in the Company, &c.)

**N**OTICE is hereby given, that the Ribble Navigation Company intend to apply to Parliament in the ensuing Session, for leave to introduce a Bill to alter, amend, extend, enlarge, or repeal the following Acts, local and personal, relating to the Company (that is to say): An Act of the first year of the reign of Her present Majesty, chapter 8; an Act of the seventh year of the reign of Her present Majesty, chapter 1; and an Act of the eighth and ninth years of the reign of Her present Majesty, chapter 116; and to enable the Company to exercise the following powers, and construct the following new works, or extensions or enlargements of existing works (that is to say):

To enable the Company to alter, vary, deepen, restrict, embank, cleanse, scour, dredge, cut, enlarge, diminish, contract, shorten, straighten, and otherwise improve the River Ribble, and the bed, channel, and banks thereof, and to render the same more commodious and safe for the passage of vessels from a certain point called the Naze, on the north side of that river, and the east bank of the River Douglas, on the south side of the River Ribble, to the place where the River Ribbles falls into the sea, and to remove obstructions in the bed or channel, or on the banks of the River Ribble. And also, as occasion may be, to diminish, divert, or vary, permanently or temporarily, the course of any rivers or streams, whether navigable or not navigable, which fall into the River Ribble or the Estuary of the Ribble, and to construct any walls, embankments, or other works, permanently or temporarily, in, over, across, or along the River Ribble, or the bed or channel or banks thereof, and in, over, across, or along any of the said rivers or streams which fall into the River Ribble, and in, over, and along the lands adjoining or near thereto respectively. And also to deposit upon the lands adjoining or near to the River Ribble or the Estuary of the Ribble, or adjoining or near to the rivers or streams falling into the same respectively, any excavations or materials, and to pass and repass with horses, carts, and workmen, over and along such lands, and to form, permanently or temporarily, any roadways in and upon such lands, and to alter and divert any existing roadways in and upon such lands, and to do all such other acts as may be necessary for the improvement of the navigation or for the reclamation of the marsh lands on or adjoining to the River Ribble, or the tributary rivers or streams thereof, or forming part of the beds thereof respectively, or for any other objects of the Company.

The several works proposed to be done or constructed by the Company under the provisions of the proposed Bill, will be situate within the parishes of Preston, Kirkham, Lytham, Penwortham, Hoole, Hesketh with Beconsall, and North Meols, in the county palatine of Lancaster, and within the townships or extra-parochial places of Preston, Lea, Ashton, Ingol, and Cottam, Clifton with Salwick, Newton with Scales, Freckleton, Warton, Lytham, Penwortham, Howick, Hutton, Longton, Much Hoole, Little Hoole, Hesketh with Beconsall, and North Meols, in the same county, or through the lands forming part of the channel or bed of the River Ribble,

of the Estuary of the Ribble, and being part of, or adjoining to such parishes, townships, and extra-parochial places respectively.

And especially it is intended to authorize the Company to construct the following works :

First, a river wall or embankment or other work, commencing at a place in the south wall of the said River Ribble opposite or nearly opposite to the property in the fourth section of the said Act of the 1st year of the reign of Her present Majesty, cap. 8, described as "number 16 on the plan deposited with the Clerk of the Peace for the county of Lancaster," and thence proceeding in a westerly direction over and upon the bed of the River Ribble and of the Estuary of the Ribble, and terminating in the Estuary of the Ribble at a point opposite to the Church of St. Cuthbert, in Lytham aforesaid, in the said township of Lytham, and at a distance of 5 miles or thereabouts from the commencement of the said wall, embankment or other work, and which river wall, embankment, or other work, will extend through or in the several parishes, townships, or extra-parochial places of Kirkham, Lytham (parish), Penwortham, Hesketh with Becconsall (parish), North Meols (parish), Freckleton, Warton, Lytham (township), Hutton, Longton, Hesketh with Becconsall (township), and North Meols (township), all in the said county palatine of Lancaster, or through or into the lands forming the channel or bed of the River Ribble and of the Estuary of the Ribble, and being part of a township or adjoining to such parishes, townships, and extra-parochial places, or some of them.

Secondly, a river wall or embankment, or other work, commencing at or near to the western extremity of a certain brook called Rakes' Brook, between the townships of Little Hoole and Much Hoole, in the parish of Hoole, in the county palatine of Lancaster, and thence proceeding in a north-westerly direction over and upon the bed of the River Ribble and of the estuary of the Ribble, and terminating by a junction with the river wall or embankment, or other work firstly hereinbefore described, at a distance of one furlong west from the commencement thereof, or thereabouts; and which said river wall, embankment, or other work secondly herein described, will extend through or into the several parishes, townships, or extra-parochial places of Hoole (parish), Hesketh with Becconsall (parish), Penwortham (parish), Much Hoole, Little Hoole, Longton, Hutton, and Hesketh with Becconsall (township), all in the said county palatine of Lancaster, or through or into the lands forming the bed of the River Ribble and of the Estuary of the Ribble, and being part of or adjoining to such parishes, townships, and extra-parochial places, or some of them.

Thirdly, a river wall or embankment, or other work, commencing at or near to the north-east corner of Becconsall Marsh Enclosure, in the township of Hesketh with Becconsall, in the county palatine of Lancaster, and thence proceeding in a north-westerly direction over and upon the bed of the River Ribble, and of the estuary of the Ribble, and terminating by a junction with the river wall or embankment, or other work firstly hereinbefore described, at a distance of 5 furlongs west from the commencement thereof, or thereabouts; and which said river wall, embankment, or other work thirdly herein described, will extend through or into the several parishes, townships, or extra-parochial places of Hesketh with Becconsall (parish), and Hesketh with Becconsall (township), in the said county

palatine of Lancaster, or through or into the lands forming the bed of the River Ribble and of the estuary of the Ribble, and being part of or adjoining to such parishes, townships, and extra-parochial places as last aforesaid.

Fourthly, a carriage-road or way for all purposes, commencing at the public carriage-road in the said township of Lea Ashton, Ingol, and Cottam, at or near to a house called the Willows, in the occupation of William Ormerod Pilkington, Esq., and extending in a southerly direction to the low water mark or channel of the River Ribble, at or near to such part of the stone wall on the north bank of the said River Ribble as lies opposite to the south-west corner of the garden wall of the said house called the Willows, in the said township of Lea Ashton, Ingol, and Cottam, and which said carriage-road or way will be situate wholly within the said parish of Preston and township of Lea Ashton, Ingol, and Cottam.

Fifthly, a carriage-road or way for all purposes, commencing at the road leading from Preston to Lytham, at or near to a public-house called the Lea Toll-gate, in the said township of Lea Ashton, Ingol, and Cottam, and extending in a southerly direction to the low water mark or channel of the River Ribble, at or near to the place where the Savick Brook joins the low water channel of the River Ribble, in the said township of Lea Ashton Ingol and Cottam, and which said carriage-road or way will be situate wholly within the said parish of Preston, and township of Lea Ashton Ingol and Cottam.

Sixthly, a carriage-road or way for all purposes commencing at the road leading from Preston to Lytham, at or near the junction or crossing of the public road leading from the village of Clifton to Clifton Marsh, both in the said township of Clifton with Salwick, and extending in a southerly direction into the estuary of the Ribble, at or near to a point on the west side of, and at a distance of half a mile from, Savick Brook aforesaid, in the said township of Clifton with Salwick, and which said carriage-road or way will be situate wholly within the said parish of Kirkham, and township of Clifton with Salwick.

Seventhly, a carriage road or way for all purposes, commencing at or near to the point where the road from Preston to Lytham crosses Freckleton Pool or Mill-dam, in the said township of Freckleton, and extending in a southerly direction into the estuary of the Ribble, at or near to a point on the east side of, and at a distance of half a mile from, Freckleton Pool, in the said township of Freckleton, and which said carriage road or way will be situate wholly within the said parish of Kirkham and township of Freckleton.

Eighthly, a carriage road or way for all purposes, commencing at the turnpike road from Liverpool to Preston, at or near the bottom of Penwortham Brow, in the said township of Penwortham, and extending in a northerly direction to the low water mark or channel of the River Ribble, at or near to the north-western boundary of Penwortham Holme, in the said townships of Penwortham and Preston, and which said carriage road or way will be situate wholly within the said parishes of Penwortham and Preston, and townships of Penwortham and Preston.

Ninthly, a carriage road or way for all purposes, commencing at the public carriage road at or near Howick Marsh Farm Buildings, in the said township of Howick, and extending in a northerly direction into the estuary of the Ribble, at or near to a point on the west side of, and half a mile from the boundary of the townships of Penwortham and Howick, and which said carriage

road or way will be situate wholly within the said parish of Penwortham and township of Howick.

Tenthly, a carriage road or way for all purposes, commencing at a public carriage road leading from the bottom of Hutton to the Old Grange, at or near the Middle Grange Farm, in the township of Hutton, and extending in a northerly direction into the estuary of the Ribble, at or near to a point on the west side of, and three furlongs from the occupation road leading from Farrer's Farm to Hutton Marsh in the said township of Hutton, and which said carriage road or way will be situate wholly within the said parish of Penwortham, and township of Hutton.

Eleventhly, a carriage road or way for all purposes, commencing at a public carriage road or way leading from the Ferry House to the sands at or near the place where the same road crosses the out embankment in the said township of Longton, and extending in a north-westerly direction into the estuary of the Ribble, at or near to a point on the north-west side of, and half-a-mile from, the boundary of the townships of Hutton and Longton, and which said carriage road or way will be situate wholly within the said parish of Penwortham and township of Longton.

Twelfthly, a carriage road or way for all purposes, commencing at a public carriage road leading from Hesketh Bank to the Hundred End, at or near to an inn called the Hesketh Arms, in the township of Hesketh-with-Beaconsall, and extending in a northerly direction into the estuary of the Ribble, at or near to a point on the east side of, and six furlongs and a-half from a stream called Dunkirk Dib, in the said township of Hesketh-with-Beaconsall, and which said carriage road or way will be situate wholly within the said parish of Hesketh-with-Beaconsall and township of Hesketh-with-Beaconsall.

Thirteenthly, a carriage road or way for all purposes, commencing at the public carriage road called "The Cut," leading from Hesketh Bank to the Hundred End at or near the junction of the occupation-road leading from Cottam's House, in the township of Hesketh-with-Beaconsall, and extending in a northerly direction into the estuary of the Ribble, at or near to a point on the east side of, and half-a-mile from the boundary between the townships of Hesketh-with-Beaconsall and North Meols, and which said carriage road or way will be situate wholly within the said parish of Hesketh-with-Beaconsall and township of Hesketh-with-Beaconsall.

And it is intended in the River Ribble, or in the estuary of the Ribble, or in the intended variation thereof respectively, or other the works proposed to be constructed or done by the Company, to alter and divert the course of the waters which flow or proceed from or into the River Astland, otherwise Douglas.

And it is intended to divert into the River Ribble, or the estuary of the Ribble, or into the intended variation, extension, or enlargement thereof respectively, or other the works proposed to be done by the Company, the River Astland, otherwise Douglas, and the Douglas Navigation, and if need be, to alter the course of or divert the same respectively, or either of them.

And it is proposed to authorize the Company to alter or vary some of the existing works of the Company, and generally to do all such acts as may be necessary for effecting the objects and purposes of the Company,

And it is intended to authorize the Company to construct quays, yards, wharfs, and other places for receiving, loading, and unloading goods, and to erect weighing machines, toll houses, offices, ware-

houses, and other conveniences with roads thereto, and to take and lease any lands adjoining or near to the River Ribble, within the borough of Preston, which may be required for that purpose.

And it is intended to authorize the Company to take from the mayor, aldermen, and burgesses of the borough of Preston, and to authorize the latter to lease to the Company the interest of the mayor, aldermen, and burgesses in the quays, yards, wharfs, and places, cranes, sheds, railway and other property of the said mayor, aldermen, and burgesses at or near to the said River Ribble, in the said borough of Preston

And it is proposed to enable the Company to enter upon and take by compulsion lands, houses, and other hereditaments, and to alter or divert, temporarily or permanently, turnpike or other roads, ways, watercourses and streams, within the parishes and townships aforesaid, and to extinguish any existing privileges which may interfere with any of the objects of the proposed Bill.

And it is intended to authorize the Company, for the purpose of carrying into effect the powers and provisions of their said existing Acts and of the proposed Bill, to raise additional capital, by the creation of new shares in the Company, with such preference or priority (if any), and generally upon such terms as may be determined by the Company, or may be provided by the proposed Bill, or by mortgage of the property for the time being of the Company, and to define, regulate and vary the rights and remedies of the existing and future shareholders and mortgagees of the Company

And it is intended to empower the mayor, aldermen, and burgesses of the borough of Preston to take new shares in the Company after the same shall be created

And it is intended to authorize the Company to levy tolls, rates, and duties upon vessels and upon goods, and also wharfage rates, crantage rates, lighting rates, and other tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges

And it is intended to vest absolutely in the Company, or to authorize Her Majesty to grant to the Company, all lands which under the powers and provisions of the said Acts relating to the Company, or of the proposed Bill, have been or are now in course of being, or may at any time hereafter be reclaimed from the River Ribble or the estuary thereof, or from any of the rivers or streams running into the same respectively, and all other lands (if any) which are now or at the time of the passing of the said first-mentioned Act were between the high and low water-mark of the River Ribble, or of the estuary of the Ribble, or of such rivers or streams respectively, and to extinguish the rights of the owners of the adjoining lands (if any), and of all other persons or corporations in the same, and to enable the Company to improve such lands, and to sell, lease, mortgage, or otherwise dispose thereof.

And it is intended by the proposed Bill to vest in the Company all or some of the powers contained in "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."

And notice is hereby given, that on or before the 30th day of November instant, plans and sections in duplicate of the proposed works, with a book of reference to such plans, (such plans, sections, and book of reference respectively, con-

taining 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 palatine of Lancaster, at his office at Preston, 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 work is 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.

*Edward Haydock*, Solicitor for the Bill.

#### St. George's Harbour.

(For the Construction and Maintenance of a Harbour at Llandudno, in the county of Caernarvon.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for incorporating a Company for making and maintaining a port, harbour, or asylum harbour, at Llandudno Bay, between the points of land known respectively as Great and Little Ormes Head, and forming an arm or arms jutting out from or near such points, or one of them, with proper and convenient breakwaters, piers, jetties, or lighthouses, and other works, for the safe and convenient passage of ships and other vessels into and out of the said port or harbour, and for the construction and maintenance of walls, docks, slips, locks, reservoirs, quays, wharfs, moorings, staiths, drops, landing-places, and other buildings, works, and conveniences connected therewith, which port or harbour, and other works, will be within the parish of Llandudno, in the said county of Caernarvon. And in the said Act the following powers will be taken:—

1. To form a communication by railway or otherwise from the said port or harbour and works, to connect the same with the Chester and Holyhead Railway, such communication to commence at or near the landing-place or quay of the aforesaid harbour, in the said parish of Llandudno, and thence to pass from, in, through, or along the said parish of Llandudno, and the parishes of Eglwys, Rhos, Llandrilloyn Rhos, and Llangwystenin, or some of them, and to terminate by a junction with the Chester and Holyhead Railway, at some point within some or one of the above mentioned parishes. Together with all necessary approaches, embankments, stations, and depots connected with the said harbour and railway, or either of them.

2. For the purchase, by compulsion or by agreement, of lands, quarries, mines, houses, rocks, stones, sands, beach or foreshore, tenements, waters, buildings, and hereditaments, and for altering, stopping up, or diverting, whether temporarily or permanently, all such roads, highways, and streams as may be necessary for the purposes of the said works, and for varying or extinguishing all existing rights and privileges connected with such lands, quarries, mines, houses, rocks, stones, sands, beach or foreshore, tenements, waters, buildings, and hereditaments, and also for the deposit of ballast and other materials on the sea shore,

between high and low water marks, and elsewhere within the said several parishes or places aforesaid, or some of them.

