



The London Gazette.

Published by Authority.

TUESDAY, NOVEMBER 22, 1853.

*Board of Trade, Whitehall,
November 21, 1853.*

THE Right Honourable the Lords of the Committee of the Privy Council for Trade and Plantations have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Acting Consul at Teneriffe, reporting that the local authorities of the Canary Islands have received strict orders from the Spanish Government not to admit to Pratique any vessel from any port in England where the Asiatic Cholera is known to exist, until such vessel has performed Quarantine at Vigo.

Any vessel, however, bringing a clean bill of health from the port of departure, and a certificate from the Spanish Consul of there not having been any case of Cholera in the place nor within 30 leagues of it, will be admitted to Pratique here, after being in Quarantine 15 days, counted from the time of departure.

By order,
James Booth.

*Board of Trade, Whitehall,
November 21, 1853.*

THE Right Honourable the Lords of the Committee of the Privy Council for Trade and Plantations have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Consul-General at Leipzig, covering the translation of a Notice suspending, until the end of this year, the import duty on rice; information was also conveyed, in the above-mentioned Despatch, of the suspension of the duties on corn, pulse, flour, and bread-stuffs, until the end of September, 1854.

The Lords of the Committee have also received the translation of a Greek Law allowing the free introduction of grain into Greece till the 31st of December next.

By order,
James Booth.

*Board of Trade, Whitehall.
Marine Department, November 22, 1853.*

THE Right Honourable the Lords of the Committee of the Privy Council for Trade and Plantations have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Consul at Bilbao, dated the 14th inst, reporting that the Lighthouse on Cape

Michichaco, about four leagues to the east of that port, will cease to exhibit a light from the day above-mentioned until the repairs in which it stands in need are finished.

By order,
James Booth.

In pursuance of the directions of an Act, passed in the twenty-fourth year of the reign of His late Majesty King George the Third, intituled "An Act to repeal so much of two Acts, made in the tenth and fifteenth years of the reign of His present Majesty, as authorizes the Speaker of the House of Commons to issue his warrant to the Clerk of the Crown for making out writs for the election of Members to serve in Parliament, in the manner therein mentioned, and for substituting other provisions for the like purposes."

I do hereby give notice, that the death of Cecil John Lawless, Esq., commonly called The Honourable Cecil John Lawless, late a Member serving in this present Parliament for the borough of Clonmel, hath been certified to me in writing, under the hands of two Members serving in this present Parliament, and that I shall issue my warrant to the Clerk of the Crown to make out a new writ for the electing of a Member to serve in this present Parliament for the said borough, at the end of fourteen days after the insertion of this notice in the London Gazette.

Given under my hand the 19th day of
November 1853.

C. S. LEFEVRE, Speaker.

Admiralty, 17th November, 1853.

The following promotions, consequent on the death, on the 16th instant, of Rear-Admiral of the Red John Pasco, have this day taken place:

- Rear-Admiral of the White Sir Watkin Owen Pell, Knt., to be Rear-Admiral of the Red.
- Rear-Admiral of the Blue Sir James Stirling, Knt., to be Rear-Admiral of the White.
- Captain Percy Grace to be Rear-Admiral on the Reserved Half-pay List.
- Captain Henry Dundas to be Rear-Admiral of the Blue.

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

1st Regiment of King's Own Staffordshire Militia.
Colin Taylor, Gent., to be Lieutenant, vice Jenkins, resigned. Dated 14th November, 1853.

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

1st or Royal East Middlesex Regiment of Militia.
Warren Auchmuty, Esq., late Captain 13th Light Infantry, to be Captain, vice Ogilvie, resigned. Dated 9th November, 1853.
Charles Thomas Edward Hinde, Esq., Lieutenant 65th Bengal Native Infantry, to be Captain, vice Stuart, resigned. Dated 9th November, 1853.

Whitehall, November 7, 1853.

The Right Honourable Sir John Jervis, Knt., Lord Chief Justice of Her Majesty's Court of Common Pleas, at Westminster, has appointed John Oddin Taylor, of the city of Norwich, Gentleman, to be one of the Perpetual Commissioners for taking the acknowledgments of deeds to be executed by married women, under the Act passed for the abolition of fines and recoveries, and for the substitution of more simple modes of assurance, in and for the city of Norwich, and county of the same city, also in and for the county of Norfolk.

CORN RETURNS.

Inland Revenue, 27, Norfolk-Street, Strand, November 21, 1853.

NOTICE is hereby given by the Commissioners of Inland Revenue, in pursuance of the Act fifth Victoria, sess. 2, c. 14, that they have fixed and appointed the following place for receiving the "Corn Returns" under the said Act.

Wm. Johnson.

LOCALITY OF THE INSPECTORS' OFFICES.

The Collector's Office for Inland Revenue, Market-place, Lichfield.

*Eastern Union Railway Company.
(Woodbridge Extension Line.)*

THE Eastern Union Railway Company intend to apply to Parliament, in the next session, for leave to bring in a Bill to enable them to complete the construction of the railway to Woodbridge, in Suffolk, authorised to be constructed by them by virtue of "The Ipswich and Bury Railway (Woodbridge Extension) Act, 1847;" and which said extension commences by a junction with the Eastern Union Railway, at or near the Hadleigh-road Bridge, over the said railway, in the parish of St. Mary Stoke, in the borough of Ipswich, passes through or into Saint Mary at Stoke, Ipswich, Saint Matthew's Ipswich, Saint Peter's, Ipswich, Saint Margaret's, Ipswich, extra-parochial Ipswich, Sproughton, Bramford, Whitton, Westerfield, Tuddenham Saint Martin, Rushmere Saint Andrew, Playford, Little Bealings, Great Bealings, Kesgrave, Martlesham, and Woodbridge, or some of them, all in Suffolk, and terminates at or near to Quay-lane, or Open Quay, now or late belonging to Alexander Jessup, in the said parish of Woodbridge. And it is intended by the said Bill to secure to the holders of shares issued, or to be issued, for the construction of the said railway,

according to the powers of the said Act, or otherwise, the income or the profit, or parts of the income or of the profit, to arise from the last-mentioned railway; and to give to the same shareholders a control, to be defined in the Bill, over the construction, working, and maintenance of the said railway; and (if deemed expedient) to exempt the general funds of the said Company, other than those contributed by the said last-mentioned shares, from all liability in respect of such construction, working, and maintenance; and to revive and extend, so far as the same may be necessary, the compulsory powers granted to the said Company, by virtue of the said Act, for the purchase of lands for the purpose of the said railway, and for the construction of the said railway, and for the collection of tolls, rates, and charges for the use thereof.

It is further intended by the said Bill to alter, amend, and enlarge certain of the powers and provisions of the following Acts relating to the Eastern Union Railway Company; that is to say: the 7 and 8 Vict., cap. 85; the 8 and 9 Vict., caps. 94 and 97; the 9 Vict., cap. 53; the 9 and 10 Vict., caps. 97 and 280; the 10 Vict., cap. 19; the 10 and 11 Vict., caps. 137, 174, and 225; the 12 and 13 Vict., cap. 92; the 13 and 14 Vict., cap. 54; the 14 and 15 Vict., cap. 58; the 15 and 16 Vict., cap. 148; and the 16 and 17 Vict., cap. 221.

Plans shewing the line of the said extension, and of the lands through which it will pass, sections showing the levels thereof, books of reference, containing the names of the owners, lessees, and occupiers of the said lands, a published map, whereon the line of railway will be drawn, so as to show its general course or direction, and 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 said county of Suffolk, at Bury St. Edmund's; 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 parishes in or through which the railway will be made, and 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, then 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, 1854.

Dated this 9th day of November, 1853.

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

Stockton and Darlington Railway.

(Branches to the Shildon Tunnel, and to Coundon Turnpike Gate, and Abandonment of Part of Existing Line; Further Powers for Acquiring Lands over which Portion of Wear and Derwent, and Weardale Extension Railways Constructed; Power to Purchase Additional Land for General Purposes; Increase of Capital; Amendment or Consolidation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to enable the Stockton and Darlington Railway Company to make and maintain the railways, or branch railways herein-after mentioned, or either of them, with all necessary works and conveniences connected therewith, (that is to say):—

A branch railway, to commence by a junction with the main line of the Stockton and Darlington Railway at or near the junction therewith of the Haggard Leases Branch thereof, in the town-

ship or chapelry of Saint Helen's Auckland, in the parishes of Saint Andrew Auckland and Saint Helen's Auckland, or the one of them, thence to pass in, through, or into the several parishes, chapels, and townships of Saint Helen's Auckland, Shildon, West Auckland, and Saint Andrew Auckland, or some of them, and to terminate by a junction with that part of the Wear Valley Railway, originally called the Bishop Auckland and Weardale Railway, at or near the telegraph-station of that railway, near the north end of the Shildon-tunnel, in the township and parish of Saint Andrew Auckland, all in the county of Durham.

A branch railway to commence by a junction with the Blackboy Branch of the Stockton and Darlington Railway at or near the place where such branch crosses Denburn Beck, in the township and parish of Saint Andrew Auckland, in the county of Durham, thence to pass in, through, or into the several parishes and townships of Saint Andrew Auckland, Saint Helen's Auckland, Bondgate in Auckland, Bishop Auckland, Coundon Grange, and Coundon, or some of them, all in the county of Durham, and to terminate at or near Coundon turnpike-gate, in a field and brick-yard belonging to John Proud, and in the occupation of John Proud and William Featherstone, situate in the township of Coundon, and in the parish of Saint Andrew Auckland aforesaid.

And it is proposed by the said intended Act to authorise the Stockton and Darlington Railway Company to abandon the Brusselton Incline Plane of the Stockton and Darlington Railway, which will become unnecessary by reason of the construction of the branch railway firstly hereinbefore described, or any part thereof.

And it is also proposed by the said intended Act to authorise the Stockton and Darlington Railway Company to purchase lands and houses, by compulsion or otherwise, for the purposes of the railways and works so proposed to be constructed as aforesaid; and also to purchase by compulsion or otherwise, for the general purposes of their undertaking, certain lands in the township of East Thickey, and parish of Saint Andrew Auckland, adjoining or near to that part of the Stockton and Darlington Railway which lies between the east side of the highway leading from Redworth to Eldon, where the same is crossed by the Stockton and Darlington Railway, in the township of East Thickey and parish of Saint Andrew Auckland, in the county of Durham, and the west side of the boundary line which divides the townships of East Thickey and Middridge, in the said parish of Saint Andrew Auckland, where the said Stockton and Darlington Railway crosses such boundary line, and to vary and extinguish all existing rights and privileges connected with any lands, houses, or other property whatsoever proposed to be purchased, taken, used, or interfered with for the purposes aforesaid, or which would in any manner impede or interfere with the purposes of the said intended Act, or any of them, and to confer other rights and privileges; and also to enable the said Company to levy tolls, rates, or duties, for or in respect of the said intended branch railways respectively and works, and to grant exemptions from the payment of such tolls, rates, and duties.

And it is also proposed by the said intended Act to take power to stop up, alter, or divert, whether temporarily or permanently, all turnpike-roads, highways, railways, tramways, canals, streams, and rivers, within or adjoining to the aforesaid parishes and townships, which it may be necessary to stop up, alter, or divert, in executing the several purposes of the said intended Act.

And notice is hereby further given, that plans defining the lines of the proposed branch railways respectively, and the lands so proposed to be pur-

chased, and sections showing the levels of the intended branch railways, together with a published map, whereon will be defined the general course or direction of such branch railways respectively, and a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the thirtieth day of November in this present year, be deposited for public inspection with the Clerk of the Peace for the county of Durham, at his office in Durham; 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 within which the said intended branch railways and works respectively are proposed to be made, or within which the said lands are situate, 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 empower the Stockton and Darlington Railway Company to purchase or take upon lease for any term or number of years, compulsorily or by agreement, all or any part of the lands upon which those portions of the railways belonging to the Wear Valley Railway Company, and now under lease to the Stockton and Darlington Railway Company, which were formerly called the Wear and Derwent Railway and the Weardale Extension Railway respectively, and the works and appurtenances thereof, are situate, and all estates, terms, and interests therein; and to vary and extinguish all rights and privileges connected with such lands or which would or might impede or interfere with the object last aforesaid.

And it is also proposed by the said intended Act to empower the Stockton and Darlington Railway Company to raise a further sum of money for all or any of the purposes thereof, and for the general purposes of their railway, by the creation of new shares, subject to the payment of dividends on any now existing preference or guaranteed shares in the Company, and of all rents for the time being payable by the Company, or by mortgage, or by both those means, or by some other means to be provided by the said intended Act, or otherwise to apply any part of their corporate funds for all or any of such purposes.

And it is further proposed by the said intended Act to alter, amend, extend, and enlarge the powers and provisions of the several Acts following, or some of them (that is to say): "The Stockton and Darlington Railway (Consolidation of Acts, Increase of Capital, and Purchase of the Middlesbrough Dock) Act, 1849;" "The Stockton and Darlington Railway Act, 1851;" "The Stockton and Darlington Railway Act, 1852;" "The Wear Valley Railway Act, 1845;" and an Act passed in the session of Parliament, held in the tenth and eleventh years of the reign of Her present Majesty, intituled "An Act for enabling the Wear Valley Railway Company to purchase or lease the Bishop Auckland and Weardale Railway; the Wear and Derwent Railway; the Weardale Extension Railway; and the Shildon Tunnel; and to raise an additional sum of money, and for other purposes;" or otherwise to repeal all or some of the said Acts, and consolidate the powers and provisions thereof, and of the intended Act, or some of them, into one Act.

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

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

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

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 12th day of November, 1853.

PRIVATE BANKS.

Name, Title, and Principal Place of Issue.			Average Amount.
			£.
Andover Bank	Andover	Heath and Co.	13174
Ashford Bank	Ashford	Jemmett, Pomfret, & Co.	12098
Aylsham Bank	Aylsham	G. and T. Copeman	4527
Aylesbury Old Bank	Aylesbury	Z. D. Hunt	31346
Baldock Bank and Baldock and Biggleswade Bank	Baldock	Wells, Hogge, and Co.	26927
Barnstaple Bank	Barnstaple	Marshall and Co.	11390
Basingstoke and Odiham Bank	Basingstoke	Seymour, Lamb, and Co.	19141
Bedford Bank	Bedford	T. Barnard and Sons	34075
Bewdley Bank	Bewdley	Nichols, Baker, and Co	12074
Bicester and Oxfordshire Bank and Oxford Bank	Bicester	H. M. and G. Tubb	16331
Birmingham Bank	Birmingham	Attwoods, Spooner, and Co.	23079
Birmingham and Warwickshire Bank	Birmingham	J. L. Moilliet and Sons	11520
Blandford Bank	Blandford	Oak and Co.	7187
Boston Bank	Boston	Garfit and Co.	76945
Boston Bank	Boston	H. and T. Gee and Co.	13268
Bridgwater Bank	Bridgwater	J. and J. L. Sealey	5997
Bristol Bank	Bristol	Miles, Miles, and Co.	37015
Broseley and Bridgnorth and Bridgnorth and Broseley Bank	Broseley	Pritchards, Boycott, and Co. ...	16699
Buckingham Bank	Buckingham	Bartlett, Parrott, and Co.	21473
Bury and Suffolk Bank, Sudbury Bank, and Stowmarket Bank	Bury St. Edmunds	Oakes, Bevan, and Co.	75114
Banbury Bank	Banbury	J. J. and C. Gillett	36492
Banbury Old Bank	Banbury	Cobb and Son	27144
Bath City Bank	Bath	G. Moger and Son	3518
Bedfordshire Leighton Buzzard Bank	Leighton Buzzard	Bassett, Grant, and Co.	34125
Birmingham Bank	Birmingham	Lloyds and Co.	33486
Bradford Old Bank	Bradford, Yorkshire	H. A. & W. M. Harris & Co.	12361
Brecon Old Bank	Brecon	Wilkins and Co.	67977
Brighton Union Bank	Brighton	Hall, West, and Borrer	24862
Burlington and Driffield Bank	Burlington	Harding, Smith, and Co.	11505
Bury Saint Edmunds Bank	Bury St. Edmunds	J. Worledge	2735
Cambridge Bank	Cambridge	Mortlock and Co.	17423
Cambridge and Cambridgeshire Bank	Cambridge	Messrs. Fosters	46662
Canterbury Bank	Canterbury	Hammond and Co.	30720
Carmarthen Bank	Carmarthen	David Morris and Sons	23386
Chertsey Bank	Chertsey	La Coste and Son	3772
Colchester Bank	Colchester	Round and Green	16866
Colchester and Essex Bank, and Witham and Essex Bank, and Hadleigh, Suffolk, Bank	Colchester	Mills, Bawtree, and Co.	32635
Cornish Bank, Truro	Truro	Tweedy and Co.	49044
Coventry Bank	Coventry	Little and Woodcock	6622
City Bank, Exeter	Exeter	Milford and Co.	20743
Craven Bank	Settle	Alcocks, Birkbecks, & Co.	75113
Cardiff Bank	Cardiff	Towgood and Co.	7170
Chepstow Old Bank, Chepstow Bank, Monmouth Old Bank, Monmouth Bank, Brecon Bank, and Ross and Herefordshire Bank	Chepstow	Bromage, Snead, and Co.	9797
Derby Bank	Derby	W. and S. Evans and Co.	11134
Derby Bank	Derby	Samuel Smith and Co.	42822
Derby Old Bank and Scarsdale and High Peak Bank	Derby	Crompton, Newton & Co.	26559

Name, Title, and Principal Place of Issue.			Average Amount.
			£
Devizes and Wiltshire Bank.....	Devizes	Locke and Co.	10070
Diss Bank	Diss	Oakes, Fincham, and Co.	10250
Doncaster Bank and Retford Bank...	Doncaster.....	Cooke and Co.	75063
Darlington Bank, Durham Bank, } and Stockton-on-Tees Bank.....	Darlington	Backhouse and Co.	84799
Devonport Bank..	Devonport	Hodge and Co.	9480
Dorchester Old Bank and Dorset- } shire Bank	Dorchester	R. and H. Williams	44877
East Cornwall Bank.....	Liskeard	Robins, Foster, and Co.	106635
East Riding Bank.....	Beverley	Bower and Co.	52959
Essex Bank and Bishop's Stortford } Bank	Chelmsford	Sparrow, Round, and Co.....	43768
Exeter Bank	Exeter	Sanders and Co.	28387
Fakenham Bank	Fakenham	Gurneys, Birkbeck, & Co.	21699
Farringdon Bank and Bank of Wantage	Farringdon	Barnes, Medley, and Co	6179
Farnham Bank	Farnham	John and Jas. Knight	13030
Faversham Bank.....	Faversham	Hilton and Co.	5573
Godalming Bank.....	Godalming	Mellersh and Keen	5447
Guildford Bank	Guildford.....	Messrs. Haydon.....	7126
Grantham Bank	Grantham	Hardy and Co.	27938
Hastings Old Bank.....	Hastings	Smith, Hilder, and Co.....	38395
Hereford City and County Bank.....	Hereford	Matthews and Co.....	21665
Hertford and Ware Bank	Hertford	S. Adams and Co.....	19385
Hull Bank and Kingston-upon-Hull } Bank	Hull... ..	Smith, Brothers, and Co.	19338
Huntingdon Town and County Bank	Huntingdon.....	Veaseys, and Co.	49948
Harwich Bank	Harwich	Cox, Cobbold, and Co.....	5804
Hemel Hempstead Bank.....	Hemel Hempstead	Smith and Whittingstall	22167
Hertfordshire, Hitchin Bank.....	Hitchin	Sharples and Co.	35833
Hereford, Ross and Archenfield } Bank, and Ross and Archenfield } Bank	Hereford	Morgan and Co.	21940
Ipswich Bank	Ipswich	Bacon and Co.	20705
Ipswich and Needham Market Bank, } Suffolk, Hadleigh Bank, Man- } ningtree and Mistley Bank, and } Woodbridge Bank	Ipswich	Alexanders and Co.....	65137
Kentish Bank	Maidstone	Mercer, Randall, and Co.	20124
Kington and Radnorshire Bank.....	Kington	Davies and Co.	26011
Knighton Bank	Knighton	Davies and Co.	9092
Knaresborough Old Bank and Ripon } Old Bank.....	Knaresborough ..	Harrison and Co.	20606
Kendal Bank	Kendal.....	Wakefield, Crewdson, and Co....	45489
Kettering Bank	Kettering.....	J. C. Gotch and Sons	9876
Lane End Staffordshire Bank	Lane End.....	C. Harvey and Son	5169
Leeds Bank.....	Leeds ..	Beckett and Co.	52962
Leeds Union Bank	Leeds	W. Williams, Brown and Co. ...	37556
Leicester Bank	Leicester ..	Pagets and Kirby	28579
Lewes Old Bank	Lewes	Molineux and Co.....	37659
Lichfield Bank.....	Lichfield	Palmer and Greene	11165
Lincoln Bank	Lincoln	Smith, Ellison, and Co.....	95210
Llandoverly Bank, Lampeter Bank, } and Llandilo Bank	Llandoverly	D. Jones and Co.	27860
Loughborough Bank	Loughborough.....	Middleton and Cradock	7366
Lymington Bank.....	Lymington	St. Barbe and Co.	4073
Lynn Regis and Lincolnshire Bank ...	Lynn Regis.....	Gurneys and Co.	37910
Lynn Regis and Norfolk Bank	Lynn Regis.....	Jarvis and Co.	13167

Name, Title, and Principal Place of Issue.			Average Amount.
			£.
Macclesfield Bank	Macclesfield	Brocklehurst and Co.	14731
Manningtree Bank	Manningtree	Nunn and Co.	2815
Merionethshire Bank	Dolgelly	Williams and Son	9653
Miners' Bank	Truro	Willyams and Co.	17925
Monmouthshire Agricultural and Commercial Bank	Abergavenny	Bailey and Co.	29256
Monmouth Old Bank, Monmouth Bank, Brecon Bank, Chepstow Bank, Chepstow Old Bank, and Ross and Herefordshire Bank.....	Monmouth	Bromage, Snead, and Co.	15372
Newark Bank	Newark	Godfrey and Riddell.	26956
Newark and Sleaford Bank, and Sleaford and Newark Bank	Sleaford	Handley, Peacock, and Co.	50215
Newbury Bank	Newbury	Bunny and Slocock	23557
Newmarket Bank	Newmarket	Eaton, Hammond, and Co.	21823
Norwich Crown Bank and Norfolk and Suffolk Bank	Norwich	Harveys and Hudsons	46746
Norwich and Norfolk Bank	Norwich	Gurneys and Birkbeck	70745
Nottingham and Nottinghamshire Bank	Nottingham	Hart, Fellows, and Co.	10732
Nuneaton Bank	Nuneaton	Craddock and Co.	3105
Naval Bank, Plymouth	Plymouth.....	Harris and Co.	24293
New Sarum Bank	Sarum	Everett and Co.	13215
Nottingham Bank	Nottingham	Samuel Smith and Co.	30920
Oswestry Bank and Oswestry Old Bank	Oswestry	Croxon and Co.	9669
Oxford Old Bank	Oxford	Robinson, Parsons, & Co.	31600
Old Bank, Tonbridge, Tonbridge and Tonbridge Wells Old Bank, Tonbridge and Tonbridge Wells and Sevenoaks Bank.....	Tonbridge	T. H. and S. Beeching.....	12310
Oxfordshire Witney Bank	Witney	J. W. Clinch and Co.	9133
Pease's Old Bank, Hull, the Hull Old Bank and Beverley Bank.....	Hull.....	Pease and Co.	47584
Penzance Bank	Penzance	Batten and Co.	10810
Peterborough Bank and Oundle Bank	Peterborough	D. Yorke and Co.	10227
Pembrokeshire Bank	Haverfordwest.....	J. and W. Walters	12701
Reading Bank	Reading	Simonds and Co.	27180
Reading Bank	Reading	Stephens, Blandy, and Co.	30010
Richmond Bank	Richmond	Roper and Co.	6855
Rochdale Bank	Rochdale	Clement, Royds, and Co.	4953
Rochester, Chatham, and Strood Bank	Rochester.....	Day and Nicholson	7328
Royston Bank	Royston	Fordham and Sons	12652
Rugby Bank	Rugby	A. Butlin and Son.....	11532
Rye Bank.....	Rye	R. C. Pomfret and Co.	19136
Ross Old Bank, Herefordshire	Ross.....	Allaway and MacDougal	3746
Saffron Walden and North Essex Bank	Saffron Walden ...	Gibsons and Co.	31216
Salop Bank	Shrewsbury	Burton, Lloyd, and Co.	16015
Scarborough Old Bank	Scarborough ..	Woodall and Co.	24437
Shrewsbury Old Bank and Shrewsbury and Ludlow Bank	Shrewsbury.....	Rocke, Eytons, and Co.	43956
Sittingbourne and Milton Bank.....	Sittingbourne	Vallance and Co.	3082
Southampton Town and County Bank	Southampton ..	Maddison and Pearce	14654
Southwell Bank	Southwell.....	Wylde and Co.	13431
Southampton and Hampshire Bank	Southampton	Atherley, Fall, and Co.	3855
Stone Bank	Stone	W. Moore	390
Stafford Old Bank	Stafford	Stevenson and Co.	11570

Name, Title, and Principal Place of Issue.			Average Amount.
			£.
Stamford and Rutland Bank	Stamford	Eaton, Cayley, and Co.....	32709
Shrewsbury and Welsh Pool Bank.....	Shrewsbury	Beck, Downward, and Co.	22725
Taunton Bank.....	Taunton	H. and R. Badcock	28711
Tavistock Bank	Tavistock.....	Gill and Rundle	12479
Thornbury Bank.....	Thornbury	Rolph and Co. ...	6537
Tiverton and Devonshire Bank	Tiverton	Dunsford and Co.	9620
Thrapston and Kettering Bank, } Northamptonshire	Thrapston	Yorke and Eland	10861
Tring Bank and Chesham Bank	Tring	Butcher and Son	12475
Towcester Old Bank	Towcester	Percival and Co. ...	8532
Town and County of Poole Bank and } Ringwood and Poole Bank	Poole	G. W. Ledgard and Sons	10491
Union Bank, Cornwall	Helston	Vivian and Co.	12060
Uxbridge Old Bank	Uxbridge.....	Hull, Smith, and Co.	14417
Wallingford Bank	Wallingford.....	Hedges, Wells, and Co.....	8392
Warwick and Warwickshire Bank.....	Warwick	K. Greenway and Co.	22632
Wellington Somerset Bank.....	Wellington	Fox, Brothers, and Co.....	4393
West Riding Bank, Wakefield, and } Pontefract Bank	Wakefield	Leatham, Tew, and Co.	45515
Whitby Old Bank	Whitby	Simpson, Chapman, and Co.....	13868
Winchester, Alresford, and Alton Bank	Winchester	Bulpett and Co.	23080
Winchester and Hampshire Bank	Winchester	Wickham and Co.....	5827
Weymouth Old Bank and Dorchester } Bank	Weymouth	Eliot and Pearce	15762
Wirksworth and Ashbourne Derby- } shire Bank	Wirksworth.....	Arkwright and Co.	35654
Wisbech and Lincolnshire Bank	Wisbech	Gurneys and Co.	54790
Wiveliscombe Bank	Wiveliscombe	P. and W. Hancock	7212
Wolverhampton Bank	Wolverhampton ..	Goodricke and Holyoake	13518
Worcester Bank	Worcester	Farley, Lavender, and Co.	9240
Worcester Old Bank and Tewkes- } bury Old Bank	Worcester	Berwick, Lechmere, and Co. ...	78502
Worcestershire Bank	Kidderminster	Farley, Turner, and Co.	9461
Wolverhampton Bank	Wolverhampton ..	R. and W. F. Fryer	11817
Yarmouth and Suffolk Bank, and } Halesworth and Suffolk Bank... }	Yarmouth	Gurneys, Birkbeck, and Co.....	43308
Yarmouth, Norfolk and Suffolk Bank	Great Yarmouth...	Sir E. H. K. Lacon, Bart. & Co.	11842
York Bank	York	Swann, Clough, and Co.	45752

JOINT STOCK BANKS.