3. To apply for powers to prevent the throwing or deposit of ballast, mud, or materials, into the said intended port, or harbour, or works, or into the sea, within certain limits to be defined by the said intended Act.

4. To levy tolls, rates, and duties upon all ships and other vessels entering into or using the said port or harbour, or the works connected therewith, and for the use of the said intended walls, docks, slips, locks, reservoirs, quays, wharfs, moorings, staiths, drops, railway and other works and conveniences, or some of them, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

5. To incorporate with the said intended Act, "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Harbour, Docks, and Piers Act, 1847," or such parts thereof as may be necessary.

6. To raise capital and to borrow money for the purposes of the said Act, upon the security of the tolls, rates, and duties to be thereby granted, and of all or any of the property of the said Company.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the said intended works, and of the lands to be taken for the purposes aforesaid, with a book of reference thereto, containing the names of the reputed owners, lessees, and occupiers of such lands, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Caernarvon, at his office at Caernarvon, in the said county; and 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 parish within which the said works will be situate, and a copy of the said Gazette notice, will be deposited with the parish clerk of each such parish, at his place 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.

*Maltby Robinson & Jackson,*

7, Bank Buildings, London, Solicitors.

*Law, Holmes, Anton, & Turnbull.*

18, Fludyer Street, Westminster,  
Parliamentary Agents.

New-street, from the High-street, in the parish of Saint Saviour, Southwark, to the York-road, in the parish of Saint Mary, Lambeth.

Construction of a new street; powers for the compulsory purchase of lands, &c.; and to levy tolls, and appropriate portion of moneys out of the coal duties for the purposes of the same.

**N**OTICE is hereby given, that application is intended to be made to parliament in the ensuing session, for an act to open, make, and maintain, a new street from the High-street, in the parish of Saint Saviour, Southwark, in the county of Surrey, into York-road, in the parish of Saint Mary, Lambeth, in the said county of Surrey, which street is intended to commence on the west side of the said High-street, at or near Red Lion-street, in the said parish of Saint Saviour, thence to pass in a straight line through or across Counter-street, Angel-court, Emanuel-court, Red-cross-street, Castle-street, Worcester-street, Southwark-square, West-street, Bridge-street, New-street, Great Guildford-street, the Grove, Farnham-place,



Dyer's-buildings, and into the east side of Gravel-lane, all in the said parish of Saint Saviour, South-wark, and thence from the same lane on the west side thereof, through or across Bear-lane, Robert-street, to Edward-street, all in the parish of Christchurch, in the said county of Surrey, and from thence in a straight line through or across Charles-street, Blackfriar's-road, Cross-street, Collingwood-street, and Broadwall, all in the said parish of Christchurch, and thence through or across Roupell-street, John-street, Broad-street, Windmill-street, John-street, Church-street, and Waterlooad, all in the said parish of Saint Mary, Lambeth, and thence in a straight line through or across Robert-street, Vine-street, Little Vine-street, Francis-street, Agnes-street, and to terminate at the east side of the York-road, near Griffin-street, in the said parish of Saint Mary, Lambeth, and that it is intended to take power by the said act for the compulsory purchase of all such lands, tenements, and hereditaments, as may be necessary for the purposes thereof, and also to stop up, divert, alter, widen, turn, and improve all such streets, courts, yards, passages, and places forming entrances into or interfering with such intended new street, as may be considered necessary or expedient. And that it is also intended by the said act, to authorise the appropriation of two sums of money out of the duties upon coals at the port of London, and also the application for a further sum, out of the same duties for or towards defraying the expense of forming and constructing such new street, and also to levy tolls, duties, rates and assessments upon the owners and occupiers of houses and premises, standing or built upon any land which may be purchased under the authority of such act, and also for and in respect of passengers, cattle, horses, carts, carriages, and other vehicles, passing upon or along, or using the said street, and also to levy such other tolls, rates, and duties, or to raise money for the purposes of such act, by such other means as in such intended act shall be provided for.

And notice is hereby further given, that on or before the thirtieth day of November, one thousand eight-hundred and fifty-two, a duplicate plan and section of the works intended to be made and maintained as aforesaid, describing the line and situation of the said intended street, and the lands in or through which the same are to be made, together with the books of reference thereto containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of all lands and houses defined in the said plan, and intended to be taken for the purposes of the said street, and describing the same, 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 Surrey, at Lambeth; on or before the thirtieth day of November, a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes of Saint Saviour, Christchurch, and Saint Mary, Lambeth, in which the said street will be situate, together with a copy of same, notice, will be deposited with the parish clerk of each such parish, at his usual place of abode.

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 thirtieth day of December, one thousand eight-hundred and fifty-two.

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

*Sturmy, Simpson, and Bousfield,*  
8, Wellington-street, London bridge,  
Solicitors for the Bill.

No. 21835.

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## TREASURY WARRANT.

WHEREAS by an Act, passed in the fourth year of the reign of Her present Majesty, intituled "An Act for the regulation of the duties of postage," the Postmaster-General is authorized to charge on all letters conveyed by packet boats between one part of Her Majesty's dominions and another part of the same dominions, and between Her Majesty's dominions and foreign parts where post communications shall be established, such rates of postage as the Commissioners of Her Majesty's Treasury, by warrant under their hands, shall, from time to time direct.

Now, we, the undersigned, being two of the Commissioners of Her Majesty's Treasury, do, in exercise of the power and authority in us for such purpose vested in and by the said Act, and of all other powers and authorities enabling us in this behalf, direct, that on every letter not exceeding half an ounce in weight transmitted by the post between any place in the United Kingdom and any foreign port on the western coast of Africa, or between any two foreign ports on the same coast, or between the Islands of Madeira, the Azores, the Cape de Verds or the Canaries, and any foreign port or British port on the said western coast of Africa, without such respective letters passing through the United Kingdom (the sea conveyance of such respective letters being by packet boat) there shall be charged and paid, in lieu of any rates of postage now payable thereon, a rate of postage of one shilling.

And we further direct, that on every letter transmitted, as is mentioned in this warrant, exceeding half an ounce in weight, there shall be charged and paid progressive and additional rates of postage as follows (that is to say) :—

On every letter exceeding half an ounce in weight, and not exceeding one ounce in weight, two rates of postage.

On every letter exceeding one ounce, and not exceeding two ounces in weight, four rates of postage.

On every letter exceeding two ounces, and not exceeding three ounces in weight, six rates of postage.

And on every letter exceeding three ounces, and not exceeding four ounces in weight, eight rates of postage.

And for every ounce in weight, above the weight of four ounces, there shall be charged and taken two additional rates of postage; and every fraction of an ounce above the weight of four ounces shall be charged as one additional ounce; and each progressive and additional rate chargeable under this clause, shall be estimated and charged at the sum of one shilling.

And we further direct, that such printed newspapers as are hereinafter mentioned, may be sent by the post (the sea conveyance being by packet boat) according to the regulations and rates hereinafter set forth, which rates shall be charged and paid in lieu of any rates of postage now payable thereon (that is to say) :

British or colonial newspapers, from, or passing through the United Kingdom to any foreign port on the western coast of Africa, two pence each.

Foreign or colonial newspapers from any foreign port on the western coast of Africa to the United Kingdom, or to any of Her Majesty's colonies, or any foreign country through the United Kingdom, (foreign or colonial newspapers on which a lower rate of postage is now payable excepted), two pence each.

British, colonial, or foreign newspapers, between any two foreign ports on the western coast of Africa, or between the Islands of Madeira, the

Azores, the Cape de Verds, or the Canaries, and any foreign port or British port on the said western coast of Africa (without any such newspapers passing through the United Kingdom), two pence each.

And we direct, that every printed supplement or additional sheet to any such newspaper, shall, for the purpose of charging the postage under this warrant, be deemed a distinct newspaper, unless sent in the same cover, or together with the newspaper to which it is a supplement or addition.

And we direct, that no such printed newspaper shall be sent by the post at the rate aforesaid, unless the following conditions shall be observed :

First. It shall be sent without a cover, or in a band or cover open at the sides or ends.

Second. There shall be no word or communication printed on the newspaper after its publication, or upon the cover thereof, nor any writing or marks upon it or upon the cover of it, except the name and address of the person to whom sent.

Third. There shall be no paper or thing enclosed in or with any such newspaper.

And in case any one of such conditions shall not be fulfilled, the whole paper or packet shall be charged with the letter rates of postage.

And we direct that nothing herein contained shall be deemed or construed to annul, prejudice, or affect any of the exemptions and privileges granted by the said recited Act of the fourth year of the reign of Her present Majesty, or by an Act, made and passed in the first year of the reign of Her present Majesty, intituled "An Act for the management of the Post Office," or by any Treasury warrant issued under or by virtue of the said first-mentioned Act.

And we direct, that the terms "Foreign Port," and "Foreign Ports," used in this Warrant, shall include any foreign places on the western coast of Africa, and also any foreign islands situate within the distance of fifty miles from the same coast, and that the several other terms and expressions used in this Warrant, shall be construed to have the like meaning in all respects as they would have had if inserted in the said Act passed in the fourth year of the reign of Her present Majesty.

Provided lastly, and we do hereby declare and direct, that it shall be lawful for the Commissioners for the time being of Her Majesty's Treasury, or any two of them, by warrant under their hands at any time hereafter, to alter or repeal any of the rates hereby fixed or altered, or the regulations, hereby made, and to make and establish any new or other rates or regulations in lieu thereof, and from time to time to appoint at what time the rates that may be payable are to be paid.

Whitehall Treasury Chambers, the 23rd day of November, 1852.

*Chandos.*  
*Thomas Bateson.*

#### Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

**N**OTICE is hereby given, that provisional protection has been allowed

571. To Thomas Sanders Bale, of Caudon-place, in the county of Stafford, China Manufacturer, and Frederick George Sanders, of the same place, Engineer, for the invention of certain improvements in machinery or apparatus for grinding and mixing clays, or other plastic materials.

585. To John Whitcomb and Richard Smith, both of Kidderminster, in the county of Worcester, Foremen, for the inven on of improvements in the manufacture of carpets, hearth-rugs, and other similar fabrics.

587. And to James Rock, the younger, of Hastings, in the county of Sussex, Carriage Builder, for the invention of improvements in railway carriages.

On their several petitions, recorded in the office of the Commissioners on the 30th day of October 1852.

700. To William Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, and of Glasgow, North Britain, Civil Engineer, for the invention of improvements in machinery or apparatus for sewing, being a communication to him from abroad.

702. To Joseph Tringham Powell, of 28, Fenchurch-street, in the city of London, for the invention of improvements in mixing, baking, and drying materials in the making of biscuits, and other articles where plastic matters are employed.

704. And to Louis Gabriel Guérin, Gentleman, of Paris, in the French Republic, for the invention of improvements in fire-places.

On their several petitions, recorded in the office of the Commissioners on the 10th day of November 1852.

705. To Robert Hawkins Nicholls, of Bedford, in the county of Bedford, Gentleman, for the invention of stopping railway carriages.

706. To Ernst Luedeke, of Bedford-street, Strand, in the county of Middlesex, Clock Maker, for the invention of improvements in obtaining and applying motive power.

709. To George Lucas, of 42, Kennedy-street, Manchester, in the county of Lancaster, Engraver, for the invention of a composition for filling engraved cast or sunk letters, devices, or ornaments on or in brass, zinc, or other metallic plates.

710. To James Noble, of Leeds, in the county of York, Manufacturer, for the invention of improvements in combing wool, and other fibres.

711. To Colin Mather, and William Wilkinson Platt, of Salford Iron Works, Salford, in the county of Lancaster, Millwrights and Engineers, for the invention of improvements in machinery for finishing linen, cotton, and other fabrics.

712. To Christian Sharps, of Hartford, in the State of Connecticut and United States of America, for the invention of improvements in breech loading fire-arms.

713. To John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, and of Glasgow, North Britain, Gentleman, for the invention of improvements in machinery or apparatus for sewing and stitching, being a communication to him from abroad.

714. To Henry Huart, of Cambrai, in the Republic of France, for the invention of improvements in the storing and preservation of grain.

715. To James Cowan Wyper, of Glasgow, in the county of Lanark, North Britain, Stationer, for the invention of improvements in the figuring and ornamentation of book-bindings, and covers of a similar character.

717. And to William Davis, of Leeds, in the county of York, Machinist, for the invention of improvements in machinery for cutting files.

On their several petitions, recorded in the office of the Commissioners on the 11th day of November 1852.

718. To William Edward Middleton, of Birmingham, in the county of Warwick, Engineer, for the invention of a new or improved circular saw-bench.
719. To Sir Charles Fox, Knight, of New-street, Spring-gardens, in the county of Middlesex, for the invention of improvements in roads, being a communication to him from a Foreigner residing abroad.
720. To Henry Fletcher, of Manchester, in the county of Lancaster, Engineer, for the invention of improvements in the application of electromagnetism for the production of motive power.
721. To Caleb Bloomer, of West Bromwich, in the county of Stafford, for the invention of improvements in the manufacture of anchors.
722. To George Kendall, of the City of Providence, in the State of Rhode Island, in the United States of America, Gentleman, for the invention of certain improvements in apparatus to facilitate the manufacturing of mould candles.
723. To Daniel Henwood, of Charlton-street, Somers Town, for the invention of improvements in machinery for registering the number of passengers or persons entering public vehicles or vessels, theatres, bridges, or other places where it may be desirable to ascertain the number of persons entering therein.
724. To Charles Seaton, of Fitzroy-street, Fitzroy-square, Esquire, for the invention of improvements in the manufacture of metal tubes, and in the machinery employed therein.
725. To Julien François Belleville, Manufacturer, of Paris, in the French Republic, for the invention of improvements in generating steam for producing motive power or heat.
726. To John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, and of Glasgow, North Britain, Gentleman, for the invention of improvements in reaping machines, and in apparatus connected therewith, being a communication to him from abroad.
727. To John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, and of Glasgow, North Britain, Gentleman, for the invention of improvements in measuring and registering the flow of fluids, being a communication to him from abroad.
728. To George Stenson, of the town and county of Northampton, Engineer, for the invention of improvements in apparatus for separating gold from auriferous sand and earth.
729. And to Thomas Day, of Upper Mall, Hammersmith, in the county of Middlesex, Coal Merchant, for the invention of improvements in landing and screening coals, and delivering them into sacks.
- On their several petitions, recorded in the office of the Commissioners on the 12th day of November 1852.
730. To George Philcox, Chronometer Maker, 3, Winchester-buildings, City, London, for the invention of improvements in marine chronometers and other time-keepers.
731. To Edward Davy, of Crediton, in the county of Devon, Manufacturer and Merchant, for the invention of improvements in the preparation of flax and hemp.
733. To John Caborn, of Denton, in the county of Lincoln, Agricultural Implement and Machine Manufacturer, for the invention of improvements in corn thrashing and dressing machines.
734. To Professor Andrew Crestadoro, of Genoa, in Italy, but now resident in Darlington-place, Vauxhall, in the county of Surrey, for the

- invention of improvements in rapid communications between distant places and countries.
735. To Robert Lucas, of 3, Furnival's-inn, in the city of London, Mechanical Draughtsman, for the invention of improved machinery to be used in the preparation of cotton and other fibrous materials for spinning, being a communication to him from abroad.
736. To Somerville Dear, of Leeds, in the county of York, Machine Maker, for the invention of certain improvements in the arrangement and apparatus of looms for weaving centre or other large patterns or designs in linen, cotton, silk, wool, or other fibrous materials.
737. To John Paterson, of Wood-street, in the city of London, Warehouseman, for the invention of improvements in apparatus for shaping collars and other similar linen and cotton articles.
738. To Richard Coad, of London, and John Peers Coad, Liverpool, in the county of Lancaster, for the invention of improvements in fire-places and means of applying heat.
739. To Amory Hawkesworth, of Abbey-road, Torquay, in the county of Devon, for the invention of improvements in life-boats.
740. To Admiral the Earl of Dundonald, of the Belgrave-road, in the county of Middlesex, for the invention of improvements in apparatus for laying telegraphic or galvanic wires in the earth.
741. To Samuel Sedgwick, of Piccadilly, in the county of Middlesex, for the invention of improvements in lamps.
742. To Hugh Greaves, of Salford, near Manchester, in the county of Lancaster, Civil Engineer, for the invention of improvements in the permanent way of railways.
743. And to Peter Forbes, of Shetleston, in the county of Lanark, North Britain, Millwright, for the invention of improvements in sowing or depositing seeds in the earth.
- On their several petitions, recorded in the office of the Commissioners on the 13th day of November 1852.
744. To Gray Denison Edmeston, of Salford, in the county of Lancaster, Engineer and Millwright, and Thomas Edmeston, of Crow Oaks, Pilkington, in the same county, Calenderman, for the invention of certain improvements in steam engines, which improvements are also applicable to the regulating of water-wheels or similar machinery.
745. To James Hogg, junior, Publisher, of No. 4, Nicolson-street, Edinburgh, for the invention of certain improvements in machinery for producing glazed or smoothed surfaces on paper and other vegetable fabrics.
746. To Joseph Cowen, of Blaydon Burn, near Newcastle-upon-Tyne, and Thomas Richardson, of Newcastle-upon-Tyne, for the invention of improvements in the manufacture of sulphuric acid.
747. To Robert Reyburn, of Greenock, in the county of Renfrew, for the invention of improvements in the composition of lozenges and other confections.
748. To Constant Jouffroy Duméry, of Paris, in the Republic of France, Civil Engineer, for the invention of certain improvements in the manufacture of metallic pipes and tubes, and in the machinery employed therein.
749. To Auguste Edouard Loradoux Belford, of 16, Castle-street, Holborn, in the city of London, Patent Agent, for the invention of improvements in apparatus for inhaling iodine, being a communication to him from abroad.