Name, Title, and Principal Place of Issue.			Average Amount.
			£.
Bank of Westmorland	Kendal.....		9972
Barnsley Banking Company	Barnsley		9050
Bradford Banking Company.....	Bradford		49136
Bilston District Banking Company	Wolverhampton		9242
Bank of Whitehaven.....	Whitehaven.....		31426
Bradford Commercial Banking Company	Bradford		19893
Burton, Uttoxeter, and Staffordshire Union Banking } Company	Burton-upon-Trent.....		57550
Chesterfield and North Derbyshire Banking Company.....	Chesterfield.....		10156
Cumberland Union Banking Company	Workington		34723
Cheltenham and Gloucestershire Banking Company.....	Cheltenham		9213
Coventry and Warwickshire Banking Company	Coventry		22620

Name, Title, and Principal Place of Issue.		Average Amount.
		£.
Coventry Union Banking Company	Coventry	14035
County of Gloucester Banking Company	Cheltenham	109060
Carlisle and Cumberland Banking Company	Carlisle.....	25780
Carlisle City and District Bank	Carlisle	21057
Dudley and West Bromwich Banking Company	Dudley	38395
Derby and Derbyshire Banking Company	Derby	20255
Darlington District Joint Stock Banking Company	Darlington	24579
East of England Bank.....	Norwich	24957
Gloucestershire Banking Company	Gloucester	148473
Halifax Joint Stock Bank	Halifax	18773
Huddersfield Banking Company	Huddersfield	35830
Hull Banking Company	Hull	27835
Halifax Commercial Banking Company	Halifax	13180
Halifax and Huddersfield Union Banking Company	Halifax	42276
Helston Banking Company	Helston	1534
Herefordshire Banking Company	Hereford	25843
Knaresborough and Claro Banking Company.....	Knaresborough	28266
Kingsbridge Joint Stock Bank	Kingsbridge	3828
Lancaster Banking Company.....	Lancaster	63755
Leeds Banking Company.....	Leeds	24458
Leicestershire Banking Company	Leicester	79451
Lincoln and Lindsey Banking Company.....	Lincoln	47963
Leamington Priors and Warwickshire Banking Company.....	Leamington Priors	10442
Ludlow and Tenbury Bank	Ludlow	10268
Moore and Robinson's Nottinghamshire Banking Company ...	Nottingham	35713
Nottingham and Nottinghamshire Banking Company	Nottingham.....	28371
National Provincial Bank of England.....	Birmingham.....	418866
	Hd. Office, 112, Bishopsgate-st., London	
North Wilts Banking Company	Melksham	51354
Northamptonshire Union Bank	Northampton	78418
Northamptonshire Banking Company.....	Northampton	26535
North and South Wales Bank.....	Liverpool	48688
Pares's Leicestershire Banking Company	Leicester	51192
Saddleworth Banking Company	Saddleworth	2363
Sheffield Banking Company.....	Sheffield	35853
Stamford, Spalding and Boston Banking Company	Stamford	55192
Stuckey's Banking Company, Bristol Somersetshire } Bank, and Somersetshire Bank	Langport	358459
Shropshire Banking Company.....	Shiftnall	46564
Stourbridge and Kidderminster Banking Company	Stourbridge.....	57025
Sheffield and Hallamshire Banking Company.....	Sheffield	21776
Sheffield and Rotherham Joint Stock Banking Company.....	Sheffield	51565
Swaledale and Wensleydale Banking Company	Richmond	53157
Storey and Thomas' Banking Company	Shaftesbury.....	9737
Wolverhampton and Staffordshire Banking Company	Wolverhampton	35401
Wakefield and Barnsley Union Bank	Wakefield	13465
Whitehaven Joint Stock Banking Company	Whitehaven	30242
Warwick and Leamington Banking Company.....	Warwick	30409
West of England and South Wales District Bank.....	Bristol	82874
Wilts and Dorset Banking Company	Salisbury	72346
West Riding Union Banking Company	Huddersfield	32232
Whitchurch and Ellesmere Banking Company	Whitchurch.....	3821
Worcester City and County Banking Company.....	Worcester	5902
York Union Banking Company	York	68373
York City and County Banking Company.....	York	88245
Yorkshire Banking Company	Leeds	125102

Barnardcastle and Bishop Auckland Junction Railway and Branch.

(Incorporation of Company, construction of Railways, running powers over Wear Valley Railways, and over Stockton and Darlington Railways and use of their stations; Traffic arrangements with the York, Newcastle, and Berwick Railway Company, and West Hartlepool Harbour and Railway Company; Powers for the York Newcastle and Berwick Railway Company, West Hartlepool Harbour and Railway Company, and Sunderland Dock Company to subscribe to the undertaking, and raise capital for the purpose; Amendment of the Acts of all the said Companies.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to incorporate a Company for the purpose of making and maintaining the railway and branch railway hereinafter mentioned, or one of them, with all proper works and conveniences connected therewith and approaches thereto; that is to say, a railway, commencing in or near to a certain close of land, in the township and chapelry of Barnardcastle, in the parish of Gainford, in the county of Durham, belonging to, and in the occupation of, Henry Benning, and situate on the north-west side of, and near to and adjoining, a certain common street or highway, called Galgate-street, in Barnardcastle aforesaid, thence passing in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say: Gainford, Marwood, Barnardcastle, Eggleston, Middleton - in - Teesdale, Streatlam and Stainton, Streatlam with Stainton, Staindrop, Cockfield, Cockfield with Staindrop, Langleydale and Shotton, Raby, Keeverstone, Raby with Keeverstone, Woodland, Hamsterley, Lynesack and Softley, Lynesack with Softley, Evenwood, Evenwood and Barony, Etherley, Escomb, West Auckland, Sain Helen's Auckland, Saint Andrew's Auckland, Pollard's Lands, Bishop Auckland, and Bondgate in Auckland, all in the county of Durham, and terminating by a junction with the authorised Bishop Auckland branch of the York, Newcastle, and Berwick Railway, in or near to a field belonging to William Gibbon, and in the occupation of William Race, situate in the township of Bondgate in Auckland aforesaid, otherwise Bishop Auckland aforesaid, in the parish of Saint Andrew's Auckland aforesaid, in the said county of Durham. A railway, with all proper works and conveniences connected therewith, and approaches thereto, commencing by a junction with the said first-mentioned railway, in or near to a certain close of land, belonging to Richard Bowser, and occupied by Thomas Sutton, situate in the said township of Bondgate in Auckland, otherwise Bishop Auckland, and thence passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say: Saint Andrew's Auckland, Bondgate in Auckland, Bishop Auckland, and Pollard's Lands, all in the said county of Durham, and terminating by a junction with that portion of the Wear Valley Railway, now or late called "The Bishop Auckland and Weardale Railway," at a point distant 462 yards, or thereabouts, westwards from the bridge, by which the said Wear Valley Railway is crossed by the public highway leading from the town of Bishop Auckland, in the said county of Durham, to Etherley aforesaid, situate in the said township of Bondgate in Auckland, otherwise Bishop Auckland.

And it is proposed by the said intended Act to take powers to make lateral deviations from the line or lines of the proposed railways and works laid down on the plans thereof, to be deposited as after-mentioned, to such an extent as will be defined upon

the said plans; and also to form a junction with the rails of the said authorised Bishop Auckland Branch of the said York, Newcastle, and Berwick Railway, in or near to the said field belonging to the said William Gibbon, and in the occupation of the said William Race, situate in the said township of Bondgate in Auckland, otherwise Bishop Auckland, and also to form a junction with the rails of the said Wear Valley Railway, at or near the above-mentioned point, distant 462 yards or thereabouts westwards from the said bridge by which the said Wear Valley Railway is crossed by the said public highway leading from Bishop Auckland aforesaid to Etherley aforesaid.

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

And it is proposed by the said intended Act to take powers for the compulsory purchase of lands, houses, and hereditaments for the purposes of the railways and works so intended to be authorised as aforesaid, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and hereditaments which may be taken for the purposes aforesaid; and also to levy tolls, rates, and duties for or in respect of the use of the said intended 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 to confer, vary, or extinguish other rights and privileges.

And it is intended to incorporate in the said Act, and make applicable to the objects thereof, all or some of the powers of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," and all other necessary powers and provisions.

And it is intended by the said Act to empower the Company thereby incorporated, and the York, Newcastle, and Berwick Railway Company, and the West Hartlepool Harbour and Railway Company, any one or more of them, to use with engines and carriages of every description the lines of railway, stations, and works of the Stockton and Darlington Railway Company, and of the Wear Valley Railway Company, or either of them, or some part or parts thereof respectively, upon payment of certain tolls, and upon the conditions to be mentioned in the said Act, or to be determined by a reference to arbitration, or to such tribunal as Parliament may appoint to decide the same.

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, and the West Hartlepool Harbour and Railway Company, or any two of them, to enter into, make, and carry into effect such agreements as they may think fit in respect of the working and use by the said York, Newcastle, and Berwick Railway Company, and by the West Hartlepool Harbour and Railway Company, or either of them, of the railways and works to be authorised by the proposed Act, and the regulation and management by such Companies, or any of them, or otherwise, of the traffic upon or over the said intended railways and works, or any part thereof, and the payment, and also the division, or apportionment between or amongst the said Companies who shall be parties to any such agree-

ments, or any of them, of tolls, rates, and duties received in respect of such traffic.

And it is intended by the said Act to authorise the York, Newcastle, and Berwick Railway Company, and the West Hartlepool Harbour and Railway Company, and the Sunderland Dock Company, or any one or more of them, to subscribe and contribute to the undertaking to be authorised by the proposed Act, and to raise money for that purpose by the creation of additional shares, either ordinary, or with such preference and priority of dividend as may be deemed necessary or expedient, or by mortgage or bond, or otherwise, and to authorise the said York, Newcastle, and Berwick Railway Company, and West Hartlepool Harbour and Railway Company, and Sunderland Dock Company, or any one or more of them, to apply in and towards the carrying out of the undertaking to be authorised by the said Bill, any portion of the monies which they are now authorised to raise by shares, or by mortgage, and to authorise and empower the York, Newcastle, and Berwick Railway Company, the West Hartlepool Harbour and Railway Company, and the Sunderland Dock Company, or any one or more of them to appoint a director or directors of the Company, to be incorporated by the proposed Act, or such other officers as may be deemed expedient and necessary.

And it is intended by the said Act to alter, amend, and enlarge the powers and provisions of the Acts of Parliament following, or any of them, relating to the said York, Newcastle, and Berwick Railway Company, the West Hartlepool Harbour and Railway Company, the Stockton and Darlington Railway Company, the Wear Valley Railway Company, and the Sunderland Dock Company, respectively (that is to say), 5th Victoria, (sess. 2), chapter 80; 6 and 7 Victoria, cap. 8; 7 and 8 Victoria, cap. 27; 8 and 9 Victoria, cap. 92; 9 and 10 Victoria, cap. 58; 9 and 10 Victoria, cap. 95; 9 and 10 Victoria, cap. 96; 9 and 10 Victoria, cap. 235; 9 and 10 Victoria, cap. 242; 9 and 10 Victoria, cap. 264; 9 and 10 Victoria, cap. 330; 10 and 11 Victoria, cap. 117; 10 and 11 Victoria, cap. 134; 10 and 11 Victoria, cap. 263; 8 and 9 Victoria, cap. 163; 9 and 10 Victoria, cap. 207; 10 and 11 Victoria, cap. 133; 11 and 12 Victoria, cap. 24; 11 and 12 Victoria, cap. 81; 11 and 12 Victoria, cap. 55; 12 and 13 Victoria, cap. 58; 13 and 14 Victoria, cap. 53; 14 and 15 Victoria, cap. 84; 14 and 15 Victoria, cap. 85; 15 and 16 Victoria, cap. 36; 15 and 16 Victoria, cap. 37; 15 and 16 Victoria, cap. 114; 15 and 16 Victoria, cap. 142; 12 and 13 Victoria, cap. 54; 14 Victoria, cap. 23; 15 Victoria, cap. 19; 1 Victoria, cap. 122; 8 Victoria, cap. 152; 10 and 11 Victoria, cap. 292; "The Sunderland Dock Act, 1846;" "The Sunderland Dock Amendment Act, 1849;" and "The Sunderland Dock Amendment Act, 1853;" and all other Acts relating to the said Companies, or any of them not hereinbefore enumerated, which it may be necessary to alter, amend, or enlarge.

And notice is hereby further given, that plans and sections defining the lines and levels of the said intended railways and works, together with books of reference to such plans, and a published map whereon will be defined the general course or direction of such railways, and also a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, with the Clerk of the Peace for the county of Durham, at his office in the city of Durham, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways and works are proposed to be made, and also a copy of this notice as published

in the London Gazette, will be deposited on or before the said 30th day of November, with the parish clerk of each such parish at his place of abode; and that a copy of so much of the said plans, sections, and books of reference as relates to any extra-parochial place, and a copy of this notice as published in the London Gazette, will be deposited on or before the said 30th day of November with the parish clerk of some parish immediately adjoining to such extra-parochial place, at his place of abode.

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 8th day of November, 1853.

W. and W. Watson, Barnardcastle;

Trotter and Hodgson, Bishop Auckland;

Solicitors for the Bill.

York, Newcastle, and Berwick Railway.

(Pontop and South Shields Wayleaves, &c. Purchase and Enfranchisement.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to alter, amend, extend, enlarge, and repeal all or some of the powers and provisions of the several Acts relating to the York, Newcastle, and Berwick Railway Company hereinafter mentioned; that is to say: local and personal Acts, 5 Vic., session 2, cap. 80; 6 Vic., cap. 8; 7 Vic., cap. 27; 8 and 9 Vic., caps. 92 and 163; 9 Vic., cap. 58; 9 and 10 Vic., caps. 95, 96, 207, 235, 242, 264, and 330; 10 and 11 Vic., caps. 117, 133, 134, and 263; 11 and 12 Vic., caps. 24, 55, and 81; 12 and 13 Vic., cap. 58; 13 and 14 Vic., cap. 53; 14 and 15 Vic., caps. 84 and 85; and 15 Vic., caps. 36 and 114; and to enable the York, Newcastle, and Berwick Railway Company to purchase, by compulsion or otherwise, all or any of the rights, estates, or interests of any person or persons, or bodies politic or corporate, granted, reserved, protected, or otherwise existing in or from or out of all or any of the lands or grounds upon, through, or over which that portion of the York, Newcastle, and Berwick Railway which was formerly the Pontop and South Shields Railway, and the works connected therewith, have been formed, or which are adjoining or near to such railway and works and other the lands and tenements which, under and by virtue of one of the said above-mentioned Acts, namely, an Act passed in the 10th year of the reign of Her present Majesty, intituled "An Act for authorising the Sale of the Pontop and South Shields Railway to the Newcastle and Darlington Junction Railway Company," and a certain conveyance or other instruments and assurances executed, completed, or given in pursuance thereof, are now vested in, or held, occupied, or enjoyed by the York, Newcastle, and Berwick Railway Company; and to enfranchise such lands or grounds, and to vary and extinguish all rights and privileges connected therewith respectively, or which would or might impede or interfere with the objects aforesaid; and to authorise the York, Newcastle, and Berwick Railway Company to apply their existing funds, or funds which they have power to raise, for the purpose of effecting the said intended purchases and enfranchisement, and for the other purposes of the said intended Act. And notice is hereby further 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 7th day of November, 1853.