750. To John Mirand, of Paris, in the Republic of France, and of 16, Castle-street, Holborn, London, for the invention of certain improvements in the construction of electric apparatus for transmitting intelligence.
751. To Peter Armand Le Comte de Fontaine Moreau, of 39, Rue de l'Echiquier, Paris, and of 4, South-street, Finsbury, London, Patent Agent, for the invention of certain improvements in lamps, being a communication to him from abroad.
752. To George Berry, of No. 19, Buttersland-street, St. Leonard's, Shoreditch, in the county of Middlesex, for the invention of an improved method of roasting coffee.
753. To Robert Sandiford, of Tottington Lower End, near Bury, in the county of Lancaster, Calico Printer, for the invention of certain improvements in apparatus for block printing.
754. To William Fraser Rae, of Edinburgh, in the county of Mid Lothian, Brassfounder, for the invention of improvements in gas-heating and cooking apparatus.
755. To James Robertson, of Glasgow, in the county of Lanark, North Britain, Cooper, for the invention of improvements in the manufacture of casks and other wooden vessels.
756. Francis Montgomery Jennings, of Cork, in the kingdom of Ireland, Manufacturing Chemist, for the invention of improvements in preparing flax, hemp, China-grass, and other vegetable fibrous substances.
757. To Thomas Taylor, of the Patent Saw Mills, Manchester, in the county of Lancaster, for the invention of improvements in apparatus for measuring water and other fluids, which apparatus is also applicable to the purpose of obtaining motive power.
758. To William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, for the invention of improvements in knitting machinery, being a communication to him from abroad.
759. To Abraham Rogers, of Field House, near Bradford, in the county of York, for the invention of improvements in apparatus used for forming sewers, tunnels, and ways.
760. To John Dent Goodman, of Birmingham, in the county of Warwick, Merchant, for the invention of improvements in the boxes and axles for carriages, being a communication to him from abroad.
761. To Samuel Holt, of Stockport, Cheshire, Foreman to Messrs. Christy & Co. of the same place, and of Gracechurch-street, London, for the invention of improvements in weaving cut pield fabrics.
762. And to Joseph Burley, of Halifax, in the county of York, Mechanic, for the invention of improvements in apparatus for cutting fustians and other fabrics, to obtain a cut pile surface. On their several petitions, recorded in the office of the Commissioners on the 15th day of November 1852.
763. To Joseph Slatterie Edwards, Corn and Flour Factor, Albion Mills, 233 & 234, Blackfriars-road, London, for the invention of a self-acting pea kiln or apparatus for moving grain, pulse, seeds, malt, or any similar substances while drying, which insures a more rapid desiccation, and requires scarcely any of the manual labour now employed in kilns to be propelled by steam, water or horse power.
764. To Thomas Chrippes, the younger, of Petworth, in the county of Sussex, Auctioneer and Land Agent, for the invention of improvements in the means of tilling land.
765. To Joseph Johnson, of Wellington Quay, Dublin, for the invention of an improved mode of producing ornamental articles, such as brooches, bracelets, dressing and other cases, work or other boxes, or other like articles, from a certain kind of wood.
766. To William Marsden, of Blackburn, in the county of Lancaster, Cotton Manufacturer, for the invention of certain improvements in and applicable to looms for weaving.
768. To John Wheeley Lea, of the city of Worcester, Chemist, and William Hunt, of Stoke Prior, in the county of Worcester, Manufacturing Chemist, for the invention of improvements in utilizing the waste heat of coke furnaces.
769. To Francois Vallée, of Bruxelles, in the Kingdom of Belgium, Manufacturer, for the invention of improvements in preparing, spinning, and doubling flax, cotton, wool, silk, and other fibrous materials.
770. And to John O'Keeffe, of Liverpool, in the county of Lancaster, Rose Engine Turner, for the invention of a method for making watch cases by machinery.

On their several petitions, recorded in the office of the Commissioners on the 16th day of November 1852.

771. To John Thomas Way, of Holles-street, Cavendish-square, in the county of Middlesex, Professor of Chemistry, and John Manwaring Paine, of Farnham, in the county of Surrey, Gentleman, for the invention of improvements in the manufacture of burned and fired ware.

773. To Henry Russell, of the city of Norwich, Pianoforte Maker, for the invention of improvements in pianofortes.

775. To Peter Armand Le Comte de Fontaine Moreau, of No. 4, South-street, Finsbury, in the county of Middlesex, and 39, Rue de l'Echiquier, Paris, Patent Agent, for the invention of certain improvements in weaving elastic tissues, being a communication to him from abroad.

777. And to William Watt, of Glasgow, in the county of Lanark, North Britain, Chemist, for the invention of improvements in preparing for weaving, and in weaving flax, and other textile materials.

On their several petitions, recorded in the office of the Commissioners on the 17th day of November 1852.

NOTICE is hereby given, that by a Deed of Transfer, duly stamped, and bearing date the seventeenth day of November, in the year of our Lord one thousand eight hundred and fifty-two, in pursuance of "The Leeds Waterworks (Wharf Supply) Act, 1852," and in consideration of one hundred and sixty-five thousand two hundred and six pounds, nine shillings and six pence, paid by the Mayor, Aldermen, and Burgesses of the borough of Leeds, to the Leeds Waterworks Company, the receipt whereof the Leeds Waterworks Company did thereby acknowledge; the Leeds Waterworks Company did make to the Mayor, Aldermen, and Burgesses of the borough of Leeds, who did accept a transfer of all the undertaking, estates, property, and effects of that Company, subject to all mortgages, charges, incumbrances, and liabilities then affecting that Company, or any of the property thereof.

And further notice is hereby given, that the respective common seals of the Company and Corporation were affixed to the said Transfer, at

special meetings of the said Leeds Waterworks Company, and the council of the said borough of Leeds respectively, convened and held at the court house in Leeds, on the seventeenth day of November, one thousand eight hundred and fifty two; and the common seal of the Leeds Waterworks Company was affixed thereto, in the presence of "Robert Barr, Solicitor, Leeds," and "J. R. Bywater, Secretary to the Company," and the common seal of the borough of Leeds was affixed thereto, in the presence of "John Arthur Ikin, Town Clerk, Leeds."

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

*John Arthur Ikin, Town Clerk of the Borough of Leeds.*

*John Rainforth Bywater, Secretary of the Leeds Waterworks Company.*

*East India-House, November 24, 1852.*

**T**HE Court of Directors of the East India Company hereby give notice, that they have received Calcutta Gazettes, containing the under-mentioned notices of Petitions filed in the Court for the Relief of Insolvent Debtors there, under the provisions of the 11th Victoria, cap. 21:

*Petitions filed praying for Relief.*

Robert Roddis Wallis, late a stable keeper in Cossitollah, in Calcutta, afterwards an assistant with Edward Theophilus Donnally, also a stable keeper of the Albert stables, being No. 29, Emambag-lane, and now a prisoner for debt in the Gaol of Calcutta, filed 8th September. Date of Gazette, containing notice, September 18, 1852.

Collycooman Dutt, of Chinsurah, in the district of Houghley, and in the province of Bengal, late of Khangraputty, in Calcutta, and at present of Banstollah-street, in Burra Bazar in Calcutta, sircar, filed 17th September. Date of Gazette, containing notice, September 18, 1852.

Joseph Carrapiet Aratoon, of Chitpore-road, in Calcutta, coach-builder and trader, lately carrying on trade and business at Chitpore-road aforesaid, under the style and firm of J. Carr & Co. filed 18th September. Date of Gazette, containing notice, September 22, 1852.

John Rodrigues, of Dhurumtollah, Calcutta, provisioner and trader, filed 18th September. Date of Gazette, containing notice, September 22, 1852.

*James C. Melvill, Secretary.*

#### CONTRACT FOR BALTIC STAVES.

Department of the Comptroller for Victualling and Transport Services, Somerset-Place, November 20, 1852.

**T**HE 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.*

#### CONTRACTS FOR RUM, WINE, AND COCOA.

Department of the Comptroller for Victualling and Transport Services, Somerset-Place, November 17, 1852.

**T**HE 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 CARRIAGE of TIMBER, &c from the NEW FOREST.**

Department of the Storekeeper-General of the Navy, Somerset-Place, November 23, 1852.

**T**HE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Tuesday the 7th December next, at one o'clock, they will be ready to treat with such persons as may be willing to contract for conveying to Her Majesty's Dockyard at Portsmouth, about

902 loads of OAK TIMBER,  
20,000, number, TREENAILS,  
and  
700, number, BOAT CROOKS,  
from the New Forest, in the county of Southampton.

A form of the tender may be seen at the said Office.

No tender will be received after one o'clock on the day of treaty, nor any noticed unless the party attends, or an agent for him duly authorised in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for Carriage of Timber," 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 £1 per load for the due performance of the contract.

London, November 26, 1852.

**N**OTICE is hereby given, that a General Court of the Corporation called the Governor and Company for working of Mines, Minerals, and Metals, in that part of Great Britain called Scotland, will be held at the Sun Fire-Office, in Threadneedle-street, on Thursday the 6th January next, at twelve o'clock at noon, to consider of a dividend; and on other special affairs; and that the transfer books will be shut on Thursday the 16th day of November next.

Henry Pittet, Clerk.

London Docks.

London Dock-House, New Bank-buildings, November 23, 1852.

**T**HE Directors of the London Dock Company hereby give notice, that in pursuance of the 107th section of the Act 9th Geo. 4th, cap. 116, it is intended on the 30th instant, and the two following days (unless the charges shall have been previously paid), to have a Clearance Sale, at the London Commercial Sale Rooms, Mincing-lane, of such Wines and Spirits as from length of deposit, or depreciated quality, are considered not to be worth the charges due thereon; and that sundry parcels, for which warrants have been issued and the Proprietors thereof are unknown, will be included in such sale.

Particulars to be obtained at the Wine and Spirit Office, London Docks.

J. D. Powles, Secretary.

South-Sea-House, November 11, 1852.

**T**HE Court of Directors of the South-Sea Company give notice, that the transfer books of South-Sea Stock, New South-Sea Annuities, and 3 per cent. Annuities, 1751, will be shut on Friday the 10th day of December next, at three o'clock, and opened on Tuesday the 18th of January following.

C. F. Gibson, Secretary.

Royal Exchange Assurance,  
Royal Exchange, November 24, 1852.

**T**HE Court of Directors of the Royal Exchange Assurance do hereby give notice, that their transfer books will be shut from Tuesday the 7th of December next, to Thursday the 6th of January following; that the Annual General Court appointed by their charter, will be holden, at their Office, at the Royal Exchange, on Wednesday the 22nd of December, at twelve o'clock at noon; and that a dividend will be considered of at the said Court.

Alex. Green, Secretary.

Globe Insurance, London,  
November 25, 1852.

**N**OTICE is hereby given, that a Special General Meeting of the Proprietors of the Globe Insurance Company will be held at the Company's Office, in Cornhill, on Thursday the 9th day of December next, at one o'clock precisely, for the purpose of electing a Director to fill the vacancy occasioned by the resignation of Henry James Wheeler, Esq.

The ballot will commence at one, and close at three o'clock.

By order of the Board,

Wm. Newmarch, Secretary.

Anglo-Mexican Mining Association, No. 5,  
Broad-street Buildings, London, November 25, 1852.

**N**OTICE is hereby given, that a Further Dividend of seven shillings per share out of the assets of this Association will be paid on and after the 7th day of December next.

The certificates are required to be left at the office three clear days for examination. Office hours from eleven to three o'clock.

Alfred Godfrey, Secretary.

London, November 25, 1852.

**N**OTICE is hereby given to Commander Maxwell Falcon and the officers and crew of Her Majesty's sloop Wolverine, entitled to share for the brig, name and nation unknown, captured on 15th February 1851, that an account of the bounty moneys received for the said capture, will be delivered into the Registry of the High Court of Admiralty forthwith, according to Act of Parliament.

Ommanney, Son, and Co.

London, 26th November 1852.

**N**OTICE is hereby given to the late Officers and Crew of Her Majesty's steam-ship Cyclops, the Hon. George Fowler Hastings Captain, that an account of bounties, &c. received for the capture of the slave brigantine (name unknown), on the 20th day of November 1850, will be forthwith deposited in the Registry of the High Court of Admiralty.

Burnett and Co. Agents.

**N**OTICE is hereby given, that the Partnership heretofore subsisting and carried on between us the undersigned, Emma Leuty and Anne Spence Fox, as Milliners, &c. in Huskergate, Bradford, in the county of York, is this day dissolved by mutual consent.—As witness our hands this 17th day of November 1852.

Emma Leuty.  
Anne Spence Fox.

210, 211, 212, Whitechapel-road, and Nos. 1 and 4, New-road.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, under the firm Thomas and Robert Martyn, has been dissolved by mutual consent, as of and from this 23rd day of November 1852.—Dated 23rd November 1852.

*Thomas Martyn.  
Robert Martyn.*

**NOTICE** is hereby given, that the Copartnership carried on for some time past at the county of the borough of Carmarthen, by Watkin Wayne, Edward John Featherstone, Rees Jenkins, and Anne Wayne, under the firm of Wayne and Co. was this day dissolved by mutual consent, so far as regards the said Edward John Featherstone, who has assigned all his share and interest to the said Watkin Wayne.—Dated this 4th day of October 1852.

*E. J. Featherstone. Rees Jenkins.  
Watkin Wayne. Anne Wayne.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Peniston, Edwin Wood Peniston, and Joseph Peniston, carrying on business at Nos. 105 and 113, Kirkgate, Leeds, in the county of York, as Clothiers and Outfitters, has been dissolved from the 16th day of September last, by mutual consent, so far as regards the said Edwin Wood Peniston. All debts due to and owing by the said copartnership to be received and paid by the said John Peniston and Joseph Peniston.—As witness their hands this 23rd day of November 1852.

*John Peniston.  
Edwin Wood Peniston.  
Joseph Peniston.*

**NOTICE** is hereby given, that the Partnership heretofore existing between us the undersigned, Henry Adkins, Thomas Pinches, John Caleb Adkins, and George Caleb Adkins, carrying on the trades of Soap, Alkali, and Red Lead Manufacturers, at Smethwick, in the county of Stafford, under the firm or style of Thomas Adkins and Co. and of White Lead Manufacturers at Birmingham Heath, in the county of Warwick, under the firm or style of G. C. Adkins and Co. was this day dissolved.—Dated this 20th day of November 1852.

*Henry Adkins. John C. Adkins.  
Thomas Pinches. G. C. Adkins.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting and carried on by us the undersigned, as Sack and Sacking Manufacturers, at No. 42, Milk-street, in the city of Bristol, under the style or firm of Milsom and Bowden, was this day dissolved by mutual consent. All debts due and owing to and by the said partnership will be received and paid by the said William Bowden who will continue the said business on his own account, at No. 42, Milk-street aforesaid.—Dated this 24th day of November 1852.

*John Milsom.  
William Bowden.*

**NOTICE** is hereby given, that the Partnership (if any) heretofore subsisting between us the undersigned, Frederick Hilliar and Major Osborne, carrying on business under the style and firm of Frederick Hilliar and Company, of Groningen, in Holland, as Corn Merchants, was this day dissolved by mutual consent.—As witness our hands this 22nd day of November 1852.

*Frederick Hilliar.  
Major Osborne.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Hartree and Samuel Hartree, in the trade or business of a Publican, carried on at the Cross Keys inn, in the city of Bath, under the firm of Thomas and Samuel Hartree, was this day dissolved by mutual consent; and all debts due to and owing by the said firm are to be received or paid by the said Thomas Hartree.—Witness our hands this 19th day of November 1852.

*Samuel Hartree.  
Thomas Hartree.*

**NOTICE** is hereby given, that the Partnership lately subsisting between us the undersigned, Richard Skipwith and Charles Cooling Sharp, carrying on the business of Starch Manufacturers, at Bobbers Mill, near Nottingham, under the style or firm of Skipwith and Sharp, was this day dissolved by mutual consent. All debts due to or from the said partnership, will be received and paid by the said Richard Skipwith.—Dated this 19th day of November 1852.

*Richard Skipwith.  
Charles Cooling Sharp.*

**WE**, the undersigned, hereby give notice, that the Partnership hitherto subsisting between us, as Brewers and Maltsters, at South Shields, in the county of Durham, under the style or firm of Kirkley, Swinburne, and Company, has this day been dissolved by mutual consent. All debts due to or owing by the said Kirkley, Swinburne, and Company, will be received and paid by Mr. James N. Buckland and Mr. Robert S. Crosthwaite, who will in future carry on the business, under the firm of J. N. Buckland and Company, at the Low Brewery, South Shields.—As witness our hands, in South Shields, this 11th day of November 1852.

*James Kirkley. Wm. Anderson.  
Wm. Ad. Swinburne. Jas. N. Buckland.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Preston and Lawson Topping, as Common Brewers, carrying on business in Hanover-street, in Manchester, in the county of Lancaster, has been dissolved by mutual consent. All debts due to and from the said firm will be received and paid by the undersigned, Lawson Topping, who will continue to carry on the said business on his own account, the undersigned James Preston, having retired from the said concern.—Dated this 22nd day of November 1852.

*James Preston.  
Lawson Topping.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Jean Valentine Morel and Edmond Joly de Bammerville, of No. 7, New Burlington-street, in the county of Middlesex, Manufacturing Jewellers, Goldsmiths, and Silversmiths, carrying on business under the firm of Morel and Company, was this day dissolved by mutual consent.—Dated this 23rd day of November 1852.

*J. V. Morel.  
Edm. Joly de Bammerville.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us, the undersigned, Benjamin Ward and William Samuel Froot, as Brewers, Manchester, in the county of Lancaster, was this day dissolved by mutual consent.—Dated this 23rd day of November 1852.

*Benjamin Ward.  
William J. Froot.*

**NOTICE** is hereby given, that the Partnership lately carried on between us the undersigned, George Chubb and Henry Byrt, under the name of Chubb and Byrt, as Linen Drapers and Haberdashers, on the Blue Boar-row, in the city of New Sarum, in the county of Wilts, has been this day dissolved by mutual consent; and in future the business will be continued by the said George Chubb, who will pay and receive all debts due and owing to and from the said partnership.—Dated this 22nd day of November 1852.

*Henry Byrt.  
George Chubb.*

[Extract from the Edinburgh Gazette of November 23 1852.]

**THE** Subscriber, Dr. Francis Hay Thomson, Surgeon-Dentist in Glasgow, having sold his interest in the business hitherto carried on at No. 300, Buchanan-street, Glasgow, in his own name, or under the firm of The West of Scotland Electro-Gilding, Plating, and Refining Establishment, or of The West of Scotland Electro-Plating Establishment, or of The West of Scotland Plating Establishment, hereby gives notice to the public of his retreat.

*Francis Hay Thomson.*

ANDW. BANNATYNE, Witness.  
J. WYLIE, Witness.  
Glasgow, November 22, 1852.

**JOHN PARSON**, sometimes going under the names of Henry Marven, George Thompson, and Mortimer. This party who sailed as Chief Mate of the James Daly, in a voyage from Bristol to Jamaica, in October 1826, and returned in the same vessel to London in April 1827, on the 21st of which month he was discharged, and who subsequently sailed to Sierra Leone in or about the year 1829, is requested, if alive, to apply to Mr. Barclay Farquharson Watson, Solicitor, of No. 36, Lincoln's-inn-fields, when he will hear of something greatly to his advantage.

**PURSUANT** to a Decree of the High Court of Chancery made in a cause Morton v. Verity, the creditors of Joseph Spence, late of Stonebeckdown, in the parish of Kirkby Malzeard, in the county of York, Yeoman, (who died in or about the month of June 1845), are, by their Solicitors, on or before the 25th 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, in Southampton-buildings, Chancery-lane, London, or in default thereof they will be peremptorily excluded from the benefit of the said Decree.

Tuesday, the 25th 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.

**P**URSUANT to a Decree of the High Court of Chancery made in a cause of Charlotte Wood, Plaintiff, and Edward Beetlestone and others Defendants, the creditors of Thomas Astley Smith, late of Wheaton Aston, in the parish of Lapley, in the county of Stafford, Gentleman, deceased (who died on or about the 1st day of May 1852), are, on or before the 1st day of December next, 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.

**P**URSUANT to an Order of the High Court of Chancery made in a cause Wilkinson against Wilkinson, the creditors of Edward Patterson Wilkinson, late of Sellinge, in the county of Kent, Gentleman, deceased, (who died in or about the month of December 1843), are, by themselves or their Solicitors, on or before the 23rd 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 10th day of January 1853, is appointed (at twelve o'clock) for hearing and adjudicating upon the said debts and claims.—Dated this 24th day of November 1852.

**P**URSUANT to an Order of the High Court of Chancery made in a cause Malden against Cole, the creditors of Thomas Frederick Cole, late of Ryde, in the Isle of Wight, Solicitor, (who died in or about the month of May 1851), are, by their Solicitors, on or before the 22nd day of December next, to come in and prove their debts or claims before John Elijah Blunt, 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 from the benefit of the said Order.

Monday, the 10th day of January, at one o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 22nd day of November 1852.

**P**URSUANT to an Order of the High Court of Chancery made in a cause Broadwood against Holland, the persons claiming to be next of kin to Matthew Broadwood, late of Oxenden-street, Haymarket, in the county of Middlesex, Carver, (who died in or about the year 1840), are, by their Solicitors, on or before the 18th day of December 1852, to come in and prove their claims at the chambers of Richard Richards, Esq. one of the Masters of the said Court, in Southampton-buildings, in the county of Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order.—Dated this 23rd day of November 1852.

Thursday the 23rd day of December 1852, at two o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.

**P**URSUANT to a Decretal Order of the High Court of Chancery made in a cause of Vaudrey against Howard, the creditors of John Howard, late of Staleybridge, in the county of Chester, (who died in or about the month of May 1823), are, by their Solicitors, on or before the 14th day of January 1853, to come in and prove their debts or claims before Richard Richards, Esq. the Master of the High Court of Chancery to whom this cause stands referred, at his chambers, in Southampton-buildings, Chancery-lane, London, or in default thereof they will be peremptorily excluded from the benefit of the said Decretal Order.

Friday, the 21st day of January 1853, at two o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 20th day of November 1852.

**P**URSUANT to an Order of the High Court of Chancery made in a cause Brodrick v. Brown, the creditors of Clara Sutcliffe, late of Bath, in the county of Somerset, Spinster, (who died in or about the month of June 1833), are, by their Solicitors, on or before the 26th day of January 1853, to come in and prove their debts before William Henry Tinney, Esq. one of the Masters of the said Court, at his chambers, in Southampton-buildings, Chancery-lane, London, or in default thereof they will be peremptorily excluded the benefit of the said Order.

Wednesday, the 26th 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 20th day of November 1852.

**P**URSUANT to an Order of the High Court of Chancery made in a cause Brodrick against Brown, all persons claiming to be next of kin of Clara Sutcliffe, late of Bath, in the county of Somerset, Spinster (who died in or about the month of June 1833), as were living at the time of her death as aforesaid, and also the legal personal representatives or representative of such of them (if any) as have since died, are, by their Solicitors, on or before the 26th day of January 1853, to make out their respective claims, as such next of kin or legal personal representatives or representative 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 Order.

Wednesday, the 26th 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 20th day of November 1852.

**P**URSUANT to a Decree of the High Court of Chancery made in a cause Jones v. Jessop, the creditors of Griffith Jones, of Bath, in the county of Somerset, deceased (who died in the month of March 1850), are, by their Solicitors, on or before the 10th day of December 1852, to leave their claims of debt 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 17th 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 and the General Orders of the said Court.

**N**OTICE is hereby given, that by indenture, dated 28th day of October 1852, Edwin Wigan, of Worcester, in the county of Worcester, Draper, assigned all his estate, debts, and effects whatsoever (except as therein excepted), unto John Howell, of Saint Paul's Church-yard, in the city of London, Warehouseman, and Charles Candy, of Watling-street, in the said city, Warehouseman, as trustees, upon trust for the benefit of all the creditors of him, the said Edwin Wigan, as therein mentioned; and that the said indenture was executed on the day of the date thereof, by the said Edwin Wigan, John Howell, and Charles Candy, respectively, in the presence of, and attested by, Thomas Parker, of No. 18, Saint Paul's Church-yard, aforesaid, Solicitor, where the said indenture now lies for execution by the creditors of the said Edwin Wigan.—Dated this 23rd day of November 1852.

**N**OTICE is hereby given, that by an indenture, dated the 1st day of November 1852, John Ballantyne, of No. 18, Bedford-street, Bedford-row, in the county of Middlesex, Hosier and Glover, assigned all his personal estate and effects, whatsoever, unto James King, of Little Love-lane, Wood-street, in the city of London, Glover, as trustee, upon trust for the benefit of all the creditors of the said John Ballantyne; and the said indenture of assignment was executed on the day of the date thereof, by the said John Ballantyne, in the presence of, and attested by, John Chapple, of No. 5, Gresham-street, in the said city, Solicitor, and by the said James King, on the 5th day of November instant, in the presence of, and attested by, the said John Chapple; and the said indenture of assignment now lies at the office of the said Mr. Chapple for execution by the creditors of the said John Ballantyne.—Dated this 25th day of November 1852.

**T**AKE notice, that by an indenture, bearing date the 13th day of November 1852, and made between Edward Page, of Swindon, in the county of Wilts, Ironmonger, of the first part; Henry Symonds, of Birmingham, in the county of Warwick, Factor, and Peter Hardy, of Worcester, in the county of Worcester, Ironfounder, of the second part; and the several persons whose names are thereunto subscribed, being creditors of the said Edward Page, of the third part; all and singular the stock in trade, goods, chattels, book, and other debts, books of account, bills, bonds, notes, and securities for money, household goods, and furniture, and all other his personal estate and effects, whatsoever and wheresoever, of the said Edward Page, were conveyed, assigned, and assured unto the said Henry Symonds and Peter Hardy, upon trust for the benefit of all the creditors of the said Edward Page; and that the said Edward Page, Henry Symonds, and Peter Hardy, duly executed such indenture on the said 13th day of November; and that the same indenture was duly executed by the said Edward Page, Henry Symonds, and Peter Hardy, respectively, in the presence of, and was attested by, James Copleston Townsend, of Swindon, in the said county of Wilts, one of the Attorneys of Her Majesty's Court of Queen's Bench, at Westminster, of all which premises the said Edward Page doth hereby give notice. And notice is further given, that the said indenture is now lying at the offices of Messrs. Crowdys and Townsend, of Swindon aforesaid, for the signatures of the creditors of the said Edward Page.—Dated the 23rd day of November 1852.



**NOTICE** is hereby given, that by a certain indenture, bearing date the 8th day of November 1852, and made between Samuel Rooke, therein described as late of Burwash, in the county of Derby, Farmer, but then of Everton, in the county of Lancaster, Yeoman, of the one part; and George Baldwin, of the town of Nottingham, Tailor and Draper, and Benjamin Walker, of the same town, Lace Manufacturer, creditors and trustees named and appointed on behalf of themselves and all other of the creditors of the said Samuel Rooke, for the purposes therein mentioned, of the other part; and by a certain other indenture bearing date the said 8th day of November 1852, and made between the said Samuel Rooke, of the first part; the said George Baldwin and Benjamin Walker, of the second part; and the several other persons who by themselves or by persons on their behalf, and by them duly authorized, should have subscribed their names and affixed their seals thereunto (being respectively creditors of the said Samuel Rooke), of the third part; the said Samuel Rooke conveyed and assigned all his real and personal estate and effects whatsoever unto the said George Baldwin and Benjamin Walker, upon trust for such of the creditors of him the said Samuel Rooke, as should execute the said last mentioned indenture; that the said indentures were respectively executed by the said Samuel Rooke, on the day of the respective dates thereof, and were respectively executed by the said George Baldwin and Benjamin Walker, on the 9th day of November 1852; that the respective executions of the said two several indentures by the said Samuel Rooke, George Baldwin, and Benjamin Walker, were respectively attested by Richard Enfield, of the said town of Nottingham, Solicitor, whose place of abode is situate in the parish of Bramcote, in the county of Nottingham; and that the place of abode of the said George Baldwin is situate in the said parish of Bramcote; and that the place of abode of the said Benjamin Walker is situate in the parish of Lenton, in the county of Nottingham; and notice is hereby further given, that the said first mentioned indenture now lies at the office of Messrs. W. and R. Enfield, Solicitors, Low-pavement, Nottingham, for inspection by the creditors of the said Samuel Rooke, and the said last mentioned indenture now lies at the same place for inspection and execution by the said creditors.—Dated this 10th day of November 1852.

In the Matter of John Goulesbrough, of Manchester, in the county of Lancaster, Manufacturer, Dealer and Chapman, against whom a Petition for adjudication of Bankruptcy was issued, bearing date 16th March 1850.

**I** HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a Further Dividend of 1d. in the pound, and those creditors who have proved since the first dividend meeting may receive the First Dividend of 7s. 2d. in the pound, upon application at my office, as under, between the hours of ten and one of the clock, on Tuesday the 30th of November 1852, and every following Tuesday. No Dividend can be paid to a creditor holding a security for his debt until such security shall be produced to me, without the special direction of a Commissioner on that behalf.—November 24, 1852.

CHAS. LEE, Official Assignee,  
76, George-street, Manchester.

In the Matter of Guthrie and Cook, of Liverpool, Merchants.