Richardson and Gutch, Solicitors, York.

East Suffolk Railway.

(Deviation and Extension of the Halesworth, Beccles, and Haddiscoe Railway, from Westhall, near Halesworth, to Woodbridge, with Branch Railways or Tramways to Leiston, Snape Bridge, and Framlingham; Change of Name of Company; Traffic arrangements with Eastern Union Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to authorise the construction and maintenance of the railways and tramways hereinafter mentioned, with all proper stations, works, approaches, and conveniences connected therewith respectively; (that is to say):

1. A railway, partly in deviation and partly in extension of the Halesworth, Beccles, and Haddiscoe Railway, now in course of construction, commencing by a junction with the line of the said railway on land, now in the occupation of the Halesworth, Beccles, and Haddiscoe Railway Company, at a place called Westhall Low Common, in the parish of Westhall, in the county of Suffolk, passing near the present authorised terminus of such railway at Halesworth, and terminating at or near a certain Ropewalk, situate in the parish of Woodbridge, in the said county of Suffolk, belonging to the representatives of Thomas William Salmon, deceased, and in the occupation of Henry Cork, at or near the proposed line of the authorised branch of the Eastern Union Railway from Ipswich to Woodbridge; which said intended railway will pass from, in, through, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them; (that is to say), Westhall, Spexhall, Wisset, Holton otherwise Holton Saint Peter, Halesworth, Wenhaston, the Hamlet of Mells, in the parish of Wenhaston, Bramfield, Darsham, Yoxford, Middleton, Fordley, Kelsale, Carlton, Saxmundham, Sternfield, Benhall, Snape, Friston, Farnham, Little Glemham, Marlesford, Tunstall, Blaxhall, Campsey Ash, Wickham Market, Rendlesham, Petistree, Loudham, Eyke, Ufford, Bromeswell, Melton, and Woodbridge, all in the county of Suffolk.

2. A railway, commencing by a junction with the said intended railway at or near a field called the Stackyard Field, situated in the parish of Saxmundham aforesaid, belonging to William Long, and in the occupation of Samuel Flick, and to the north-east of the farm-yards and premises in the occupation of the said Samuel Flick, and near such yards and premises, and terminating at or near a field belonging to Charles Andrew Lord Huntingfield, and in the occupation of Lewis Orlibar Cottingham, in the parish of Leiston, in the said county of Suffolk, on the west side of the turnpike road leading to Theberton, and near the White Horse Inn, in Leiston aforesaid.

3. A railway or tramway in extension of the last-mentioned intended railway, commencing by a junction therewith at or near the terminus thereof at Leiston aforesaid, and terminating in or near the yards of the manufactory of Richard Garrett, in the said parish of Leiston.

Which said railway from Saxmundham to Leiston, and railway or tramway in extension thereof, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say) Saxmundham, Kelsale, Carlton, Kuoddishall, Theberton, and Leiston, all in the county of Suffolk.

4. A railway or tramway commencing by a junction with the first-mentioned intended railway at or near a field called the Eight Acres, belonging to John George Sheppard, and in the occupation of

James Hillen, and situated in the parish of Farnham, on the north-east side of the road leading from Farnham Church to Langham Bridge, and terminating at or near a field called Gravel Pit Walk, belonging to the said John George Sheppard, and in the occupation of Newson Garrett, and situated in the hamlet of Dunningworth, in the parish of Tunstall, in the said county of Suffolk, near Snape Bridge. Which said intended railway or tramway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say) Farnham, Snape, Blaxhall, Dunningworth, and Tunstall, all in the county of Suffolk.

5. Also a railway commencing by a junction with the said first-mentioned intended railway at or near a field called White Walk, belonging to Louisa Shuldham and Frederick William Schreiber, and in the occupation of Henry Tillet, and situated in the parish of Campsey Ash, on the south-east side of a road or lane leading from Wickham Market by Blackstock Wood to Blaxhall, and terminating at or near a field called Mill Field, belonging to and in the occupation of Edmund Goodwyn Goodwyn, and situated in the parish of Framlingham, in the said county of Suffolk, on the west side of the road leading from Framlingham to Wickham Market, which said intended railway will pass from, in, through, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say) Campsey Ash, Blaxhall, Little Glemham, Marlesford, Hacheston, Easton, Parham, and Framlingham, all in the county of Suffolk.

And it is proposed by the said intended Act to take power to relinquish or abandon the portion of the said Halesworth, Beccles, and Haddiscoe Railway as at present authorised to be made between Westhall Low Common aforesaid and the terminus thereof at Halesworth, and to stop up, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers, within or near the aforesaid parishes, townships and places, or any of them which it may be necessary so to stop up, alter or divert by reason of the construction of the said intended works or any of them.

And it is also proposed by the said intended Act to authorise the Halesworth, Beccles, and Haddiscoe Railway Company to carry the said Act into execution, and to change the corporate name of the said Company into the East Suffolk Railway Company, and the name of their undertaking into the East Suffolk Railway, and to take powers for increasing the number of directors, and for the purchase of lands and buildings, by compulsion or agreement, for the purposes of their undertaking, and for levying tolls, rates, and duties, and to vary or extinguish tolls, rates, and duties, and to vary or extinguish all existing rights or privileges in any manner connected with the lands or buildings so 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 or tramways or any of them, and to confer other rights and privileges.

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans and sections, describing the direction, line, and levels of the said intended railways and tramways, and the lands which may be taken for the purposes of the same, 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 such lands. 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 Suffolk, at his office in Bury St. Edmund's, and that on or before the said day a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes or extra-parochial places in or through which the said intended railways or tramways are proposed to be made, together with a copy of this notice, will be deposited as follows; (that is to say), In the case of parishes, with the parish clerk of such parish at his residence, or if there should be no parish clerk, then with the sexton of such parish at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish adjoining thereto at his residence.

And it is proposed by the said intended Act to authorise the said intended East Suffolk Railway Company and the Eastern Union Railway Company to enter into and carry into effect such arrangements as they may think fit, or as may be set forth in the said Act, or settled by the Board of Trade, for facilitating the transmission of traffic from and to the said East Suffolk Railway to and from the Eastern Union Railway, or any extension or branch thereof, and for the division or apportionment between the said Companies of tolls, rates, or duties received by such Companies respectively in respect of such traffic.

And it is proposed by the said intended Act to repeal, alter, consolidate, and amend all or some of the provisions of "The Halesworth, Beccles, and Haddiscoe Railway Act, 1851," and the Acts relating to the Eastern Union Railway Company, (that is to say) the 7th and 8th Vict. cap. 85; the 8th and 9th Vict. caps. 94 and 97; the 9th Vict. cap. 53; the 9th and 10th Vict. caps. 97 and 280; the 10th Vict. cap. 19; the 10th and 11th Vict. caps. 137, 174, and 225; the 12th and 13th Vict. cap. 92; the 13th and 14th Vict. cap. 54; the 14th and 15th Vict. cap. 58; the 15th and 16th Vict. cap. 148; and "The Eastern Union Railway Amendment Act, 1853," and "The Norfolk Railway Regulation of Capital Act, 1852."

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

Dated the 8th day of November, 1853.

Norton and Reeve, Lowestoft;
Crabtree and Cross, Halesworth;
Solicitors for the Bill.

York, Newcastle, and Berwick, York and North Midland, and Leeds Northern Railway Companies Amalgamation.

(Working Arrangements, and Amalgamation with Malton and Driffeld Junction Railway Company; Arrangements as to Capital, and amongst the Shareholders; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act for the union and amalgamation, from and after such period, and upon such terms and conditions, as may have been or may hereafter be agreed upon, or as may be fixed, ascertained, and determined, in and by or under the provisions of the said Act of the York and North Midland Railway Company and the Leeds Northern Railway Company with the York, Newcastle, and Berwick Railway Company, and for the union and consolidation into one undertaking of the several undertakings of such three Companies respectively, so that all the undertakings, property, estate, and effects, rights, powers, and privileges, of what nature or kind soever, and whether with reference to the levying of tolls, rates, and duties, or otherwise vested in, and belonging to, or exercised and enjoyed by, the

said three Companies, severally or jointly, at the time of the said amalgamation, may be vested in, and belong to, and be exercised and enjoyed by such one united and consolidated Company, under such name as may be given to or adopted by such one united and consolidated Company. And the said Act will provide for the dissolution of the York and North Midland and Leeds Northern Railway Companies, and for the incorporation of the shareholders therein respectively with the York, Newcastle, and Berwick Railway Company, or such one united and consolidated Company, and for regulating, fixing, and determining the capital stock and borrowing powers of the York, Newcastle, and Berwick Railway Company, or of such united and consolidated Company, and the rights, privileges, preferences, and priorities of the shareholders in the said three Companies, and of the different classes of such shareholders as amongst each other, in the capital stock of the York, Newcastle, and Berwick Railway Company, or of such united and consolidated Company, and for the fulfilment, by the York, Newcastle, and Berwick Railway Company, or such one united and consolidated Company, of all or some of the contracts, agreements, or arrangements entered into by the said three Companies, jointly or severally, or otherwise howsoever, and capable of taking effect at the period of such union and amalgamation. And the said Act will also provide for the mortgage and bond or other debts of the said three Companies, and for the security of the holders of such mortgages and bonds, and of other creditors; and also for altering, varying, or increasing the tolls, rates, and duties leviable by the said three Companies, or any of them, from and after the date of such union and consolidation, and for the division and apportionment, prior to such union and consolidation (but subject thereto), amongst the said three Companies, of the proceeds of the traffic, or part of the traffic, over the railways of the said three Companies, or some parts thereof, and for the division and apportionment, subsequent to such amalgamation, of such proceeds, or some part thereof, amongst the respective classes or sections of shareholders in the York, Newcastle, and Berwick Railway Company, or in such united and consolidated Company for the time being, representing the shareholders in the said three Companies respectively. And the said Act will also provide for the conversion of the mortgage bond or debenture debt of the said three companies, or of such united Company, or any part or parts thereof respectively, into perpetual annuities, at such rate as may be agreed on or provided by the said intended Act; and also for the creation, by the York, Newcastle, and Berwick Railway Company, or such united and consolidated Company, of new shares or stock for the extinguishment of the mortgage bond or debenture debt, and for paying off and discharging all or any other of the debts and liabilities of the said three Companies, or of any or either of them, or of such united Company, or such of the preference shares in any of the said three Companies, as are subject to redemption or payment off, or any part or parts thereof respectively. And it is also proposed by the said intended Act to enable the York, Newcastle, and Berwick Railway Company and the York and North Midland Railway Company, or either of them, or such united and consolidated Company, and the Malton and Driffeld Junction Railway Company, to enter into and carry into effect such contracts, agreements, or arrangements as they may think fit, in reference to the working, and use, maintenance, and support, by the Companies making

such contracts, agreements, or arrangements, of the railway and works belonging to the Malton and Driffield Junction Railway Company, and the regulation, management, interchange, working, and direction of the traffic upon or along the same, and the railways of the said other Companies, parties thereto, upon such terms and conditions, and for or in respect of such payments, or such proportion of the tolls, rates, and charges arising from the traffic on the Malton and Driffield Junction Railway, or such other consideration as may, from time to time, be agreed upon between the said Companies, parties to any such contracts, agreements, or arrangements, or as may be fixed by the said intended Act, and during the continuance of such working agreements or arrangements to enable the York, Newcastle, and Berwick Railway Company, and the York and North Midland Railway Company, or either of them, or such united and consolidated Company, as the case may be, to exercise all or some of the powers, rights, and privileges vested in the said Malton and Driffield Junction Railway Company with reference to the conduct and management of such traffic, the levying of tolls, rates, and charges, the maintenance and support of the said railway and works, and the application of moneys thereto, and otherwise, as may be deemed expedient, and to enable the said Companies to appoint a joint committee to carry into effect such agreements or arrangements, and to exercise all or any of such rights, powers, and privileges, and such other rights, powers, and privileges, as may be necessary or expedient for effectually carrying into effect any such agreements, or arrangements, or objects aforesaid, and also to authorise and empower (if it shall be thought expedient, or may be so agreed upon) the union and amalgamation with the York, Newcastle, and Berwick Railway Company, or the York and North Midland Railway Company, or such united and consolidated Company of the Malton and Driffield Junction Railway Company, and the union and consolidation into one undertaking of the several undertakings of the Companies so to be united and amalgamated as last aforesaid, so that all the undertakings, property, estate, and effects, rights, powers, and privileges, of what nature and kind soever, and whether with reference to the levying of tolls, rates, and duties, or otherwise, vested in, and belonging to, or exercised by the Malton and Driffield Junction Railway Company, may be vested in, and belong to, and be exercised and enjoyed by the Company with which such union or amalgamation as last aforesaid shall take place; and also to provide for the dissolution of the Malton and Driffield Junction Railway Company, and for the incorporation of the shareholders therein with the York, Newcastle, and Berwick Railway Company, or the York and North Midland Railway Company, or such united and consolidated Company, and for regulating, fixing, and determining the capital stock, and borrowing powers of the Company with which such last mentioned union or amalgamation shall take place, so far as the same may be affected by the union and amalgamation therewith of the Malton and Driffield Junction Railway Company, and of the rights, privileges, preferences, and priorities of the shareholders in the said respective Companies so to be united and amalgamated, and for the fulfilment by the Company with which such last mentioned union and amalgamation shall take place of all or some of the contracts, agreements, and arrangements entered into by the Malton and Driffield Junction Railway Company; and also to provide for the mortgage and bond and other debts of the last named Company, and for