**I** HEREBY give notice, that the creditors who have proved their debts under the above estate may receive a Third Dividend of 3d. in the pound, upon application at my office, No. 9, South Castle-street, Liverpool, on Monday, the 29th of November, or any subsequent Monday, 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.

WM. BIRD, Official Assignee.

In the Matter of George Walsh, of Blackburn, in the county of Lancaster, Pawnbroker and Clothes Dealer, Dealer and Chapman, against whom a Petition for adjudication of Bankruptcy was filed on the 20th day of July 1852.

**I** HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 12s. 5½d. in the pound, upon application at my office, No. 7, Charlotte-street, Manchester, on Tuesday the 30th day of November 1852, or on any subsequent Tuesday, between the hours of eleven and one of the 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.

JAS. S. POTT, Official Assignee.

No. 21385.

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In the Matter of Edward Wickham Dickenson, of Liverpool, Merchant.

**I** HEREBY give notice, that the creditors who have proved their debts under the above estate may receive a Third Dividend of 8d. in the pound, upon application at my office, No. 9, South Castle-street, Liverpool, on Monday the 29th of November 1852, or any subsequent Monday, between the hours of eleven and two o'clock. No Dividend can 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.

WM. BIRD, Official Assignee.

In the Matter of Thomas Nelson Assheton, of Liverpool, Merchant.

**I** HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a Second Dividend of 3d. in the pound, upon application at my office, No. 9, South Castle-street, Liverpool, on Monday the 29th November 1852, or any subsequent Monday, 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.

WM. BIRD, Official Assignee.

**W**HEREAS a Petition for arrangement under the Bankrupt Law Consolidation Act, sections 211 to 223, was, on the 22nd day of October 1852, presented by James Thomas Wheatley, of No. 11, Cranmer-place, Waterloo Bridge-road, in the county of Surrey, and formerly of No. 31, Commercial-road, Lambeth, in the same county, Lighterman; and whereas at the first sitting appointed under the said Petition, held on the 23rd day of November 1852, for the purpose of considering the proposal made by the said James Thomas Wheatley, three-fifths in number and value of the creditors of the said James Thomas Wheatley not assenting to the proposal of the said Petitioner, John Samuel Martin Fonblanque, Esq. acting in the matter of the said Petition, adjudged the said petitioner a bankrupt, and adjourned all further proceedings thereunder into the public Court, and he being declared a bankrupt, is hereby required to surrender himself to John Samuel Martin Fonblanque, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 8th of December next, at two o'clock in the afternoon, and on the 7th day of January following, at twelve o'clock at noon, 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. Hatton Hamer Stansfeld, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Lawrance, Plews, and Boyer, Solicitors, No. 14, Old Jewry-chambers, city.

**W**HEREAS a Petition for adjudication of Bankruptcy, was on the 15th day of November 1852, filed against Henry Fisher and Edward William Selwood, of No. 114, Aldersgate-street, in the city of London, Wholesale Milliners and Lacemen, Dealers and Chapmen, and Copartners, trading under the style or firm of Fisher and Selwood, and they being declared bankrupts are hereby required to surrender themselves to Edward Holroyd, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 7th day of December next, and on the 11th day of January following, at one of the clock in the afternoon precisely, on each of the said days, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of their estates and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupts are required to finish their examination. All persons indebted to the said bankrupts, or that have any of their effects, are not to pay or deliver the same but to Mr. Edward Edwards, No. 1, Sambrook-court, Basinghall-street, London, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Ashurst and Son, Solicitors, No. 6, Old Jewry, London.

**W**HEREAS a Petition for adjudication of Bankruptcy, filed the 23rd day of November 1852, hath been presented against James Gazley, of King's Lynn, in the county of Norfolk, Carpenter and Builder, and he being declared a bankrupt is hereby required to surrender himself to John Samuel Martin Fonblanque, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 3rd day of December next, at twelve o'clock at noon precisely, and on the 7th of January following, at one in the afternoon precisely, at the Court of Bankruptcy, in Basing-

hall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Hatton Hamer Stansfeld, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Trinder and Eyre, Solicitors, No. 1, John-street, Bedford-row.

**W**HEREAS a Petition for adjudication of Bankruptcy, bearing date the 23rd day of November 1852, hath been duly filed against Thomas Crossley, of No. 38, Noble-street, in the city of London, Silk and Ribbon Warehouseman, Commission Agent, Dealer and Chapman, and he being declared a bankrupt is hereby required to surrender himself to Edward Goulburn, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 1st of December next, at half past eleven of the clock in the forenoon precisely, and on the 8th of January following, at half past two in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. William Pennell, No. 3, Guildhall-chambers, Basinghall-street, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Sole, Turner, and Turner, Solicitors, No. 68, Aldermanbury, London.

**W**HEREAS a Petition for adjudication of Bankruptcy, bearing date the 23rd day of November 1852, hath been duly filed against Henry Kennall, of Hastings, in the county of Sussex, Stone Mason, Builder, Dealer and Chapman, and he being declared a bankrupt is hereby required to surrender himself to Edward Goulburn, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 1st day of November next, at half past twelve in the afternoon precisely, and on the 14th day of January next, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Isaac Nicholson, No. 24, Basinghall-street, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Gregson and Son, Solicitors, No. 8, Angell-court, London, or to Messrs. Scrivers and Young, Solicitors, Hastings.

**W**HEREAS a Petition for adjudication of Bankruptcy, bearing date the 25th day of November 1852, hath been duly filed against William Northwood, of No. 6, Wigmore-street, Cavendish-square, in the county of Middlesex, Upholsterer, Cabinet Maker, Dealer and Chapman, and he having been declared a bankrupt is hereby required to surrender himself to Edward Goulburn, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 1st day of December next, at twelve of the clock at noon precisely, and on the 15th day of January 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, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. William Pennell, No. 3, Guildhall-chambers, Basinghall-street, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Newbon and Evans, Solicitors, No. 1, Wardrobe-place, Doctors' Commons.

**W**HEREAS a Petition for adjudication of Bankruptcy was, on the 24th day of November 1852, filed against Joseph Ick Evans, of No. 84, Harrow-road, Paddington, in the county of Middlesex, Clothier, Dealer and Chapman, and he being declared a bankrupt is hereby required to surrender himself to Joshua Evans, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 9th of December next, at half past twelve in the afternoon precisely, and on the 13th of January next, at twelve at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts,

and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Johnson, No. 20, Basinghall-street, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. Steinberg, Solicitor, Bread-street, Cheapside.

**W**HEREAS a Petition for adjudication of Bankruptcy was, on the 24th day of November 1852, filed by John Taylor, of Hoxne, in the county of Suffolk, Grocer and Draper, 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 7th of December next, at half past twelve in the afternoon precisely, and on the 6th day of January following, at one in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Bell, No. 3, Coleman-street-buildings, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Newbon and Hutton, Solicitors, No. 44, Noble-street, Cheapside.

**W**ALKER SKIRROW, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 5th day of October 1852, against William Smith, now or late of Bolton-le-Moors, in the county of Lancaster, Grocer, Dealer and Chapman, will sit on the 9th day of December next, at eleven o'clock in the forenoon precisely, at the Manchester District Court of Bankruptcy, at Manchester, in order to receive Proof of Debts under the said Petition.

**W**ILLIAM THOMAS JEMMETT, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 8th day of November 1849, against John Eedson Clarke, Charles Buckles, and Hodgson Inchbold, all of Manchester, and of Swinton, both in the said county of Lancaster, Contractors, Brick Makers, Dealers and Chapman, and Copartners, will sit on the 13th day of December next, at twelve of the clock at noon precisely, at the Manchester District Court of Bankruptcy, in Manchester, in order to receive Proof of Debts under the said Petition.

**M**ARTIN JOHN WEST, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 29th day of July 1844, awarded and issued forth against Richard Jackson and Richard Yale, of Leeds, in the county of York, Engineers, Machine Makers, Iron and Brass Founders, Dealers and Chapman and Copartners in Trade, carrying on business in Leeds aforesaid, under the style or firm of Fenton, Murray, and Jackson, will sit on the 17th day of December next, at eleven o'clock in the forenoon, at the Leeds District Court of Bankruptcy, in Leeds, in order to receive Proof of Debts under the said Fiat.

**J**OHAN SAMUEL MARTIN FONBLANQUE, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, dated the 31st day of January 1848, against George Freeman, of White Cottage, Southampton-street, Camberwell, in the county of Surrey, late of No. 41, Saint Mary-at-Hill, East Cheap, in the city of London, Dealer in Colonial Produce, Dealer and Chapman, will sit on the 6th day of December next, at half past one o'clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to proceed to the choice of an Assignee to the estate and effects of the said bankrupt under the said Fiat, when and where the creditors of the said bankrupt 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.

**J**OHAN SAMUEL MARTIN FONBLANQUE, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 31st day of January 1848, awarded and issued forth against George Freeman, of White Cottage, Southampton-street, Camberwell, in the county of Surrey, late of No. 41, Saint Mary-at-Hill, East Cheap, in the city of London, Dealer in Colonial Produce, Dealer and Chapman, will sit on the 6th day of December next, at half past one in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, 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.

**WILLIAM THOMAS JEMMETT**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 15th day of September 1852, against Thomas Staley, of Stockport, in the county of Chester, Grocer, will sit on the 8th of December next, at twelve at noon, at the Manchester District Court of Bankruptcy, in Manchester, to take the Last Examination of the said bankrupt (by adjournment from the 10th day of November instant); 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.

**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, 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 8th day of December next, at two of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, 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.

**JOHN SAMUEL MARTIN FONBLANQUE**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 2nd day of July 1852, against Charles Edward Bingham, of No. 62, Mount-street, Grosvenor-square, in the county of Middlesex, Printer, Newspaper Agent, Dealer and Chapman, will sit on the 8th of December next, at half past one in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

**JOHN SAMUEL MARTIN FONBLANQUE**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 1st day of August 1851, against Samuel Churchill, of Chrisp-street, in the parish of All Saints, Poplar, in the county of Middlesex, and Thomas Clayden, of Saint Thomas-road, hamlet of Mile End Old Town, in the parish of Stepney, in the said county, carrying on business together at Church-row, in the parish of Limehouse, in the said county, Builders and Copartners, Dealers and Chapman, will sit on the 8th day of December next, at half past one o'clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupts, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

**EDWARD HOLROYD**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 8th day of September 1852, against John Lovett Hopkins, of Star Corner, Bermondsey, in the county of Surrey, Draper, Dealer and Chapman, trading under the style or firm of John Hopkins, will sit on the 14th day of December next, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

**EDWARD HOLROYD**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 16th of August 1852, against William Patten, late of Marks Tey, in the county of Essex, Licensed Victualler and Dealer in Horses, and now of Feering, in the said county, Dealer in Horses by Commission, Dealer and Chapman, will sit on the 16th 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 Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

**EDWARD HOLROYD**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 9th day of September 1852, against George Clapham, of Whittlesea, in the county of Cambridge, Watch Maker and Jeweller, Dealer and Chapman, will sit on the 16th of December next, at two of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to Audit the Accounts of the

Assignees of the estate and effects of the said bankrupt under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

**EDWARD HOLROYD**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 15th day of September 1852, against Henry Miles and Charles Miles, of No. 4, Old Road, Limehouse, and of No. 1, Giles-row, Cambridge-road, Mile End-road, both in the county of Middlesex, Drapers, Dealers and Chapman, and late Copartners in Trade, will sit on the 16th day of December next, at one in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to 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.

**EDWARD HOLROYD**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 2nd of September 1852, against Henry Allison Barker, of Hope-wharf, City-road, in the county of Middlesex, Coal Merchant, will sit on the 16th day of December next, at one of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

**MARTIN JOHN WEST**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 18th day of December 1851, filed against John Allott, of New Miller Dam, in the parish of Sandal Magna, in the county of York, Banker, Dealer and Chapman, will sit on the 9th day of December next, at eleven of the clock in the forenoon precisely, at the Leeds District Court of Bankruptcy, in the Commercial-buildings, in Leeds, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to "The Bankrupt Law Consolidation Act, 1849."

**MARTIN JOHN WEST**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 8th day of June 1852, 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 9th 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 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 SCOPE AYRTON**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 30th day of January 1852, filed against William Witty, of Louth, in the county of Lincoln, Draper, will sit on the 15th of December next, at twelve at noon precisely, at the Leeds District Court of Bankruptcy, in the Townhall, Kingston-upon-Hull, 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."

**WALKER SKIRROW**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 14th day of April 1852, against Mary Fouracre, of Wigan, in the county of Lancaster, Innkeeper, and of Standish-with-Langree, in the said county, Colliery Proprietor, will sit on the 10th of April next, at twelve at noon, at the Manchester District Court of Bankruptcy, at Manchester, 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 THOMAS JEMMETT**, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 22nd day of August 1849, awarded and issued forth against John Crondson, of Wigan, in the county of Lancaster, Money Scrivener, Dealer and Chapman, will sit on the 7th 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 estate and effects of the said bankrupt, under the said Fiat, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

**WILLIAM THOMAS JEMMETT**, Esq. one of Her Majesty's Commissioners authorized to act in the prosecution of 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, Finished Coal Dealer, Dealer and Chapman, will sit on the 8th day 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 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 Petition for adjudication of Bankruptcy, filed on the 19th of December 1851, against Ralph Darlington, of Wigan, in the county of Lancaster, Money Scrivener and Coal Dealer, will sit on the 8th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in Manchester, 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 THOMAS JEMMETT**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 27th day of February 1852, against Robert Dilkes, of Warrington, in the county of Lancaster, Innkeeper, will sit on the 7th day of December next, at twelve o'clock at noon, 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 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 Petition for adjudication of Bankruptcy, filed on the 14th day of February 1851, against Hiram Williamson, of Manchester, in the county of Lancaster, Manufacturer, Dealer and Chapman, will sit on the 6th day of December next, at twelve of the clock at noon precisely, at the Manchester District Court of Bankruptcy, in Manchester, 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 THOMAS JEMMETT**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 28th day of June 1850, against Robert Hardman Parkinson, of Manchester, in the county of Lancaster, Warehouseman, Dealer and Chapman, trading under the style or firm of Robert H. Parkinson and Company, will sit on the 8th day of December next, at twelve of the clock at noon precisely, at the Manchester District Court of Bankruptcy, in Manchester, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

**EDMUND ROBERT DANIELL**, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 30th day of June 1832, awarded and issued forth against John Brown, of Kidderminster, in the county of Worcester, and of Saint Mildred's-court, Poultry, in the city of London, Carpet Manufacturer, Worsted Spinner, Dealer and Chapman, carrying on business under the firm of John Brown and Sons, will sit on the 16th of December next, at eleven in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Fiat, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

**EDMUND ROBERT DANIELL**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 6th day of August 1852, and filed against William Jones Williams, of Wolverhampton, in the county of Stafford, Hosier, Haberdasher, and General Dealer, will sit on the 16th day of December next, at eleven of the clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

**EDMUND ROBERT DANIELL**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 11th day of March 1852, and filed against Benjamin Smith, of Droitwich, in the county of Worcester, Salt Manufacturer, will sit on the 16th day of December next, at eleven of the clock in the forenoon, at the Birmingham District Court of Bankruptcy, at Birmingham, in order to Audit the Accounts of the Assignees of the estate and

effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

**JOHN BALGUY**, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 6th day of October 1849, awarded and issued forth against Samuel Grocock, of Leicester, in the county of Leicester, Hosier, Hatter, Glover, Shirt Maker, Dealer in Gutta Percha Ware, Haberdasher, Dealer and Chapman, trading under the style or firm of S. Grocock and Co. will sit on the 17th of December next, at ten in the forenoon, at the Birmingham District Court of Bankruptcy, at Nottingham, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Fiat, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

**JOHN BALGUY**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 16th day of January 1852, filed against Henry Gladwin, of the town of Nottingham, Draper, Dealer and Chapman, will sit on the 17th of December next, at ten in the forenoon, at the Birmingham District Court of Bankruptcy, at Nottingham, 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.