the security of the holders of such mortgages and bonds, and of the other creditors of the same Company; and also for altering, varying, and increasing the tolls, rates, and duties, leviable on the Malton and Driffield Junction Railway, and for including the same Company in the division and apportionment prior to such union and amalgamation of the proceeds of the traffic, or part of the traffic, over the railways of the said Companies, or any of them, and in the division and apportionment subsequent to such union and amalgamation of such proceeds, or part thereof, amongst the respective classes or sections of shareholders in the Companies so to be united and consolidated as aforesaid. And it is proposed by the said intended Act to alter, amend, extend, enlarge, and repeal, all or some of the powers and provisions of the several Acts relating to the York, Newcastle, and Berwick Railway Company hereinafter mentioned; that is to say: local and personal Acts, 5 Vic., sess. 2, cap. 80; 6 Vic., cap. 8; 7 Vic., cap. 27; 8 and 9 Vic., caps. 92 and 163; 9 Vic., cap. 58; 9 and 10 Vic., caps. 95, 96, 27, 235, 242, 264, and 330; 10 and 11 Vic., caps. 117, 133, 134, and 263; 11 and 12 Vic., caps. 24, 55, and 81; 12 and 13 Vic., cap. 58; 13 and 14 Vic., cap. 53; 14 and 15 Vic., caps. 84 and 85; and 15 Vic., caps. 36 and 114; and also of the several Acts relating to the York and North Midland Railway Company hereinafter mentioned; that is to say: local and personal Acts, 6 William IV., cap. 81; 1 Vic., cap. 68; 4 Vic., cap. 7; 7 Vic., cap. 21; 7 and 8 Vic., cap. 61; 8 and 9 Vic., caps. 34, 57, 58, and 84; 9 Vic., caps. 59, 65, and 66; 9 and 10 Vic., caps. 89, 241, and 247; 10 and 11 Vic., caps. 140, 141, 216, 218, and 219; 12 and 13 Vic., cap. 60; 13 and 14 Vic., cap. 38; 15 Vic., caps. 57 and 96; 15 and 16 Vic., cap. 127; and 16 and 17 Vic., cap. 109; and also of the several Acts relating to the Leeds Northern Railway Company hereinafter mentioned; that is to say: local and personal Acts, 8 and 9 Vic., cap. 104; 9 and 10 Vic., caps. 149, 153, and 154; 10 and 11 Vic., cap. 210; 11 and 12 Vic., caps. 56, 57, 68, and 71; 12 and 13 Vic., cap. 27; 14 and 15 Vic., cap. 47; and 16 and 17 Vic., cap. 136; and also of the several Acts relating to the Malton and Driffield Junction Railway Company hereinafter mentioned; that is to say: local and personal Acts, 9 and 10 Vic., cap. 77; 14 Vic., cap. 39; and 15 Vic., cap. 37; or of some of the said Acts, or otherwise to repeal the same Acts, and to consolidate all or some of the provisions thereof, and of the said intended Act, into one Act. And notice is hereby also given that, on or before the 31st day of December next, printed copies of the said intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 7th day of November, 1853.

Richardson and Gutch, Solicitors, York.

Commissioners of Sewers for the Limits extending from Lombards Wall to Gravesend Bridge, in the County of Kent.

(Extension of Limits of Commission; Additional Powers for the execution of Works and for the borrowing and repayment of Monies and levying Rates; Partial repeal and alteration of the Sewers Acts, and general extension of Commissioners' powers.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to confer on the Commissioners of Sewers for the limits aforesaid, including therein the several levels of Charlton, Bowater, Great Breach, Old Corn Marsh, Green,

Abbey, West Marsh, Crab Tree, Church Level, Wheatley's Level, Crayford, Dartford Fresh Marsh, Dartford Salt Marsh, Littlebrook, Stone Great Level, Stone Little Level, Swanscombe, Northfleet, and Southfleet, situate in the several parishes of Charlton, Woolwich, Plumstead, East Wickham, Erith, Crayford, Dartford, Stone, Swanscombe, Northfleet, and Gravesend, or some or one of them, in the said county of Kent, all or some of the following powers :

To include within their commission, and so to extend their powers to such of the low and marsh lands in the parishes of Charlton, Woolwich, Plumstead, East Wickham, Erith, Crayford, Dartford, Stone, Swanscombe, Northfleet, Southfleet, and Gravesend, as now drain into the River Thames and the Dartford and Crayford Creeks, or the streams or watercourses tributary thereto, or any or either of them.

To confer upon the commissioners with respect to the said lands the same powers as to rating and otherwise as they now have over the present limits of their commission.

To enable the commissioners to undertake, execute, and maintain any new or additional works, or any alteration in existing works for securing and defending any lands, tenements, and hereditaments, within their jurisdiction, against the irruption or overflow of the sea, or for draining and carrying off superfluous fresh waters without the consent of the owners and occupiers of the lands and hereditaments lying within the valley, level, or district proposed to be charged with the costs and expenses of such new works.

To increase and facilitate the powers of the commissioners for borrowing and repayment of monies, purchase and sale of lands, levying of rates, and execution of works, and to authorize the advance of public monies to the commissioners, and generally to amend, vary, and extend the powers and authorities of the commissioners within the limits of their jurisdiction.

To repeal and alter, amend, and enlarge some of the powers and provisions of the Sewers Acts, and to incorporate with the said intended Act such of the provisions of "The Lands Clauses Consolidation Act, 1845;" "The Commissioners Clauses Act, 1847;" "The Public Health Act, 1848;" and "The Public Health Supplemental Act, 1849;" as may be required for the purposes of the said intended Act.

Printed copies of the intended 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 14th day of November, 1853.

John Hayward, Solicitor, Dartford. Kent.

Saint Mary, Stoke Newington, New Parish Church.

(Erection of New Parish Church on Rectory Lands, and Appropriation or Removal of existing Parish Church),

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for all or some of the following purposes:—

For enabling the Churchwardens for the time being of the parish of St. Mary, Stoke Newington, in the county of Middlesex, or other persons, to build a new parish church and a new vestry-room on parts of the glebe or rectory lands situate in the said parish, and to make proper approaches thereto, and, when the said church has been erected, to appropriate, with the consent of the Diocesan and Patron, the existing parish church

and vestry-room, or otherwise to dispose of the same.

Also for taking and appropriating a sufficient part of such glebe or rectory lands for such purposes, and for making arrangements with all persons having or claiming any power or interest over, in, or affecting such glebe or rectory lands.

Also for making provision with respect to vaults, tombs, and graves in and under the existing parish church and churchyard; for the fencing, custody, management, appropriation, and disposal of the existing parish church, vestry-room, the ground thereof, and churchyard; for making the new church the parish church of the said parish of St. Mary, Stoke Newington, and the new vestry-room the vestry room of the said parish.

Also for borrowing money, by mortgage or otherwise, on the security of the estate belonging to the said parish, generally known as the Palatine Houses, or Palatine Estate, and making such arrangements as may be necessary with any person or persons having or claiming any interest in such estate, and for clearing the same of any encumbrance, or otherwise for improving the same; for granting building and other leases of the said estate, and for procuring the surrender of existing leases, and for conferring, varying, and extinguishing rights and privileges.

Also for receiving contributions towards the erection of the new church and vestry-room.

Also for levying rents on pews in the new church, and for providing for the appropriation of such pew-rents and of the rents and profits of the said estate, and to make provision, as far as practicable, for the avoidance of church rates.

Also for incorporating such churchwardens or other persons for the purposes aforesaid.

Also for making all such other provisions as may be thought expedient for carrying into effect the purposes aforesaid, or any of them.

And notice is hereby also given, that printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December, 1853.

Dated this 9th day of November, 1853.

William Yardley, Solicitor, Stoke Newington.

Bideford Roads.

(Continuation of Term and Amendment or Repeal of Act, and New Roads.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill to continue and extend the term, and alter and enlarge some of the powers and provisions of the local and personal Act 5th Geo. 4, cap. 115, relating to certain roads in and near the town of Bideford, or to repeal such Act, and to grant further, better, and more effectual powers instead thereof.

And in such Bill powers will be applied for to make, widen, divert, improve, and maintain the lines of road following; that is to say:

A road commencing by a junction with the present turnpike-road, in the parish of Parkham, near Hooper's-water, and terminating at or near Kessington-bridge, in the parish of West Putford:

A road commencing at or near Dundridge, in the parish of Parkham, and terminating by a junction with the turnpike-road leading from Bideford to Hartland, at or near the Waytown turnpike-gate, in the said parish of Parkham; and for the purpose of such several lines of road to convert and make into turnpike-roads the whole or some part of the present existing highways in the lines of such several roads, as are situate in the several parishes or townships of Parkham, Buckland

Brewer, East Putford, and West Putford, together with all necessary bridges, viaducts, culverts, and other works connected with such roads, which said roads and works are intended to be made or 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: Parkham, Buckland Brewer, East Putford, and West Putford, all in the county of Devon:

And in such Bill powers will be applied for to effect the purposes following; that is to say: to make lateral deviations from the lines of such 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 such intended roads 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 or other places, or any of them:

To purchase by compulsion or otherwise all lands, houses, and hereditaments required for the purposes of such intended roads and works, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments, to levy tolls upon or on the sides of such intended roads, and to confer exemptions from the payment of such tolls, to alter or vary the highway rates and other assessments in the several parishes, townships, and extra-parochial places aforesaid, or some of them, and to confer, vary, and extinguish other rights and privileges:

And notice is hereby also given, that duplicate plans and sections of such intended roads, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands intended to be taken, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Devon, at the Castle of Exeter, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes hereinbefore mentioned, and a copy of this notice as published in the London Gazette will be deposited with the parish clerk of such parish at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

And notice is hereby also given 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 5th day of November, 1853.

William Henry English Burnard,
Solicitor for the Bill.

Leeds, Bradford and Halifax Junction Railway.—
Extension from Gildersome to Ardsley.

(Alteration of Levels of part of the Line to Gildersome—Arrangements with Great Northern and Lancashire and Yorkshire Railway Companies—Further powers for use of Leeds Central Railway Station, and lines connected therewith; and of portions of Lancashire and Yorkshire Railway and Stations—Increase of Capital and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to alter, amend, and enlarge, and to repeal some of the powers and provisions of "The Leeds, Bradford, and Halifax Junction Railway Act, 1852," and "The Leeds, Bradford, and Halifax Junction Railway Act, 1853," or one of

them, or some part or parts thereof respectively, or otherwise to repeal the said Acts, or one of them, and to consolidate all or some of the provisions thereof respectively, and of the said intended Act into one Act.

And it is proposed by the said intended Act, to empower the Leeds, Bradford, and Halifax Junction Railway Company to make and maintain the railway following, with all proper stations, conveniences, and accommodations connected therewith—that is to say: a railway (in extension of their railway to Gildersome-street) to commence at Gildersome-street, in the township of Gildersome, in the parish of Batley, at or near the Spread Eagle Inn, and to terminate at the north side of Ardsley Common-lane, at or near a certain field, belonging to the Earl of Cardigan, and in the occupation of William Nalson, such point of termination being in the township and parish of East Ardsley, in the West Riding of the county of York, which said intended railway and works will pass from, in, through, or into, or be situated within the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say: Batley, Woodkirk, Gildersome, Morley, West Ardsley, and East Ardsley, or some of them, in the West Riding of the county of York.

And it is proposed, by the said intended Act, to apply for powers to alter the levels of so much of the railway from Leicester Dyke, otherwise called Laister Dyke, to Gildersome-street aforesaid, authorised to be constructed by "The Leeds, Bradford, and Halifax Junction Railway Act, 1853," and therein firstly described, as is situate between a field, numbered 43, in the township of Drighlington, in the parish of Birstal, on the plan of the said railway, from Leicester Dyke, otherwise called Laister Dyke, to Gildersome-street aforesaid, deposited with the Clerk of the Peace for the West Riding of Yorkshire, and the termination of the same railway at Gildersome-street aforesaid, which said portion of railway will pass from, in, through, or into the several parishes, townships, and extra-parochial places, of Birstal, Drighlington, Batley, and Gildersome, or some of them, in the said West Riding.

And it is also proposed, by the said intended Act, to take powers for the purchase, by compulsion or otherwise, of lands and houses, for the purpose of the said railway stations and other works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction of the said proposed railway stations and works, and to confer other rights and privileges, and also to levy tolls, rates, and duties for and in respect of the use of the said intended railway stations and works, and to confer such exemptions from the payment of such tolls, rates, and duties as may be thought expedient.

And it is proposed to apply for powers, in the said intended Act, to stop up, divert, or alter, whether temporarily or permanently, all such turnpike-roads, highways, streams, canals, navigations, railways, and tramways, within the said parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to stop up, divert, or alter, for the purposes of the said railway stations and works.

And it is also proposed, by the said intended Act, to authorise the Leeds, Bradford, and Halifax Junction Railway Company to raise a further sum of money, for the purposes of the said intended railway stations and works, and for the general purposes of their said undertaking, by the creation of new shares, or by mortgage, or bond, or such other means as Parliament shall authorise and direct.

And notice is hereby also given, that maps,

plans, and sections, showing the lines and levels of the said railways, and the lands and houses to be taken and used for the purposes thereof respectively, together with a book of reference to such plans, and a copy of this notice, as published in the "London Gazette," will, on or before the thirtieth day of November, in the present year, be deposited with the Clerk of the Peace for the West Riding of the County of York, at his office, in Wakefield, in the said Riding; and, on or before the said thirtieth day of November, a copy of so much of the said plans, sections, and books of reference as relates to the several parishes within which the said railways, stations, and other works will be made, together with a copy of this notice, will be deposited with the parish clerk of each such parish, at his place of abode, and as regards any extra-parochial place, with the clerk of some immediately adjoining parish.

And it is further proposed, by the said intended Act, to authorise the Leeds, Bradford, and Halifax Junction Railway Company on the one part, and the Great Northern Railway Company, and the Lancashire and Yorkshire Railway Company, or either of such companies, on the other part, to make and enter into such arrangements as they may think fit, in respect of the working, use, management, supervision, maintenance, support, and repairs, by the Great Northern Railway and Lancashire and Yorkshire Railway Companies, or either of them, either concurrently with, or in the stead of, the Leeds Bradford, and Halifax Junction Railway Company, of the undertaking of the Leeds, Bradford, and Halifax Junction Railway, as authorised by "The Leeds, Bradford, and Halifax Junction Railway Act, 1852," and "The Leeds, Bradford, and Halifax Junction Railway Act, 1853," or any part thereof, and of the said intended railways, stations and other works, or any part thereof, and as to the payment or contribution by and between the Companies parties to such agreement, of or towards the costs, charges, and expenses of such working, use, management, supervision, maintenance, support, and repairs; and also with reference to the rates, tolls, and charges to be charged by or between the Companies, parties to such agreement, for or in respect of any traffic, and the division and apportionment between the said Companies, parties to such arrangement, of such rates, tolls, and charges.