**JOHN BALGUY**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 25th day of March 1851, filed against James Bury the younger, of Sneinton, in the county of Nottingham, Cotton Waste Dealer, will sit on the 17th day of December instant, at ten o'clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Nottingham, 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.

**RICHARD STEVENSON**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 21st day of November 1851, against Thomas Chaffers and Henry Jones, both of Liverpool, in the county of Lancaster, Brewers, and Copartners in Trade, will sit on the 9th day of December next, at eleven in the forenoon precisely, at the District Court of Bankruptcy, in Liverpool, to Audit the Accounts of the Assignees of the joint 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.

**RICHARD STEVENSON**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 15th day of October 1851, against Samuel Mayor, of Liverpool, in the county of Lancaster, Ship Chandler, Dealer and Chapman, will sit on the 9th day of December next, at eleven of the clock in the forenoon precisely, at the District Court of Bankruptcy, at Liverpool, Lancashire, 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.

**ROBERT GEORGE CECIL FANE**, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 10th day of November 1846, awarded and issued forth against George Burgess, of Ramsgate, in the county of Kent, Coach Maker, Dealer and Chapman, will sit on the 18th of December next, at twelve at noon 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.

**ROBERT GEORGE CECIL FANE**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 10th day of August 1852, filed against Thomas Delf and Nicholas Trübner, of No. 12, Paternoster-row, in the city of London, Booksellers, will sit on the 20th day of December next, at one of the clock in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, in order to make a Dividend of the joint estate and effects of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**ROBERT GEORGE CECIL FANE**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 16th day of June 1852, filed against Richard Cross,

of the town and county of the town of Southampton, Watch Maker and Jeweller, Dealer and Chapman, will sit on the 20th 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.

**ROBERT GEORGE CECIL FANE**, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 20th day of April 1848, awarded and issued forth against Joseph Hughesdon and Alexander Mackay, now or late of Chundernagore, in the East Indies, lately trading in Copartnership at Calcutta, in the East Indies, as Merchants and Agents, under the firm of Hughesdon, Brothers, will sit on the 18th day of December next, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, to make a Dividend of the joint estate and effects of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**ROBERT GEORGE CECIL FANE**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 26th day of January 1852, filed against William Abram Cogar, of No. 33, Newgate-street, in the city of London, and of No. 62, Quadrant, Regent-street, in the county of Middlesex, Boot and Shoe Dealer, Commission Agent, Dealer and Chapman, will sit on the 18th day of December next, at half past eleven o'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, bearing date the 24th day of November 1847, awarded and issued forth against Menahem Levy Bensusan, Samuel Levy Bensusan, Jacob Levy Bensusan, and Joshua Levy Bensusan, of No. 6, Magdalen-row, Great Prescott-street, Goodman's-fields, in the county of Middlesex, Merchants, Dealers and Chapmen, and Copartners, trading under the name, style, or firm of M. L. Bensusan and Company, at No. 6, Magdalen-row, aforesaid, will sit on the 17th 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 separate estate and effects of Jacob Levy Bensusan, one of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**EDWARD HOLROYD**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 6th day of December 1851, against George Staner the younger, of Margate, in the county of Kent, Baker, Dealer and Chapman, will sit on the 21st of December next, at two 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.

**JOSHUA EVANS**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 28th day of October 1851, against Henry Saunders, of Upper Thames-street, in the city of London, Wholesale Cheesemonger, will sit on the 20th 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.

**MARTIN JOHN WEST**, Esq. one of Her Majesty's Commissioners authorized to act under a Commission of Bankruptcy, bearing date the 27th day of May 1816, issued against Thomas Tomlinson, of Winterton, in the

county of Lincoln, Corn Merchant, Dealer and Chapman, carrying on trade in partnership with John Binkill, Isaac Binkill, and John Binkill the younger, under the firm of Tomlinson and Binkill, will sit on the 17th 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 September 1851, presented and filed against John Beach, of Bradford, in the county of York, Apothecary, Dealer and Chapman, will sit on the 17th 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 estates 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.

**MARTIN JOHN WEST**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 3rd day of July 1851, presented and filed against William Kendall, and John Standish, of Leeds, in the county of York, Grocers, and Copartners, trading under the style or firm of Kendall and Company, will sit on the 17th 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 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.

**MARTIN JOHN WEST**, 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, presented and filed against Amon Lumb Stocks, of Huddersfield, in the county of York, Draper, Dealer and Chapman, will sit on the 17th of December next, at eleven in the forenoon precisely, at the Leeds District Court of Bankruptcy, in the Commercial-buildings, in Leeds, 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 October 1852, presented and filed against William Henry Stafford, of Sheffield, in the county of York, Painter and Paper Hanger, will sit on the 18th day of December next, at twelve o'clock at noon precisely, at the Leeds District Court of Bankruptcy, in the Council Hall, in Sheffield, 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 Fiat in Bankruptcy, bearing date the 16th day of June 1841, awarded and issued against Luke Palfreyman, of Sheffield, in the county of York, Scrivener, Dealer and Chapman, will sit on the 18th day of December next, at twelve of the clock at noon precisely, at the Leeds District Court of Bankruptcy, in the Council-hall, in Sheffield, 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 18th day of March 1852, presented and filed against Robert Tomlinson Carlisle, of Sheffield, in the county of York, and Beighton, in the county of Derby, Builder, Brick Maker, and Railway Contractor, will sit on the 18th day of December next, at twelve of the clock at noon precisely, at the Leeds District Court of Bankruptcy, in the Council-hall, in Sheffield, 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.

**WILLIAM THOMAS JEMMETT**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 20th day of September 1852, against Thomas Moyle, of Deansgate, in Manchester, in the county of Lancaster, Draper, will sit on the 21st 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.

**WILLIAM THOMAS JEMMETT**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 17th day of December 1851, against Robert Peel, of Blackburn, in the county of Lancaster, Ironmonger, will sit on the 22nd day of December next, at twelve of the 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.

**WILLIAM THOMAS JEMMETT**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 14th day of August 1850, against William Goldfinch Williams, of Accrington, in the county of Lancaster, Draper, Dealer and Chapman, will sit on the 22nd of December next, at twelve at noon precisely, at the Manchester District Court of Bankruptcy, in Manchester, to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**EDMUND ROBERT DANIELL**, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 30th day of June 1832, awarded and issued forth against John Brown, of Kidderminster, in the county of Worcester, and of Saint Mildred's-court, Poultry, in the city of London, Carpet Manufacturer, Worsted Spinner, Dealer and Chapman, carrying on business under the firm of John Brown and Sons, will sit on the 21st day of December next, at eleven in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, 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.

**EDMUND ROBERT DANIELL**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 6th day of August 1852, and filed against William Jones Williams, of Wolverhampton, in the county of Stafford, Hosier, Haberdasher, and General Dealer, will sit on the 11th day of January next, at eleven of the clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, 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 BALGUY**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 8th day of May 1850, filed against Samuel Wilkes, of Birmingham, in the county of Warwick, Clock Dial Maker and Factor, will sit on the 18th of December next, at ten in the forenoon, at the Birmingham District Court of Bankruptcy, at Birmingham, 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 BALGUY**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 23rd day of July 1852, filed against Charles Frederick Bailey, of Burslem, in the county of Stafford, Boot and Shoe Maker, will sit on the 18th of December 1852, at ten in the forenoon, at the

Birmingham District Court of Bankruptcy, at Birmingham, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**JOHN BALGUY**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 29th day of June 1852, filed against Josiah Perry and William Knight Broadhurst, of Fenton, in the parish of Stoke-upon-Trent, and county of Stafford, Earthenware Manufacturer, will sit on the 20th day of December next, at ten in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, to make a First and Final Dividend of the joint and separate estates and effects of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**JOHN BALGUY**, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 28th of February 1849, awarded and issued forth against Francis Braithwaite, of Bridge-street, in the parish of Saint Nicholas, in the city of Hereford, Apothecary, will sit on the 20th day of December next, at ten o'clock in the forenoon, at the Birmingham District Court of Bankruptcy, at Birmingham, 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.

**HENRY JAMES PERRY**, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 19th day of April 1849, awarded and issued forth against William Laird, of Birkenhead, in the county of Chester, Merchant, will sit on the 20th day of December next, at eleven of the clock in the forenoon precisely, at the District Court of Bankruptcy, at Liverpool, Lancashire, 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.

**RICHARD STEVENSON**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 24th of September 1851, against Thomas Mannerling Harris, of Liverpool, in the county of Lancaster, Ship Owner, Dealer and Chapman, will sit on the 17th day of December next, at eleven in the forenoon precisely, at the District Court of Bankruptcy, in Liverpool, 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.

**RICHARD STEVENSON**, Esq. one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 13th day of June 1840, awarded and issued forth against Benjamin Tattersall, and Thomas Tattersall, of Liverpool, in the county of Lancaster, Corn Merchants, Dealers and Chapmen, the said Benjamin Tattersall also carrying on business separately at Blackburn, in the same county, as a Corn Miller and Dealer, and at Milnthorpe, in the county of Westmoreland, as a Maltster, will sit on the 17th of December next, at eleven in the forenoon precisely, at the District Court of Bankruptcy, in Liverpool, in order to make a Dividend of the separate estate and effects of Thomas Tattersall, 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.

**WHEREAS** the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 28th day of August 1852, and now in prosecution against Henry Newson Brewer, of Amersham Villa, Counter-hill, in the parish of Saint Paul, Deptford, in the county of Kent, and of No. 80, Bermondsey-wall, in the parish of Bermondsey, in the county of Surrey, Mast and Block Maker, and Dealer in Marine Stores and Oakum, and at No. 8, South Eastern-arcade, in the parish of Saint Olave, Southwark, in the said county of Surrey, Tobacco-nist, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 20th of December next, at half past eleven in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in

the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

**WHEREAS** the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 10th day of August 1852, and now in prosecution against Thomas Delf and Nicholas Trübner, of No. 12, Paternoster-row, in the city of London, Booksellers, has, on the application of the said bankrupts, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 17th of December next, at half past eleven in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, 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 19th day of August 1852, and now in prosecution against James Holmes, of Regent-street, in the city of Westminster, in the county of Middlesex, Shawl Warehouseman, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 20th 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, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

**WHEREAS** the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 4th day of August 1852, and now in prosecution by Joseph Parmenter Sandle, of North Ockendon, in the county of Essex, Cattle Dealer, Market Gardener, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 20th of December next, at half past eleven in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

**WHEREAS** the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 13th day of August 1852, and now in prosecution against John Strevens, of No. 20, Bermondsey Wall, Bermondsey, in the county of Surrey, Sail Maker, and Ship Chandler, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 18th day of December next, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

**WHEREAS** the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 17th day of July 1852, and now in prosecution against Thomas Meeson, of No. 46, Fenchurch-street, in the city of London, Coal Merchant, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 17th 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, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

**WHEREAS** the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 27th of September 1852, against Robert Pitt, of East Donyland, in the county of Essex, Ship Owner, Builder, Licensed Victualler, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Edward Goulburn, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 17th of December next, at one o'clock in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

**WHEREAS** the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 9th day of September 1852, against Alexander Forfar, of Dunstable, in the county of Bedford, Straw Bonnet Manufacturer and Dealer in Brazilian Hats, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Edward Holroyd, Esq. one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 21st of December next, at eleven in the forenoon precisely, at the Court of Bankruptcy, 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.

**NOTICE** is hereby given, that William Thomas Jemmett, Esq. one of Her Majesty's Commissioners acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 20th day of September 1852, against Thomas Moyle, of Deansgate, in Manchester, in the county of Lancaster, Draper, will, pursuant to "The Bankrupt Law Consolidation Act, 1849," on the application of the said bankrupt, sit on the 20th of December next, at twelve at noon precisely, at the Manchester Court of Bankruptcy, in Manchester, for the allowance of the Certificate of conformity of the said bankrupt, under the said Petition; when and where any of the creditors of the said bankrupt, who have given due notice of his or their intention to oppose, may at such sitting be heard against the allowance of such Certificate, pursuant to the Statute in such case made and provided.

**NOTICE** is hereby given, that Henry James Perry, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 8th day of September 1852, against Charles Sewell Harris, of Liverpool, in the county of Lancaster, Pawnbroker, Dealer and Chapman, will, pursuant to "The Bankrupt Law Consolidation Act, 1849," on the application of the said bankrupt, sit on the 20th day of December next, at eleven of the clock in the forenoon precisely, at the Liverpool District Court of Bankruptcy, in Liverpool, for the allowance of a Certificate of conformity to the said bankrupt, under the said Petition. Any of the creditors of the said bankrupt, who shall have given due notice of his or their intention to oppose, may at such sitting be heard against the allowance of such Certificate, pursuant to the Statute in such case made and provided.

**THIS** is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 27th day of January 1852, against John William Cowles Brewer, of the city of Gloucester, Licensed Victualler and Auctioneer, did, on the 23rd day of November 1852, allow the said John William Cowles Brewer 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 23rd day of August 1852, against Richard James Dangerfield, of Dunstable, in the county of Bedford, Printer, Bookseller, and Stationer, did, on the 23rd day of November 1852, allow the said Richard James Dangerfield a Certificate of the second 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 8th day of November 1850, against William Trego, of Coleman-street, in the city of London, Builder, did on the 23rd day of November 1852, allow the said William Trego a Certificate of the third class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

**NOTICE** is hereby given, that William Thomas Jemmett, Esq. one of the Commissioners of Her Majesty's Court of Bankruptcy at Manchester, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 2nd day of July 1851, against Richard Brumwell, of Halifax, in the county of York, Draper, did, on the 22nd day of November 1852, allow the said bankrupt a Certificate of conformity of the second 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.

**MARTIN JOHN WEST**, Esq. one of the Commissioners of Her Majesty's Court of Bankruptcy, for the Leeds District, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed against Joshua Eyre, of Sheffield, in the county of York, Grocer, hath allowed to the said bankrupt a Certificate of conformity of the third class, subject to a suspension for two years, from the 13th day of December 1851, and the said Commissioner did order that such Certificate, when granted, should not protect the future estate of the said bankrupt from the debts

hereinafter mentioned, that is to say, a certain debt of 371l. 5s. 7d. owing by him to the estate of the said late Edward Oakes, and proved by Hannah Oakes, one of the executors of the Will of the said Edward Oakes, against the estate of the said bankrupt, under the Petition for adjudication of Bankruptcy, filed against him as aforesaid, and a certain debt of 409l. due under the marriage settlement of the Reverend John Smithson, of Grassington, proved by the said John Smithson, he being entitled to the annual produce thereof; but so far as relates to such debts respectively, the said bankrupt, as regards his future estate, shall remain liable to pay the same as fully to all intents and purposes, as if he had not obtained his Certificate of conformity, and such Certificate will be delivered to the said bankrupt, at the expiration of the time aforesaid, unless an appeal be duly entered against the same.