And it is also proposed, by the said intended Act, to extend and to confer upon all companies and persons using the railways belonging to the Leeds, Bradford, and Halifax Junction Railway Company, all such and the same powers as by "The Leeds, Bradford, and Halifax Junction Railway Act, 1852," are conferred upon the Leeds, Bradford, and Halifax Junction Railway Company for using and running over those portions of the railway of the Lancashire and Yorkshire Railway Company which lie between the point of junction therewith of the railway thereby authorised, near the north end of the Bowling Tunnel and the town of Bradford, and between the said point of junction and the town of Halifax; and for using the stations, watering-places, booking and other offices, warehouses, and other conveniences of the Lancashire and Yorkshire Railway Company in connection therewith; and also for using and running over that portion of the railway belonging to the Lancashire and Yorkshire, and London and North-Western Railway Companies, or one of them, which lies between the junction therewith of the railway thereby authorised in the township of Wortley and the Leeds Central Railway Station, and also for using and running over the Leeds Central Railway Station, or any part thereof, and also for using and occupying the watering-places, booking and other offices, warehouses, and other conveniences con-

nected therewith, or any of them, and also for using and running over all such portions of the line of railway, from time to time, belonging to the Lancashire and Yorkshire, the London and North-Western, the Great Northern, and the Leeds Northern Railway Companies, or any of them, within or immediately connected with the said station as shall be reasonably required for giving to the engines and carriages of the Leeds, Bradford, and Halifax Junction Railway Company access to the said station, and for the traffic of the said company, and to extend and make applicable to the company or persons so using the railway of the Leeds, Bradford, and Halifax Junction Railway Company, the provisions of "The Leeds, Bradford, and Halifax Junction Railway Act, 1852," in reference to fixing and determining the amount of rate, toll or charge which shall be paid by them for the use and occupation of the before-mentioned portions of railway stations, works, and conveniences, or any of them, or otherwise in relation thereto.

And it is proposed by the said intended Act, to alter, amend, and enlarge, so far as may be necessary for the purposes thereof, some of the powers and provisions of the several Acts following (or some of them), relating to the Great Northern Railway Company, or to the railways now vested in such company, (that is to say), local and personal Acts—9th and 10th Victoria, chapters 71, 223, and 352; 10th and 11th Victoria, chapters 143, 146, 148, 272, 286, and 287; 11th and 12th Victoria, chapter 114; 12th and 13th Victoria, chapter 84; 13th and 14th Victoria, chapter 61; 14th and 15th Victoria, chapters 45 and 114; and "The Great Northern Railway Company's Increase of Capital Act, 1853;" and also of the several Acts following (or some of them), relating to the Lancashire and Yorkshire Railway Company, or to the railways now vested in such company, (that is to say), local and personal Acts—1st and 2nd William IV., chapter 60; 2nd William IV., chapter 69; 5th William IV., chapter 30; 6th and 7th William IV., chapter 111; 7th William IV., chapter 24; 1st Victoria, chapter 25; 2nd and 3rd Victoria, chapter 55; 4th Victoria, chapter 25; 7th Victoria, chapter 16; 7th and 8th Victoria, chapter 82; 8th and 9th Victoria, chapters 39, 54, 109, 166, 171, and 172; 9th and 10th Victoria, chapters 185, 212, 231, 271, 277, 282, 306, 312, 354, 378, and 390; 10th and 11th Victoria, chapters 103, 163, 166, and 221; 11th and 12th Victoria, chapters 71 and 115; 12th and 13th Victoria, chapters 50 and 74; 13th and 14th Victoria, chapter 83; 15th Victoria, chapter 96; 15th and 16th Victoria, chapter 132. And also of the several other Acts following, or some of them (that is to say),—"The Leeds, Dewsbury, and Manchester Railway Act, 1845;" "The Leeds, Dewsbury, and Manchester (Deviations and Branches) Railway Act, 1846;" 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 Railway Companies." An Act passed in the 10th and 11th years of the reign of her present Majesty, intituled "An Act to incorporate the Huddersfield and Manchester Railway and Canal Company, and the Leeds, Dewsbury, and Manchester Railway Company with the London and North-Western Railway Company;" "The Leeds and Thirsk Railway Act, 1845," and "The Leeds Central Railway Station Act, 1848."

And that on or before the 31st 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 the 9th day of November, 1853.

Barr and Nelson, Solicitors, Leeds.

Barnsley Local Board of Health.

(Powers to supply Gas and Water, and to purchase Works of Barnsley Gas and of Company of Proprietors of Barnsley Waterworks; to levy Rates and raise further Monies; Repeal and Amendment of Acts, and 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 for better supplying with gas and water the district of the township of Barnsley, in the county of York, and to enable the Local Board of Health of the said district to purchase, either compulsorily or by agreement, or to take upon lease all or any part of the works, properties, and powers of the Barnsley Gas Company, and of the Company of Proprietors of the Barnsley Waterworks, or of either of them, and of any other gas or waterworks hereafter to be constructed by the same Companies or either of them, or the gas or water therefrom respectively, and to enable the said Companies respectively to sell, transfer, or lease their respective undertakings, or any part thereof respectively, or of the works belonging thereto respectively, or the gas or water therefrom, and all or any of the powers now vested in the said Companies or either of them in respect thereof to the said Local Board, either for a sum in gross or for a perpetual or terminable annuity, subject to redemption or otherwise, and to enable the said Local Board to supply with gas and light the public streets and places within the said district, and also to supply individuals with gas within the same, and also to supply or contract to supply water for the use of the inhabitants of the said district, and for any public baths and washhouses within the same, and for extinguishing fires within the same, and to confer upon the said Local Board all the powers and authorities conferred by "The Barnsley Gas Act, 1852," and "The Barnsley Waterworks Act, 1853," or either of them, and all other necessary powers for obtaining and supplying gas and water within the said district, and to confer on the said Companies respectively all necessary powers for selling and conveying their respective undertakings, and for dividing the purchase money or rent for the same, and for winding-up the affairs thereof and incident thereto.

And it is intended by the said Bill to confer on the said Local Board all or some of the following powers; that is to say:

To erect and maintain all necessary and proper works for making, storing, and supplying gas, and for collecting, storing, and filtering water to lay down under or through any private lands and private and public streets, roads, railways canals, and thoroughfares within the said district, all necessary mains, pipes, and other works and apparatus for the purpose of supplying gas and water within the said district, and to regulate the supply of gas and water within the same:

To open and break up all such streets, highways, roads, railways, and thoroughfares within the said district as it may be necessary to open and break up for effecting the purposes mentioned in this notice or any of them:

To levy and collect rates or rents for the supply of gas and water to be given under the said Bill, to grant total or partial exemptions from the payment of such rates or rents, and to confer, vary, or alter exemptions from the payment of such rates or rents:

To enable the said Local Board to levy rates and assessments upon the owners and occupiers, or upon the owners or occupiers of houses, lands, tenements, and hereditaments within the said district for carrying into effect the several purposes

of the said Bill, and to give additional powers for assessing, levying, and compelling payment of such rates and assessments, and to continue or alter the rates authorised to be taken under "The Public Health Act 1848," and "The Public Health Supplemental Act, 1853 (No. 1)" and the Provisional Order relating to the said district of Barnsley, and to levy new rates, and to continue or to repeal, and to confer, vary, or extinguish exemptions from the payment of such existing and proposed rates, and to confer, vary, or extinguish other rights and privileges:

To enable the said Local Board to secure by mortgage or otherwise, of the gas and water rates, or rents and other revenues of the Local Board, and of any rates to be levied by them under the powers vested in them by "The Public Health Act, 1848," or "The Public Health Supplemental Act, 1853 (No. 1)" or to be levied under the said Bill, or upon all or any of the said securities, the sums of money, annuities, or other payments to be made by the said Board for the purchase of the said gas works and waterworks; and also to raise by mortgage or otherwise of all or any of the said securities any sum or sums of money which the said Board may from time to time deem necessary for providing funds to carry into effect all or any of the objects and purposes of the said Bill, and to provide for the application of the moneys so to be raised, and for the future payment off of the same:

To alter, vary, or extinguish all rights, powers, privileges, easements, and immunities in any manner connected with the gas and waterworks to be purchased or leased as aforesaid, or with any other public undertaking or works or lands or rivers or waters which would or might in any manner prevent or interfere with the carrying into full and complete effect any of the objects and purposes of the said Bill, and to confer, vary, or extinguish other rights, powers, privileges, easements, immunities, and exemptions.

And it is also intended by the said Bill to authorize the said Local Board to appoint and pay officers for the management of all or any of the works under the control of the said Board, and to make bye-laws for regulating the gas works and waterworks under their control, and such other bye-laws as to the said Local Board shall seem meet for the good rule and government of the said district, and for the suppression and permanent prevention of all nuisances and annoyances therein, and to impose penalties for the breach of such bye-laws.

And it is intended by the said Bill to incorporate therewith and extend to the purposes thereof "The Commissioners Clauses Act, 1847;" "The Lands Clauses Consolidation Act, 1845;" "The Gas Works Clauses Act, 1847;" "The Waterworks Clauses Act, 1847;" "The Towns Improvement Clauses Act, 1847;" "The Public Health Act, 1848;" and "The Public Health Supplemental Act, 1849;" or some of the said Acts, or so much thereof as may be deemed necessary or expedient, and all such further powers as may be necessary for better lighting, cleansing, and improving the said district or carrying the objects of the said Bill into effect.

And it is also intended by the said Bill to repeal, alter, or amend so far as may be necessary for effecting the objects and purposes of the said Bill; all or some of the powers and provisions of the several Acts of Parliament following; that is to say: "The Barnsley Improvement Act, 3rd Geo. IV., cap. 25;" "The Public Health Act, 1848;" "The Public Health Amendment Act, 1849;" and "The Public Health Supplemental Act, 1853 (No. 1);" "The Provisional Order relating to the

township and district of Barnsley thereby confirmed;" and "The Towns Improvement Clauses Act, 1847;" and "The Town Police Clauses Act, 1847;" so far as the same Acts and Provisional Order respectively relate to the township or district of Barnsley; "The Barnsley Gas Act, 1852;" "The Barnsley Waterworks Act, 1853;" and any other Acts in force within the said district which it will be necessary to repeal, alter, or amend, for any purposes authorised by the said Bill, and to confer other and additional powers in lieu thereof.

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

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

Wm. H. Peacock, Clerk to the said Board.
Durnford and Co., 39, Parliament-street,
Parliamentary Agents.

Padiham Waterworks.

(Incorporation of Company and Establishment of Waterworks, for supplying the Town of Padiham in the County of Lancaster, with water.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company to be called, "The Padiham Waterworks Company," for the better supplying with water the inhabitants of the town of Padiham, and the neighbourhood thereof, including the villages of Habergham or Cheapside, and Lower Houses or Thornhill Holme, situate in the Township of Habergham Eaves, all in the parish of Whalley, in the county palatine 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, engines, 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 and conveniences connected therewith, to be situate at Wall Green, near Padiham aforesaid, in the township of Padiham, in the said parish of Whalley, on the east side of the junction of the highways, leading from Padiham aforesaid to Clitheroe, and also from Padiham aforesaid to Whalley, in the said county of Lancaster.

A conduit or conduits, and line or lines of pipes, with all proper works and conveniences connected therewith, commencing from and out of the aforesaid reservoir or reservoirs, in the said township of Padiham, and terminating at Cuckoo-hall, in the said township, on the highway leading from Padiham to Clitheroe aforesaid.

Another conduit or conduits, and line or lines of pipes, with all proper works and conveniences connected therewith, commencing from and out of the aforesaid reservoir or reservoirs, and terminating at the junction of the highway, in the said township, leading from Padiham aforesaid to Colne, in the said county, and the occupation-road to Northwood, in the said township of Padiham.

Another conduit or conduits, and line or lines of pipes, with all proper works and conveniences connected therewith, commencing from and out of the aforesaid reservoir or reservoirs, and passing thence along the highway to the town of Padiham aforesaid, thence along the turnpike road to the village of Habergham or Cheapside aforesaid, and terminating at Brick-house, in the said township of Habergham Eaves, in the occupation of John Whitaker or his undertenants.

Another conduit or conduits, and line or lines of pipes, with all proper works and conveniences

connected therewith, commencing from the said last mentioned conduit or conduits at the township boundary of Padiham and Habergham Eaves aforesaid, at the west end of the village of Habergham or Cheapside aforesaid, to Lower Houses or Thornhill Holme aforesaid, and Lane End, in the said township of Habergham Eaves, and terminating at Lower House Bridge, in the said township of Habergham Eaves.

Another conduit or conduits, and line or lines of pipes, with all proper works and conveniences connected therewith, commencing from the said conduit or conduits, at the east end of the village of Habergham or Cheapside aforesaid, along the Highway, via Kiddrow, in the said township of Habergham Eaves, and terminating at Lane End aforesaid.

Another conduit or conduits, and line or lines of pipes, with all proper works and conveniences connected therewith, commencing at Padiham Bridge, in the said township of Padiham, along the highway to Green Bridge, in the said township, and terminating at the Canal Bridge cottages in Hapton, in the township of Hapton, in the said parish of Whalley and county of Lancaster.

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 the land bounded on the north by the before-mentioned conduit or line of pipes from the highway leading from Padiham to Clitheroe aforesaid, to the east of Northwood aforesaid, and extending to the waterfall on Padiham Height, in the said township of Padiham, and on the west by the said highway, leading from Padiham to Clitheroe aforesaid.

And also to lay down, make, 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 Padiham and parish, 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 up 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 townships of Padiham, Habergham Eaves, and Hapton respectively, 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 compulsorily, or 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 Land Clauses Consolidated Act, 1845;" "The Companies Clauses Consolidation Act, 1845;" and "The Waterworks Clauses Act, 1847."

And notice is hereby further given, that dupli-

cate plans, showing the line or situation of the intended works and the lands in or through which the same will be made; and also duplicate sections, showing the level 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 Clerk of the Peace for the County of Lancaster, at Preston; and that, on or before the same 30th day of November, a copy of the said plans, sections, books of reference and Gazette notice, will be deposited with the parish clerk of the parish of Whalley, 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 9th day of November, 1853.

Bollard and Mitchell,
Burnley and Padihani, } Solicitors for the Bill.

Weymouth and Melcombe Regis Markets and Pier.

(Erection of Market-houses and removal of Markets; Extension and completion of Pier on Northern Side of Harbour; Regulation of Markets and Pier, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the mayor, aldermen, and burgesses of the borough of Weymouth and Melcombe Regis, in the county of Dorset, for leave to bring in a Bill for effecting all or any of the objects following,—that is to say:

To enable the said mayor, aldermen, and burgesses to erect and provide a market-place and market-house for the said borough, with suitable buildings, stalls, standings, sheds, works and conveniences connected therewith, or attached thereto, and to remove to such market-place and market-house the present market now held in the said borough, and to authorize the holding of the market in such market-house on such days and at such times as the council of the said borough shall from time to time determine, and for the purpose of erecting and providing such market-place, market-house, and the buildings and conveniences to be connected therewith, to purchase by agreement or compulsion the lands, houses, and buildings situate between Saint Mary-street and Maiden-street, in the parish of Melcombe Regis, and lying on the north side of the church-yard belonging to the parish church, and between such church-yard and a certain house, stalls, and premises, now or late in the occupation of David Mead _____ and Daniel Pidgeon, and to appropriate all or any of the lands and houses so purchased to the erection of the market-place and market-house, or the erection of buildings or conveniences connected therewith, and to confirm any contracts or agreements which may have been entered into for the purchase of any such lands or houses, and to make provision for the better regulation and maintenance of the said markets, and of any other market held in the borough, and for the sale in the market-place and market-house to be provided, of butchers' meat, poultry, game, butter, cheese, fruit, vegetables, and other provisions and articles, matters, and things, and for preventing, after the erection of the market-house, sales in the public streets, in respect of articles for which such market-house is provided, and the use thereof for such purposes, and the hawking of such articles within the borough. Also to appropriate and use certain lands and houses, the

property of the mayor, aldermen, and burgesses, abutting upon or near Helen-lane, Maiden-street, and the Quay, in the said parish of Melcombe Regis, for the purposes of a fish-market, and to remove the fish-market to such site, and to prevent the sale and hawking of fish in the streets of the borough, and to erect a suitable building for such purpose.

To enable the said mayor, aldermen, and burgesses to complete and improve the pier, known as the New or Pile-pier, situate on the north side of the harbour, and uniting with the south-eastern point of the esplanade, in the parish of Melcombe Regis, near certain houses in such parish called or known as Devonshire Buildings, to extend the same pier beyond the present head thereof to a point in the sea to be shewn on the plans hereinafter mentioned, and to construct all necessary approaches, works, and conveniences connected with the said pier, and which said pier, and the works connected therewith, are or will be situate in, near, or adjoining to the parishes of Melcombe Regis, Wyke Regis, and Weymouth, or some or one of them in the county of Dorset.

To alter the existing market and other dues and rates levied, or authorized to be levied, in the said borough in respect of the markets, and in respect of the sale therein of provisions, fish, articles, matters and things, and to levy rates and dues for the use of the new market-place and market-houses, and the stalls and standings, weighing-machines, works, and conveniences therein respectively, or to abolish the existing tolls and dues, and grant other rates, tolls, and duties, to levy rates, tolls, and duties, for the use of the pier to be completed, improved, or constructed, under the powers of the said Bill; to alter existing rates, tolls, and duties, authorized to be levied in the borough or harbour, or under or by virtue of the Acts hereinafter mentioned; to vary or extinguish exemptions from payment of rates, tolls, and duties, or any of them, and other rights and privileges; to make provision for the regulation of the pier, and the use of the same, and to provide for or require the landing and embarking of passengers thereat from and on board steam and other vessels frequenting or using the harbour, and to confer exemptions from payment of rates, tolls, and duties, and other rights and privileges:

To enable the said mayor, aldermen, and burgesses, to apply either temporarily or permanently any money or property belonging to them, or applicable to the borough fund for carrying into effect all or any of the objects aforesaid; or to raise money by way of mortgage on such property or of any property to be acquired by them under the powers of the Bill, and to authorize the raising of money on mortgage or bond on the credit of the existing tolls, and of the tolls, duties, and sums of money to be received, levied, or appropriated, under, or by virtue of the Bill, for the purposes of the said markets and of the said pier and other works to be authorized by such Bill:

To enable the said mayor, aldermen, and burgesses, to exercise the powers usually conferred for the compulsory purchase of lands and houses required for the objects of the said Bill:

To alter, amend, repeal, or enlarge some of the powers and provisions of the several Acts following, or some of them,—that is to say:

An Act passed in the first year of the reign of His Majesty, King George the Fourth, intituled "An Act for repairing or taking down and rebuilding the bridge within the borough and town of Weymouth and Melcombe Regis, in the county of Dorset." An Act passed in the sixth year of the reign of His Majesty King George the Fourth, intituled "An Act to amend and enlarge the

powers and provisions of several Acts relating to the harbour and bridge of the borough and town of Weymouth and Melcombe Regis in the county of Dorset ;" and of an Act passed in the tenth and eleventh years of the reign of Her present Majesty Queen Victoria, intituled "An Act for reducing the dues of the harbour of the borough and town of Weymouth and Melcombe Regis, in the county of Dorset, and consolidating the trusts created by the Acts relating to such harbour and the bridge of the said borough, and for other purposes ;" and any Charter granted to the said corporation, or any other Act of Parliament relating to the said borough, and to make applicable to the objects and purposes of the said Bill all or some of the provisions of the several Acts following :

"The Markets and Fairs' Clauses Act, 1847 ;" "The Harbour, Docks, and Piers Clauses Act, 1847 ;" "The Lands' Clauses Consolidation Act, 1845 ;" and such other general Acts as may be necessary for carrying into effect the objects of the said Bill :

And notice is hereby further given, that duplicate plans and sections, describing the line or situation, and levels of the said pier, and of the extension thereof, and other works connected therewith respectively, and describing 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 instant, be deposited for public inspection with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, in the said county ; and, on or before the said 30th day of November, a copy of the said plans, sections, and book of reference, so far as relates to the parishes in which such pier and other works connected therewith are or will be situate, and a copy of the Gazette notice will be deposited with the Parish Clerk of each such parish at his residence.

Printed Copies of the intended 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 fourth day of November, 1853.

Fredk. Chas. Steggall,
Solicitor,

Weymouth.

London, Brighton and South Coast Railway. Enlargement of New Cross, Bricklayers' Arms, and Norwood Stations ; Widening of Thames Junction Railway and Main Line near New Cross ; Diversion of Occupation Road near Cold Blow-lane ; Establishment of Savings' Bank and Provident Fund ; Additional Capital ; Alteration in Amount of Preference Dividend on proposed Debenture Stock ; 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 confer upon the London, Brighton and South Coast Railway Company all or any of the powers hereinafter mentioned, and to enable such Company to execute the following works, or any of them, or any part or parts thereof respectively, that is to say :

1. To alter, vary, and enlarge their station at New Cross, in the hamlet of Hatcham, and in the parish of Saint Paul, Deptford, in the county of Surrey, such alteration, variation, and enlargement to be made on the western side of such station, at or near Hatcham-house and Five Bell-lane, in the said parish and county.

2. To alter, vary, and enlarge the Bricklayers' Arms Station, in the parish of Saint Mary, Bermondsey, otherwise Bermondsey, in the county of Surrey, belonging to the South Eastern and London Brighton and South Coast Railway Com-

panies, or either of them ; such alteration, variation, and enlargement to be made on the eastern side of such station at or near Grange-road, in the said parish of Saint Mary, Bermondsey, otherwise Bermondsey ; and, in connection with such variation, alteration and enlargement, to alter or divert a certain street or road called Grange-road, commencing at the east end of Willow-walk and terminating at the spot where the said Grange-road crosses the Bricklayers' Arms Railway, in the said parish, and to appropriate for the purposes of such enlargement such street or road, or the part or parts thereof respectively so intended to be altered or diverted.

3. To alter, vary, and enlarge their Norwood station, in the hamlet of Norwood, and in the parish of Croydon, in the said county of Surrey ; such alteration, variation and enlargement to be made on the western side of such station, at or near the public road leading from Croydon to Penge, in the said parish of Croydon.

4. To widen and enlarge the branch railway called the Thames Junction Railway ; such widening and enlargement to commence at or near to the place where such branch railway crosses the Grand Surrey Canal in the parish of Saint Paul, Deptford, in the county of Surrey, and to terminate at or near to the place where it passes under the main line of the London, Brighton and South Coast Railway, in the said parish of Saint Paul, Deptford ; and from such termination to widen and enlarge such last-mentioned railway to or near to the New Cross Station, in the said parish of Saint Paul, Deptford ; and to lay down additional lines of rails on such railway and branch railway so widened, and which said widening and enlargement of the said railway and branch are or will be all in the said parish of Saint Paul, Deptford.

5. To divert, alter or stop up a certain occupation road or way leading from a lane called Cold Blow-lane, in the said parish of Saint Paul, Deptford, near Cold Blow-farm, to a certain farm lying to the northward of the said Grand Surrey Canal, and to appropriate such occupation road or way for the purposes of the railway stations and works.

6. To purchase lands and buildings, by compulsion or agreement, for the purposes of the said variations, enlargements, widenings and other works aforesaid or connected therewith, and for the diversion of the lane or way hereinbefore mentioned ; and to purchase other lands by agreement for the purposes of the undertaking ; and to alter, divert, or stop up, where necessary or expedient, any streets, highways, footways, railways, sewers or drains ; to make deviations from the lines and levels shown on the plans and sections hereinafter mentioned ; and to vary, repeal or extinguish all existing rights or privileges in any manner connected with such lands or buildings, or with the streets, lane or ways to be stopped up or diverted, or any other exemptions, rights or privileges which would in any manner impede or interfere with the construction, maintenance or use of the intended works, or any of them ; to levy rates, tolls and duties upon or in respect of the railways intended to be widened and enlarged, and the other works aforesaid ; and to confer other rights and privileges.

7. To authorise the said London, Brighton and South Coast Railway Company to establish a savings' bank, for the benefit of the workmen and other persons employed by the said Company, and to allow interest on the money deposited in such bank ; and also to establish a provident fund, and to make regulations and arrangements respecting the same.

8. To enable the London, Brighton and South Coast Railway Company to increase their capital, by the creation of new stock or shares, and by the exercise of a further power of borrowing on mort-

gage or bond, or by any of such means, and to apply such new capital for the general purposes of the undertaking, or to apply the same, or any part thereof, or any capital raised or authorised to be raised by virtue of their existing Acts, for and towards the construction of the works and other the purposes of the said intended Bill; and to authorise such Company, if they think fit, to attach a preference dividend to any new capital so to be created over the ordinary share capital of the Company, or to issue the same additional capital as part of the ordinary stock of the Company, or on such terms and conditions as the Company may determine: And it is also proposed, by the said Bill, to amend or alter the provisions of the Act passed in the last session of Parliament, intituled "The London, Brighton and South Coast Railway Act, 1853," enabling the London, Brighton and South Coast Railway Company to convert their debenture debt into stock or shares, with a perpetual irredeemable yearly dividend not exceeding three pounds ten shillings per centum per annum, or into perpetual annuities not exceeding the same rate, and, in lieu thereof, to authorise such Company to convert their said debt into stock or shares, with a perpetual irredeemable yearly dividend not exceeding four pounds per centum per annum; or into perpetual annuities not exceeding four pounds per annum for every one hundred pounds of the money borrowed, or authorised to be borrowed, by the Company, and intended to be converted into such annuities.

And it is also intended to alter, repeal, amend or extend, so far as may be necessary, some of the powers and provisions of the following Acts relating, directly or indirectly, to the London, Brighton and South Coast Railway Company, that is to say, the several Acts of the 5th and 6th William 4th, cap. 10; 6th and 7th William 4th, cap. 121; 1st Victoria, caps. 20 and 119; 2nd Victoria, cap. 18; 3rd and 4th Victoria, cap. 129; 6th and 7th Victoria, caps. 27 and 62; 7th and 8th Victoria, caps. 67, 91, 92, and 97; 8th and 9th Victoria, caps. 52, 113, 196, 199, and 200; 9th and 10th Victoria, caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10th and 11th Victoria, caps. 167, 244, and 276; 11th and 12th Victoria, cap. 136; and 16th and 17th Victoria, cap. 100: And also, so far as may be necessary, the Acts relating to the Bricklayers' Arms Station and Railway, and to the South Eastern Railway Company in respect thereof; and the Act 6th and 7th Victoria, cap. 62, and to vary or extinguish any rights or privileges under the said Acts, or any of them which would interfere with the objects of the said intended Bill.

And notice is hereby further given, that maps, plans and sections of the alterations, enlargements, widenings and diversions of the stations, railways, roads and works before mentioned, and of the several works connected therewith respectively, and describing the lands proposed to be, or which may 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 the lands and houses which will or may be taken under the powers of the Bill; and a copy of this notice as published in the London Gazette will be deposited on or before the thirtieth day of November in the present year with the Clerk of the Peace for the county of Surrey; at his office at Lambeth; and that a copy of so much of the said plans, sections and books of reference as relates to each of the parishes aforesaid, in or through which the several works aforesaid, or any of them, are intended to be made, together with a copy of this notice, will be deposited on or before the said thirtieth day of November with the Parish Clerks of those parishes respectively, at their respective residences; and

that copies of the proposed Bill for carrying out the objects aforesaid 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 tenth day of November, one thousand eight hundred and fifty-three.

Sutton, Ommanney, and Prudence, 6, Basinghall-street, London, Solicitors.

The Trowbridge Roads.

(Continuation of Term; Repeal or Alteration and Amendment of Act; Alteration of Tolls; and Application thereof; Altering Rights of Creditors; Conversion of Highways into Turnpike; Construction of new Roads; Abandonment of Roads; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for a Bill to grant a further term in the Trowbridge turnpike roads, and to continue, alter, amend, and extend the powers and provisions of the Local and Personal Act 59, George III, chapter 44, intituled "An Act for repairing and improving the Trowbridge Roads, in the counties of Wilts and Somerset;" or wholly to repeal the said Act, and to grant further, better, and more effectual powers in lieu thereof, and in addition thereto.

And it is intended by the said Bill to vary or alter the tolls now taken, or authorized to be taken, on the said roads, and to levy the same, or other tolls, in lieu thereof, and in addition thereto, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties, and to make further and additional provisions for the repair, improvement, and maintenance of the said roads, or some of them, and the regulation of the said trust, and the application or appropriation of the revenue thereof.