**RICHARD STEVENSON**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 10th day of September 1852, against Edward Jones, of Liverpool, in the county of Lancaster, Linen Draper, Dealer and Chapman, did, on the 22nd day of November instant, allow the said Edward Jones a Certificate of the second class, subject to a suspension of four months, and that such Certificate will be delivered to the said bankrupt at the expiration of twenty-one days from the said 22nd day of November instant, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

**RICHARD STEVENSON**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 16th day of July 1852, against James Burrows Davies, of Liverpool, in the county of Lancaster, Provision Merchant, Dealer and Chapman, did, on the 17th day of November 1852, allow the said James Burrows Davies a Certificate of the second class, subject to a suspension of six months; and that such Certificate will be delivered to the said bankrupt at the expiration of twenty-one days from the said 17th day of November instant, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

**RICHARD STEVENSON**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 27th day of July 1852, against Hugh Jones, of Bridge-street, in the city of Chester, Grocer, Ironmanger, and Hop Dealer, did, on the 17th day of November 1852, allow the said Hugh Jones a Certificate of the first class; and that such Certificate will be delivered to the said bankrupt at the expiration of twenty-one days from the said 17th day of November instant, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

**EDMUND ROBERT DANIELL**, Esq. one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 23rd day of April 1852, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against Frank James, of Walsall, in the county of Stafford, Iron Founder, Merchant, Dealer and Chapman, trading under the firm or style of John James and Son, did, on the 23rd day of November 1852, allow the said Frank James a Certificate of the second class, but suspended the issuing thereof for six months, from the 4th day of November instant; 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.

**WHEREAS** a Petition of Henry Sears, at the present time and for ten years and and upwards last past residing at Hucknall Torkard, in the county of Nottingham, Tailor, Coal Dealer, Grocer, Dealer in Bread, Flour, Tea, and Tobacco, and for twelve months last past of the aforesaid time, and whilst carrying on the aforesaid trades, in copartnership with John Blagdon, of Hucknall Torkard aforesaid, as a Common Carrier, an insolvent debtor, having been filed in the County Court of Nottinghamshire, at the Shirehall, Nottingham, and an interim order for protection from process having been given to the said Henry Sears, under the provisions of the Statutes in that case made and provided, the said Henry Sears is hereby required to appear before the said Court, on the 9th day of December next, at nine 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 Henry Sears, or that have any of his effects, are not to pay or deliver the same but to Mr. Edwin Patchitt, Clerk of the said Court, at his office, Saint Peter's-gate, in Nottingham, the Official Assignee of the estate and effects of the said insolvent.



**W**HEREAS a Petition of John Hewitt, at present and from the 15th day of August 1851, residing and carrying on business in Carrington-street, in the town of Nottingham, as a Bread and Biscuit Baker and Dealer in Bread and Flour, and from the 1st day of November 1850 to 15th August 1851, carrying on business in Wheeler-gate, in the said town of Nottingham, as a Bread and Biscuit Baker, and Dealer in Bread and Flour, and during the time last aforesaid residing in Ristes-place, Barker-gate, in the said town of Nottingham, an insolvent debtor, having been filed in the County Court of Nottinghamshire, at the Shirehall, Nottingham, and an interim order for protection from process having been given to the said John Hewitt, under the provisions of the Statutes in that case made and provided, the said John Hewitt is hereby required to appear before the said Court, on the 9th day of December next, at nine 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 John Hewitt, or that have any of his effects, are not to pay or deliver the same but to Mr. Edwin Patchitt, Clerk of the said Court, at his office, in Saint Peter's Gate, in Nottingham, the Official Assignee of the estate and effects of the said insolvent.

**W**HEREAS a Petition of John Williamson, at the present time and for ten months last past residing and carrying on business at Hermit-square, Snenton, in the county of Nottingham, as a Butcher and Dealer in Bacon, Cheese, Hams, Eggs and Butter, and General Provision Dealer, and for six months previous thereto residing in Woodford-place, and for seven months previous thereto in Hound's-gate, both which last-mentioned places are in the town of Nottingham, out of business or employ, previous thereto for nine months residing at Farnsfield, in the county of Nottingham, out of business or employ, previous thereto for two years at Woodborough, in the said county of Nottingham, Cottager and Cattle Dealer, previous thereto for one year and nine months residing and carrying on business at Epperstone, in the said county of Nottingham, as a Cattle Dealer and Licensed Victualler, and previous thereto for one year and three months residing on Mansfield-road, in the town of Nottingham, and carrying on business as a Cattle Dealer, an insolvent debtor, having been filed in the County Court of Nottinghamshire, at the Shirehall, Nottingham, and an interim order for protection from process having been given to the said John Williamson, under the provisions of the Statutes in that case made and provided, the said John Williamson is hereby required to appear before the said Court, on the 9th of December next, at nine 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 John Williamson, or that have any of his effects, are not to pay or deliver the same but to Mr. Edwin Patchitt, Clerk of the said Court, at his office, Saint Peter's-gate, in Nottingham, the Official Assignee of the estate and effects of the said insolvent.

**W**HEREAS a Petition of William Manners, at present and for five months last past, residing in lodgings with Mr. George Marsh, North-street, Snenton, in the county of Nottingham, previously residing for one month in lodgings with the said George Marsh, in Charlotte-street, in the town of Nottingham, previously thereto residing for six years at Queen-street, Snenton aforesaid, and during all which aforesaid time engaged as a Clerk in the employ of Messieurs. Moore and Fielding, of Nottingham, Cotton Spinners, and during part of the aforesaid time, that is, from 1st May 1848 to 26th May 1852, also engaged on his own account as a Dealer in Coal and Manure, an insolvent debtor, having been filed in the County Court of Nottinghamshire, at the Shirehall, Nottingham, and an interim order for protection from process having been given to the said William Manners, under the provisions of the Statutes in that case made and provided, the said William Manners is hereby required to appear before the said Court, on the 9th day of December next, at nine 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 William Manners, or that have any of his effects, are not to pay or deliver the same but to Mr. Edwin Patchitt, Clerk of the said Court, at his office, in Saint Peter's-gate, Nottingham, the Official Assignee of the estate and effects of the said insolvent.

**W**HEREAS a Petition of Benjamin Lacey the younger, of Theatre-street, in the parish of Saint Stephen, in the city of Norwich, in the employ of a Plasterer and Bricklayer, as Clerk, previously of the Old Theatre Tavern, in

the parish of Saint Peter of Mancroft, in the said city of Norwich, Licensed Victualler, and occasionally employed as a Plasterer (known and trading by the name of Benjamin Lacey), an insolvent debtor, having been filed in the County Court of Norfolk, at the Guildhall, at Norwich, and an interim order for protection from process having been given to the said Benjamin Lacey the younger, under the provisions of the Statutes in that case made and provided, the said Benjamin Lacey the younger is hereby required to appear before the said Court, on the 13th 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 Benjamin Lacey the younger, or that have any of his effects, are not to pay or deliver the same but to Mr. Thomas Hitchin Palmer, Clerk of the said Court, at his office, Redwell-street, Norwich, the Official Assignee of the estate and effects of the said insolvent.

**W**HEREAS a Petition of Robert Gunn the elder, of the North Entrance, Great Yarmouth, in the county of Norfolk, Grocer and General Dealer, an insolvent debtor, having been filed in the County Court of Norfolk, at Great Yarmouth, and an interim order for protection from process having been given to the said Robert Gunn, under the provisions of the Statutes in that case made and provided, the said Robert Gunn is hereby required to appear before the said Court, on the 10th day of December next, at ten 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 Robert Gunn, or that have any of his effects, are not to pay or deliver the same but to Mr. Edmund Reeve Palmer, Clerk of the said Court, at his office, at Regent-street, Great Yarmouth, the Official Assignee of the estate and effects of the said insolvent.

**W**HEREAS a Petition of William Richmond Critten, formerly of South-street, Great Yarmouth, in the county of Norfolk, Grocer, Stationer, and Haberdasher, then of South-street, Great Yarmouth aforesaid, Grocer, Stationer, and Haberdasher, and during part of such time travelling round the country with a Panoramic Exhibition, his wife in his absence carrying on the before mentioned business, then of the Adelphi Saloon, Theatre Plain, Great Yarmouth aforesaid, Publican, then at lodgings on the Theatre Plain, Great Yarmouth aforesaid, out of business, now at lodgings on the Theatre Plain, Great Yarmouth aforesaid, Writer, an insolvent debtor, having been filed in the County Court of Norfolk, at Great Yarmouth, and an interim order for protection from process having been given to the said William Richmond Critten, under the provisions of the Statutes in that case made and provided, the said William Richmond Critten is hereby required to appear before the said Court, on the 9th day of December next, at ten of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said William Richmond Critten, or that have any of his effects, are not to pay or deliver the same but to Mr. Edmund Reeve Palmer, Clerk of the said Court, at his office, at Regent-street, Great Yarmouth, the Official Assignee of the estate and effects of the said insolvent.

**W**HEREAS a Petition of Charles Howell, formerly of Bath Parade, in the city of Bristol, carrying on the business of Sail Maker, and Manufacturer of Seamen's Oil Clothing, at No. 106, Temple-street, and No. 6, Princess-street, in the said city, afterwards of Redcross-street, in the town of Liverpool, Lancashire, same business, and at present and since the month of January 1852, of Hastings-street, in the town of Cardiff, Glamorganshire, same business, and having a Sail Loft near the Bute Canal, in the said town of Cardiff, an insolvent debtor, having been filed in the County Court of Glamorganshire, at Cardiff, and an interim order for protection from process having been given to the said Charles Howell, under the provisions of the Statutes in that case made and provided, the said Charles Howell is hereby required to appear before the said Court, on the 11th day 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 Charles Howell, or that have any of his effects, are not to pay or deliver the same but to Mr. Lewis Morris, Clerk of the said Court, at his office, at Smith-street, Cardiff, the Official Assignee of the estate and effects of the said insolvent.

**W**HEREAS a Petition of John Jones, late of Coed-mawr, in the parish of Merthyr Cynog, in the county of Brecon, since of Llangoed, in the parish of Llyswen, in the said county, and now of Tregunter Farm, in the parish of Talgarth, in the county aforesaid, Farmer, out of business, an insolvent debtor, having been filed in the County Court of Brecknockshire, at Hay, and an interim order for protection from process having been given to the said John Jones, under the provisions of the Statutes in that case made and provided, the said John Jones is hereby required to appear before the said Court, on the 4th day of December next, at ten 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 Jones, or that have any of his effects, are not to pay or deliver the same but to Mr. Lewis Morris, Clerk of the said Court, at his office, at Hay, the Official Assignee of the estate and effects of the said insolvent.

**W**HEREAS a Petition of Henry Stevenson, of the parish of Saint Mary at the Tower, in Ipswich, in the county of Suffolk, Horse and Cattle Dealer, an insolvent debtor, having been filed in the County Court of Suffolk, at the Shirehall, Ipswich, and an interim order for protection from process having been given to the said Henry Stevenson, under the provisions of the Statutes in that case made and provided, the said Henry Stevenson is hereby required to appear before the said Court, on the 10th of December 1852, 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 Henry Stevenson, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Pretzman, Clerk of the said Court, at his office, at Silent-street, Ipswich, the Official Assignee of the estate and effects of the said insolvent.

**W**HEREAS a Petition of Richard Taylor, at present and for twenty-six years last past, residing at Kidderminster, in the county of Worcester, for twelve weeks of the latter part of that period being in no business or occupation, but previously thereto being a Licensed Victualler and Eating House Keeper, and occasionally Dealer, before carrying on those trades being a Licensed Victualler, and occasionally Selling Flour, and formerly being a Butcher, an insolvent debtor, having been filed in the County Court of Worcestershire, at Kidderminster, and an interim order for protection from process having been given to the said Richard Taylor, under the provisions of the Statutes in that case made and provided, the said Richard Taylor is hereby required to appear before the said Court, on the 22nd day of December next, at ten o'clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Richard Taylor, or that have any of his effects, are not to pay or deliver the same but to Mr. William Talbot, at his office, Kidderminster, the Official Assignee of the estate and effects of the said insolvent, and Clerk of the said Court.

**W**HEREAS a Petition of James Wiffen Banyard, late of Bury Saint Edmunds, in the county of Suffolk, Tailor and Clothier, and now of Ipswich, in the said county of Suffolk, Tailor and Clothier, an insolvent debtor, having been filed in the County Court of Suffolk, at the Shirehall, Ipswich, and an interim order for protection from process having been given to the said James Wiffen Banyard, under the provisions of the Statutes in that case made and provided, the said James Wiffen Banyard is hereby required to appear before the said Court, on the 10th day of December 1852, 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 James Wiffen Banyard, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Pretzman, Clerk of the said Court, at his office, at Silent-street, Ipswich, the Official Assignee of the estate and effects of the said insolvent.

**W**HEREAS a Petition of Enoch Byham the younger, of Colchester, in the county of Essex, Jobber, Broom Maker, Dealer in Thatching Stuff, Wood, and Faggots, an insolvent debtor, having been filed in the County Court of Essex, at Colchester, and an interim order for protection from process having been given to the said Enoch Byham, under the provisions of the Statutes in that case made and provided, the said Enoch Byham is hereby required to appear before the said Court, on the

13th 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 Enoch Byham, or that have any of his effects, are not to pay or deliver the same but to Mr. J. S. Barnes, Assistant Clerk of the said Court, at the office of the said County Court of Essex, at Colchester, for and on account of Richard Almack, the Official Assignee of the estate and effects of the said insolvent.

**W**HEREAS a Petition of George Fairweather, of Wragby, in the county of Lincoln, Cooper and Wood Dealer, an insolvent debtor, having been filed in the County Court of Lincolnshire, at Market Rasen, and an interim order for protection from process having been given to the said George Fairweather, under the provisions of the Statutes in that case made and provided, the said George Fairweather is hereby required to appear before the said Court, on the 18th of December next, at eleven o'clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said George Fairweather, or that have any of his effects, are not to pay or deliver the same but to Mr. Thomas Rhodes, Clerk of the said Court, at his office at Market Rasen, the Official Assignee of the estate and effects of the said insolvent.

**W**HEREAS a Petition of Robert Williams, of the Swan Public-house, Saint Asaph, in the county of Flint, Publican, Cheesemonger, Carpenter, Glazier, and Miner, an insolvent debtor, having been filed in the County Court of Flintshire, at Saint Asaph, and an interim order for protection from process having been given to the said Robert Williams, under the provisions of the Statutes in that case made and provided, the said Robert Williams is hereby required to appear before the said Court, on the 8th of December next, at twelve at noon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Robert Williams, or that have any of his effects, are not to pay or deliver the same but to Mr. Samuel Williamson, Clerk of the said Court, at his office, at Saint Asaph, the Official Assignee of the estate and effects of the said insolvent.

**W**HEREAS a Petition of Robert Bates, of Buxton, in the parish of Bakewell, in the county of Derby, Chemist and Druggist, and Dealer in Tobacco, an insolvent debtor, having been filed in the County Court of Derbyshire, at Chapel-en-le-Frith, and an interim order for protection from process having been given to the said Robert Bates, under the provisions of the Statutes in that case made and provided, the said Robert Bates is hereby required to appear before the said Court, on the 10th day of December next, at ten 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 Robert Bates, or that have any of his effects, are not to pay or deliver the same but to Mr. Philip Hubbersty, Clerk of the said Court, at his office, at Chapel-en-le-Frith, the Official Assignee of the estate and effects of the said insolvent.

In the Matter of the Petition of Mary Jenkins, of Trebanogfawr, in the parish of Penderrin, in the county of Brecon, Widow, Farmer.

**N**OTICE is hereby given, that Thomas Falconer, Esq. Judge of the County Court of Glamorganshire, at Merthyr, 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 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 Dadd, of No. 19 Union-crescent, Margate, in the county of Kent, and within the jurisdiction of this Honourable Court, having a Workshop and Stables at Hawley-street, Margate aforesaid, Carpenter, occasionally working as Journeyman Carpenter, also Fly Master, an insolvent debtor.

**N**OTICE is hereby given, that Charles Harwood, Esq. Judge of the County Court of Kent, at Margate, 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 one of the clock in the afternoon, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of John Loft, of Iron Latch Farm, in the parish of Borden-next-Sittingbourne, in the county of Kent, Farmer and Miller.

**N**OTICE is hereby given, that Charles Harwood, Esq. Judge of the County Court of Kent, at Sittingbourne, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 11th day of December next, at ten in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Richard King, for one year and eleven months last past and at the present time residing in Bailey's-yard, Henry-street, Sneinton, in the county of Nottingham, previously thereto for one month in lodgings with Elizabeth King, of Walker-street, Sneinton aforesaid, previously thereto for four months residing in Rue Saint Pierre, Bassville, in the Republic of France, and during all which aforesaid time employed as a Journeyman Lace Maker, previously thereto for three years and four months residing in and carrying on business at No. 3, Stoney-street, in the parish of Saint Mary, in the town of Nottingham, as a Lace and Cap Manufacturer.

**N**OTICE is hereby given, that the County Court of Nottinghamshire, at the Shirehall, Nottingham, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 9th day of December next, at nine o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of William Jones, late of the Bridgend House, in the town of Pontypridd, in the county of Glamorgan, Stationer, Printer, Bookbinder, News Vender, Grocer, General Provision Dealer, and Commission Agent, and now of the town of Pontypridd aforesaid, Journeyman Printer.

**N**OTICE is hereby given, that Thomas Falconer, Esq. Judge of the County Court of Glamorganshire, at Merthyr, 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 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 George Robinson, of Wisbeach Saint Peter, in the county of Cambridge, Beerhouse Keeper, Grocer, Miller, and Flour Dealer.

**N**OTICE is hereby given, that the County Court of Cambridgeshire, at Wisbech, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 10th day of December next, at twelve of the clock at noon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Henry Griffiths, lately of the Mackworth Arms Inn, in New Market-street, in the Town of Neath, in the county of Glamorgan, Licensed Victualler and Dealer in Tobacco, and during a portion of the same time a Clerk in the employ of Mr. Evan Evans, of Neath, Brewer, and previously thereto of Wind-street, in the said town of Neath, Draper, and now and since the 13th day of August instant, in lodgings at the Joiners Arms Tavern, situate in Wind-street, in the said town of Neath, out of business.

**N**OTICE is hereby given, that Thomas Falconer, Esq. the Judge of the County Court of Glamorganshire, at Neath, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 14th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of William Morgan, of White-walls, Swansea, Glamorganshire, Sugar Boiler, previously of Maddock-street, Swansea aforesaid, Sugar Boiler, previously of the Bunch of Grapes Beerhouse, Mariner-street, Swansea aforesaid, Beer Retailer and Labourer, and previously of Green-hill, Swansea aforesaid, Grocer and Labourer.

**N**OTICE is hereby given, that Thomas Falconer, Esq. Judge of the County Court of Glamorganshire, at Swansea, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 16th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Jane Thomas, of High-street, Dowlais, in the county of Glamorgan, Widow, trading as Grocer and Butcher, in High-street, Dowlais aforesaid.

**N**OTICE is hereby given, that Thomas Falconer, Esq. Judge of the County Court of Glamorganshire, at Merthyr, 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 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 Charles Eaton, formerly residing at and keeping a certain Inn, called the Boat-house Inn, at Matlock, in the parish of Matlock, in the county of Derby, Licensed Victualler, Lime Burner, and Porter Dealer, and since then and now residing at Snitterton, in the township of Wensley and Snitterton, in the parish of Darley, in the said county of Derby, and keeping a Beerhouse there, and a Miner.

**N**OTICE is hereby given, that the County Court of Derbyshire, at Wirksworth, 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 eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Isaac Bowler, of Fenny Bentley, in the parish of Fenny Bentley, in the county of Derby, Dealer in Meal, Flour, Tobacco, and other Goods, as a Shop Keeper, and also as a Labourer and Higgler.

**N**OTICE is hereby given, that the County Court of Derbyshire, at Ashbourne, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 7th day of December next, at eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of John Creffield, late of Slough, in the parish of Upton-cum-Chalvey, in the county of Bucks, Coach Builder and Harness Maker,

**N**OTICE is hereby given, that the County Court of Berkshire, at Windsor, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 3rd day of December next, at 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 David Horton, lodging at Mount Pleasant, Redditch, in the county of Worcester, Needle Manufacturer, and on one occasion trading in the name of Horton and Monier.

**N**OTICE is hereby given, that the County Court of Worcestershire, at Redditch, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 18th day of December next, at ten of the clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of William Fensom, late of Charlton, in the parish of Toddington, in the county of Bedford, Farmer, and now of Charlton aforesaid, out of business.

**N**OTICE is hereby given, that John William Wing, Esq. Judge of the County Court of Bedfordshire, at Leighton Buzzard, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 16th of December next, at twelve at noon precisely, unless cause be then and there shewn to the contrary.

**B**ENJAMIN PARHAM, Esq. Judge of the County Court of Worcestershire, at Stourbridge, authorized to act under a Petition of Insolvency, bearing date the 13th of June 1850, presented by Samuel Rowley, of Brierley Hill, in the parish of Kingswinford, in the county of Stafford, Tailor, will sit on the 20th of December next, at ten in the forenoon precisely, at the Court-house, at Stourbridge, 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.

**B**ENJAMIN PARHAM, Esq. Judge of the County Court of Worcestershire, at Stourbridge, authorized to act under a Petition of Insolvency, bearing date the 14th day of October 1848, presented by James Young, late of Commonsidge, in the parish of Kingswinford, in the county of Stafford, out of business, will sit on the 20th day of December next, at ten of the clock in the forenoon precisely, at the Court-house, Stourbridge, in order 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.

**J**OSEPH 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 27th day of May 1852, presented by William Henshaw Wright, of Dukinfield, in the county of Chester, and of Hoolley Hill, in the parish of Ashton-under-Lyne, in the county of Lancaster, Chemist and Druggist, 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 Final 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.

**T**HE estates of William Reid, Wright and Builder, Castle-place, Edinburgh, were sequestrated on the 19th November 1852.

The first deliverance is dated 19th November 1852.

The meeting to elect Interim Factor is to be held at two o'clock afternoon, on Monday the 29th day of November 1852, within Dowells' and Lyon's Rooms, No. 18, George-street, Edinburgh; and the meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Monday the 20th day of December 1852, within Dowells' and Lyon's Rooms, No. 18, George-street, Edinburgh aforesaid.

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 20th day of May 1853.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JOHN ROBERTSON, Solicitor,  
63, Hanover-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 Friday the 10th December 1852, at Eleven o'clock precisely, before the Chief Commissioner.

William Rothery, of No. 39, Burlington-arcade, Middlesex Man Milliner and Assistant to Mrs. Solomon, Hosier and Glover, of No. 2, Victoria-road, Pimlico, Middlesex.

Thomas Alfred Steer, formerly of No. 6, Squire's-terrace, Bow Common-lane, Stepney, and of No. 8, Albert-place, Bow Common, Bromley, then and now of No. 9, Mile End-road, Stepney, all in Middlesex, Baker.

Abraham Rankin, of High-street, Epping, Essex, formerly a Draper, but now a Grocer's Shopman, in High-street aforesaid.

George Paine, formerly of No. 12, Saint George's-road, Prospect-place, Southwark, Surrey, and late of No. 72, Saint George's-road aforesaid, Coach and Cart Builder and Wheelwright, and renting a Loft in Linn-street, London-road, Southwark, Surrey.

Henrietta Milsom, formerly of No. 27, Whiskin-street, Clerkenwell, Dealer in Milk and Eggs, then of Saint Alban's Cottage, Hornsey-road, then of No. 5, Brunswick-street, Saint John-street-road, Dealer in Milk, and now of No. 23, Whiskin-street, Clerkenwell aforesaid, all in Middlesex, Dealer in Milk and Eggs, Widow, and having acted as Administratrix (without having taken out letters of administration) to the estate of her late husband, George Milsom, late of No. 27, Whiskin-street, Clerkenwell aforesaid, Dealer in Milk and Eggs, deceased.

William Charles Green, formerly of No. 2, White-rose-court, Coleman-street, London, Hair Dresser, then of No. 10, Ann-street, Pentonville, Middlesex, at same time renting a Shop in Mason's-alley, Basinghall-street, London, Hair Dresser, and now residing at No. 3, Amwell-street, Pentonville aforesaid, Hair Dresser and Perfumer.

Frederick Geary, of Acton Vale, Acton, Middlesex, School-master.

On Friday the 10th December 1852, at Ten o'clock precisely, before Mr. Commissioner Law.

Edward Henry Michael, of No. 2, Little Britain, London, then of No. 2, South-place, Grange-road, Bermondsey, then of No. 48, Cooper's-road, Old Kent-road, Surrey, Assistant Woollen Draper, employed in High-street, Borough, Southwark, then of Maismore Cottage, Park-road, New Peckham, then and now of No. 1, Maismore-terrace, Park-road aforesaid, all in Surrey, at a Woollen Warehouse.

On Saturday the 11th December 1852, at Eleven o'clock precisely, before Mr. Commissioner Phillips.

Joseph Reeve, formerly of No. 20, Warwick-street, Golden-square, then of No. 29, Great Pulteney-street, Golden-square, then and now of No. 8, Mill-street, Hanover-square, all in Middlesex, Tailor.

Thomas William Champion (commonly known and sued as Thomas Champion), of No. 1, Plumstead-place, Plumstead-road, Kent, formerly Labourer in the Royal Arsenal, Woolwich, Kent aforesaid, latterly Milk Carrier to Mrs. Hart, of No. 1, Plumstead-place aforesaid, Cow Keeper.

On Monday the 13th December 1852, at Ten o'clock precisely, before Mr. Commissioner Law.

John Thomas Hicks, of No. 24, Bermondsey New-road, Bermondsey, Surrey, then previously of No. 27, Bermondsey New-road aforesaid, and being an Oil and Colour Man.

On Monday the 13th December 1852, at Eleven o'clock precisely, before Mr. Commissioner Phillips.

Louisa Francis Jane Tate (known as Louisa Tate, of No. 5, Wells-row, Upper-street, Islington, Middlesex, Widow, Stationer, and Dealer in Fancy Goods.

N.B.—1. Any creditor may attend and give evidence and produce witnesses. Opposition can only be made by the Creditor in person, or by Counsel appearing for him.

2. The petition and schedule, and all books, papers, and writings filed, will be produced by the proper Officer for inspection and examination until two clear days before the hearing.

3. Creditors' assignee may be chosen according to the Statute.

4. Persons indebted to the said Insolvent Debtors respectively, or having any of their effects, are to pay and deliver the same to the Official Assignee, being the Provisional Assignee of the Court, at the said Court and to no other person.

### COURT FOR RELIEF OF INSOLVENT DEBTORS.

See Notice at the end.

The following PRISONERS, whose Estates and Effects have been vested in the Provisional Assignee by Order of the Court, having filed their Schedules, are ordered to be brought up before the Court, as hereinafter mentioned, at the Court-House, in Portugal-Street, Lincoln's-Inn, as follows, to be dealt with according to the Statute:

On Friday the 10th December 1852, at Eleven o'clock precisely, before the Chief Commissioner.

Timothy Bridges, arrested and detained as Timothy Bridges, late of No. 7, Bowling-green-buildings, Marylebone, in the county of Middlesex, Cooper, and Dealer in Ironmongery and Glass.

William Farmer, formerly of No. 33, Great Sutton-street, Clerkenwell, and of Finchley Common, both in Middlesex, Engineer, and late of Finchley Common aforesaid, Engineer, out of business.

On Friday the 10th December 1852, at Ten o'clock precisely, before Mr. Commissioner Law.

John Cramsie, formerly of No. 13, Ann-street, Belfast, Ireland, Manufacturing Ironmonger, then of No. 5, Queen-street, Belfast, carrying on business at No. 26, Castle-place, as an Auctioneer, Furniture Dealer, and Insurance Agent, then of No. 67, High-street, Belfast, out of business or employment, and late of No. 58, Hope-street, Glasgow, Scotland, and of No. 292, Strand, Middlesex, Lodging at the Spotted Dog Tavern, Strand, Commission Agent and Commercial Traveller.

On Saturday the 11th December 1852, at Eleven o'Clock precisely, before Mr. Commissioner Phillips.

William Brown, known, sued, and committed, as William Wood, formerly of No. 218, High-street, Shadwell, in the county of Middlesex, Grocer and Tea Dealer, then and now of No. 14, Pickard-street, City-road, Middlesex, aforesaid, not following any business or occupation.

John Haxton, late of No. 1, Cross-street, Mason-street, Old Kent-road, Surrey, Baker.

Charles Septimus Mitchell, sued, committed, and detained as John Mitchell, formerly of No. 18, Liverpool-street, Bishopgate-street, in the city of London, Cow Keeper and Dairyman, having a shed or premises for Cows, in Baker's-buildings, Liverpool-street aforesaid, and next and late of No. 37, King Edward-street, Mile End New Town, in the county of Middlesex, Cow Keeper and Dairyman, renting a small cottage adjoining such premises and during the whole of the above time occasionally letting lodgings.

On Monday the 13th December 1852, at Ten o'Clock precisely, before Mr. Commissioner Law.

James Thomas Mason, formerly of No. 10, King-street, Soho, Chemist and Druggist, and late of No. 8, Arthur-street, New Oxford-street, Middlesex, out of business.

ERRATUM in the Gazette of Tuesday last.—In the Matter of Thomas Kimpton the elder, to be heard on 7th December, before the Chief Commissioner, for 7th December read 10th December.

### 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 Durham, holden at the County Court House, in Durham, on Friday the 10th day of December 1852.

Andrew Kerr, late of No. 76, Wear-street, Bishop Wearmouth, in the county of Durham, Common Carrier between Sunderland and Seaham Harbour, and Potatoe Dealer, and Occupier of Lands at Coldstream, Berwickshire, Scotland, and at Corn Hill, Hill House, Fire Burn Mill, and Clover Hall, at and near Coldstream, Berwickshire aforesaid, and also at Wooler, in the county of Northumberland, and formerly of Wear-street, Bishop Wearmouth aforesaid, Common Carrier between Sunderland and Seaham Harbour.

Before the Judge of the County Court of Northumberland, holden at Morpeth, on Friday the 10th day of December 1852, at Ten o'Clock in the Forenoon precisely.

Edward Dodds (sued as Edward Dodd), formerly of Bedlington, in the county of Northumberland, Schoolmaster, afterwards of No. 80, Grey-street, in the borough and county of Newcastle-upon-Tyne, carrying on business in copartnership with John Hedley the elder, under the firm of Hedley and Dodds, as Boot and Shoe Dealers, afterwards of the same place, Dealer in Boots and Shoes, afterwards of No. 34, Finkle-street, in Alnwick, in the county of Northumberland, Dealer in Boots and Shoes and Drapery Goods, afterwards of Hartlepool, in the county of Durham, Manager of a Boot and Shoe Shop and Dealer in Drapery Goods, and late of Narrowgate-street, in Alnwick aforesaid, Manager of a Boot and Shoe Shop.

Before the Judge of the County Court of Norfolk, holden at Norwich, on Monday the 13th day of December 1852.

Charles Robert Cockerill (sued as Charles Cockerill), late of Reedham, in the county of Norfolk, Butcher, Dealer, and Farmer, previously of Reedham aforesaid, in the said county of Norfolk, Butcher, Salesman, Dealer, Farmer, and Drover.

James Barnes, late of Great Yarmouth, in the county of Norfolk, Licensed Victualler, previously of Reedham, in the said county of Norfolk, out of business, and formerly of Wadhurst, in the county of Sussex, Farmer and Licensed to sell Ale, Porter, and Tobacco.

Before the Judge of the County Court of Kent, holden at the New Sessions-House, Dover, on the 14th day of January 1853, at Ten o'Clock in the Forenoon precisely.

William Elliott, formerly of East Cross, in Tenterden, in the county of Kent, Plumber, Glazier, Painter, and Paper Hanger, previously of the same place, carrying on the same businesses in copartnership with John Collins, under the style and firm of Elliott and Collins, and late of the same place, in business on his own account, as Plumber, Glazier, Painter, and Paper Hanger.

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.

*All Letters must be Post-paid.*

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