And notice is hereby also given, that it is intended by the said Bill to repeal, vary, or alter the power by the Act 39, George III, chapter 61, intituled "An Act for paving the footways, and for cleansing, lighting, and regulating the streets, lanes, and other public passages and places, within the town of Trowbridge, in the county of Wilts, and for removing, and preventing nuisances, annoyances, and obstructions therein;" given to the Commissioners for executing the said last mentioned Act, to levy tolls upon the said roads on Sundays, and to apply the same to the purposes of the said last mentioned Act, and to enter upon, and use, the toll-houses and gates of the said trustees, for the purpose of collecting the said tolls, and to repeal all other powers connected therewith, and to extinguish the said tolls: and for any of the purposes of the said Bill to repeal or amend the said last-mentioned Act, and all or any of the provisions thereof; and it is intended by the said Bill to exempt so much and such portions of the said turnpike roads, within the town and parish of Trowbridge as are situate within the limits defined by the said last-mentioned Act, from the jurisdiction of the trustees, and from all power of the said trustees to take toll thereon, or to repair and maintain the same, and to cast the repair of the same portions of the said roads, upon the surveyors of the highways of the said town and parish, or other the persons by law liable to repair the highways within the said town and parish.

And it is also intended to insert in the said Bill clauses and provisions with reference to the payment of the interest and principal of the mortgage and other debts owing upon the credit of the tolls collected upon the said roads, and for altering the rate of interest now payable, and for fixing the rate of interest to be hereafter paid in respect of such debts, or the proportion of tolls to be applied in payment of interest and principal, and for

making other arrangements with respect to the existing charges upon the said roads, and for altering the mode of paying off the existing mortgage and other creditors of the said trust.

And notice is hereby also given, that it is intended by the said Bill to vest in the trustees of the said roads the following highways or parish roads (that is to say), [First, part of the highway leading through and from Steeple Ashton in the said county of Wilts, to and through Hilperton in the said county of Wilts, to Bradford and Bath; such part of the said highway to be so vested in the said trustees, commencing from the Westbury turnpike road at a place called Stony Gutter, in the parish of Steeple Ashton aforesaid, and marked A on the plans deposited as hereinafter mentioned, and thence along the said highway (part of which is called Cadby's-lane) to, and terminating at or near the village of Hilperton, by a junction with the Trowbridge turnpike road leading from Trowbridge to Devizes, at a point marked B on the plans deposited as hereinafter mentioned; which said part of highway, so to be vested in the said trustees, is partly situate in the said parish of Steeple Ashton, and partly in the tithing and chapelry of Semington, in the said parish of Steeple Ashton, and partly in the parish of Hilperton, in the said county of Wilts. Secondly, other part of the aforesaid highway, leading through and from Steeple Ashton aforesaid, to and through Hilperton aforesaid, to Bradford and Bath aforesaid; such last-mentioned part of the said highway, so to be vested in the said trustees, commencing from and out of the said Trowbridge turnpike road, so leading as aforesaid from Trowbridge to Devizes in the village of Hilperton aforesaid, at a point marked C on the plans deposited as hereinafter mentioned, and running thence along the said highway, to and forming a junction with, the Bradford turnpike road, at or near to a certain house, formerly called or known by the name or sign of the Black Bear, situate in the tithing of Staverton, in the parish of Trowbridge aforesaid, at a point marked D on the plans hereinafter mentioned; which said last-mentioned part of highway so to be vested in the said trustees, is situate in or passes through the parish of Hilperton aforesaid, and the said tithing of Staverton in the said parish of Trowbridge, in the said county of Wilts. And, thirdly, part of the highway leading from West Ashton, in the said county of Wilts, to Trowbridge aforesaid, commencing from and out of the said Westbury turnpike road, at the top of West Ashton Hill, at a point marked E on the plans deposited as hereinafter mentioned, and proceeding thence along the said highway, to and terminating at, the centre of the bridge on the said highway, which crosses the brook forming the boundary dividing the parish of Trowbridge, from the said parish of Steeple Ashton; and which said last-mentioned highway so to be vested in the said trustees is situated in, or passes through, the tithing of West Ashton, in the said parish of Steeple Ashton, and the said parish of Steeple Ashton; and it is intended to annex the said three several highways, or parts of highways, to the said trust, and to place the management, maintenance, repairs, and improvement thereof, in the said trustees.

And it is also intended by the said Bill to confer upon the said trustees all proper powers for straightening and improving the said road from Trowbridge to Devizes, and for that purpose to make and maintain as turnpike the following roads, with all necessary works connected therewith; that is to say, a new line of road, commencing from and out of the south side of the said Trowbridge turnpike road leading to Devizes, at a point distant two hundred and forty yards in an easterly direction, from the direction post set up at the cross

roads, at or near a place in the said tithing and chapelry of Semington, called "The Ragged Smock," and passing thence in an easterly direction, to and into, the said last-mentioned turnpike road, and terminating at or near Rook's Nest Farm, and at a point distant forty yards, in an easterly direction, from the entrance, from the last-mentioned turnpike road, into a certain lane in the tithing of Littleton, in the parish of Steeple Ashton aforesaid, called "Penny Plot-lane;" and which said proposed new line of road will be situate in the said tithing and chapelry of Semington, and the said tithing of Littleton, and the said parish of Steeple Ashton, or one of them. Also a new line of road, commencing from, and out of, the north side of the said Trowbridge turnpike road leading to Devizes, at a point distant one hundred and thirty-seven feet from the front door of the toll-house of the Keevil turnpike gate, and situate at the centre of the entrance into a certain road, leading from and out of the said last-mentioned turnpike road to Seend Head Mill; and passing from such last-mentioned point, in a north easterly direction, to and into the said last-mentioned turnpike road, and terminating at the south-western side of Baldham Bridge, and which said last-mentioned proposed new line of road will be situate in the parish of Keevil, in the said county of Wilts. Also a new line of road commencing from and out of the eastern side of the said Trowbridge turnpike road leading to Devizes, at the foot of Baldham Hill, in the chapelry of Seend, in the parish of Melksham, in the said county of Wilts, and at a point on the north-eastern side of, and seventy-two yards distant from, the centre of the said Baldham Bridge, and passing thence in a north-easterly, and easterly direction to, and into, the Devizes turnpike road, and terminating at the entrance to a certain lane called New-lane, otherwise Thornham-lane, situate in the said chapelry of Seend, and leading from and out of the said Devizes turnpike road; which said last-mentioned proposed new line of road will be situate in the chapelry of Seend, in the parish of Melksham, in the said county of Wilts.

And it is intended by the said Bill to take power to abandon and relinquish so much, and such parts of the present turnpike road from Trowbridge to Devizes, as will be rendered unnecessary by the formation of the said new lines, or portions of road. And it is intended by the said Bill to take powers to deviate from the lines of the said roads, and to cross, break up, alter, stop up, either temporarily or permanently, any roads, highways, footpaths, streams, canals, and other works, in the aforesaid parishes, chapelries, tythings, and places, or any of them, and to purchase, by compulsion or otherwise, any lands or houses which may be required for the purposes of the said roads, or connected therewith, and to vary or extinguish any rights and privileges connected therewith, or with the said highways to be made turnpike, or any roads, highways, footpaths, streams, canals, and other works, which may be interfered with by the said roads. And it is intended by the said Bill to take power to abandon and relinquish so much of the Trowbridge turnpike roads as in the said Act of the 59 George III, chapter 44, is described as the road from Hungerford Farleigh, to the end of that parish leading towards Telsford, and to exempt the same from the control and management of the said trustees.

And it is also intended by the said Bill to take power to levy tolls, rates, and duties, for or in respect of the use of the said highways, when made turnpike, and of the said intended new roads, and to confer exemptions from the payment of such tolls, rates, and duties, and to confer other rights, privileges, and exemptions. And also to borrow money on the credit of the tolls of the said trust,

for the formation and improvement of the said roads and highways.

And notice is hereby also given that it is intended by the said Bill, in cases where it may be found necessary or expedient so to do, with reference to the objects and purposes thereof, or any of them, to alter and amend, or in part repeal, both or either of the local and personal Acts of Parliament following; that is to say, the 4th and 5th Victoria, chapter 99, relating to the Bradford turnpike roads; and the 7th George IV, chapter 15, relating to the Westbury turnpike roads, and also if the same shall be deemed necessary or expedient to limit or alter the tolls, and the number and situation of the toll gates, by the said Acts authorized to be taken or set up on the said roads, or some of them.

And notice is hereby also given, that on or before the thirtieth day of November in the present year, duplicate plans and sections of the said highways intended to be adopted as turnpike roads, and of the said intended new roads, 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 Wilts, at his office at Wilton, in the said county of Wilts, and on or before the said thirtieth day of November, a copy of so much of such plans and sections, and book of reference, as relates to each parish, chapelry, or tything, within which the said highways intended to be adopted as turnpike, and new roads are situate, together with a copy of this notice, as published in the London Gazette, will be deposited with the clerk of each such parish, chapelry, or tything, at his place of abode.

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

Dated this ninth day of November, 1853.

Elijah Bush and Son, Trowbridge, Solicitors for the Bill.

Trinder, Eyre, and Durnford, Parliamentary Agents, 39, Parliament-street.

Nuneaton, Hinckley, and Leicester Railway.

(Incorporation of a Company to make a Railway from the London and North Western Trent Valley Railway at Nuneaton, to the Midland Railway at Wigston Magna, near Leicester, with power to use parts of the London and North Western Railway and Midland 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 for the following or some of the following purposes, that is to say:

1st.—To incorporate a Company for the purposes hereinafter mentioned, and to enable such Company to raise money by shares and loans.

2nd.—To enable the said Company to make and maintain the following railway, 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, at or near a certain point situate about three furlongs eight chains north of the Wigston station of the said

Midland Railway; which said railway and works will be made in, or pass from, in, through, or into the parishes, townships, and extra-parochial places of Nuneaton and Attleborough, or one of them, in the county of Warwick, Hydes Pasture, in the county of Warwick and the county of Leicester, or one of them; Hinckley, Burbach, or Burbage, Aston Flamville, Elmsthorpe, Stony Stanton, Potters Marston, Barwell, Croft, Narborough, Cosby, Littlethorp, Whetstone, Blaby, Glen Parva, Aylestone, and Wigston Magna, or some of them, in the said county of Leicester:

3rd.—To enable the said Company 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 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 and works:

4th.—To enable the said Company to levy tolls, rates, or duties, for the use of the said railway and works, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties:

5th.—To enable the said Company to purchase compulsorily the lands and houses to be described upon the said plans and in the books of reference thereto:

6th.—To empower the said Company, or any other Company or persons lawfully using the said intended railway 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 using or passing over the said intended railway and works, those portions of the line of railway of the London and North Western Railway 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 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:

7th.—To alter, amend, and enlarge the several Acts relating to the said London and North Western and Midland Railway Companies (that is to say): Acts relating to the London and North Western Railway Company, viz., an Act passed in the 9th & 10th of Victoria, intituled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railways;" and Local and Personal Acts 8th and 9th Vic., cap. 156; 9th & 10th Vic., caps. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, 396; 10th & 11th Vic., caps. 73, 107, 114, 118, 121, 132, 139, 159, 178, 188, 228, 236, 270, 271, 278, 294; 11th & 12th Vic., caps. 60 & 130; 12th & 13th Vic., cap. 74; 13th & 14th Vic., cap. 36; 14th & 15th Vic., caps. 28 & 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 Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326, 340; 10th & 11th Vic., caps. 122; 135, 150, 191, 214, 215, 270; 11th & 12th Vic., caps. 21, 88, 93; 14th & 15th Vic., caps. 57, 113, 88.

8th.—To incorporate all or some of the provisions of "The Lands Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," and "The Companies Clauses Consolidation Act, 1845."

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 Warwick, and that on or before the same day a copy of so much of the said plans and sections and book 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.

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

Dated the 2nd day of November, 1853.

Caterham Railway.

(Incorporation of Company for Making a Railway from the London Brighton and South Coast Railway, near the Godstone Road Station, to Caterham.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to introduce a Bill to incorporate a Company, and to confer on such Company the following powers, or some of them:

1. To enable the Company to construct a railway with all necessary works and conveniences connected therewith, commencing at a point on the London, Brighton, and South Coast Railway, about two hundred yards south of the Godstone-road station on the said line, in the parish of Coulsdon, in the county of Surrey, which said railway is intended to pass from, in, through, or into the several parishes of Coulsdon, Warlingham, and Caterham, all in the said county of Surrey, and terminating at a point on the north side of the public road leading from the Godstone-road to Caterham in a certain field usually known as "Hither North Dean," in the said parish of Caterham.

2. The Bill will take powers to levy tolls, rates, and duties for the use of the said intended railway, and to raise money on the credit of the said tolls, rates, and duties, and to grant exemptions from tolls, rates, and duties, or otherwise for the purposes of the said intended Act; and also to purchase, compulsorily or otherwise, lands and houses which may be required for the construction of the said railway and works, and to vary or extinguish all existing rights and privileges which would inter-

ferre with the purposes aforesaid, or any of them, and to grant exemptions from payment of any such tolls, rates, and duties.

3. To empower the Company to use with their engines and carriages the stations, watering-places, water, and conveniences of the London, Brighton, and South Coast Railway Company, and so much of the railway of the said last-mentioned Company as may be necessary for the use of the said stations, or any of them, and to fix or regulate the tolls, rates, and charges payable in respect thereof; and also to empower the said proposed Company to enter into arrangements with the said London, Brighton, and South Coast Railway Company relative to the working of the traffic on the said proposed railway.

Plans and sections of the said intended railway and works with a book of reference to such plans, a published map shewing the direction of the proposed works, and a copy of this notice will be deposited on or before the 30th day of November instant, with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, 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 relate to each of the said parishes of Coulsdon, Warlingham, and Caterham; and a copy of this notice will be deposited with the parish clerks of such parishes respectively, at their respective residences.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons before the 1st day of January 1854.

Dated this tenth day of November 1853.

Johnston, Farquhar, and Leech.

65, Moorgate-street, and

4, Old Palace-yard, London.

North Shields Quays and Improvements.

(Amendment of Act; Transfer of Powers; Incorporation of Company; Power to raise Capital, &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 for all or some of the following purposes (that is to say):—

First.—To alter, amend, repeal, or enlarge all or some of the powers and provisions of a local and personal Act passed in the 14th and 15th years of the reign of Her Majesty Queen Victoria, intituled "An Act for constructing and maintaining a quay and other works at North Shields, in the county of Northumberland, and for other purposes.

Second.—To incorporate a Company for the purpose of carrying the objects of the said Act into execution, and to transfer and vest in the said Company all the rights, powers, and privileges of the Commissioners under the said recited Act.

Third.—To authorise the said Company to raise money by means of shares, or by borrowing on bond or mortgage, to levy tolls, rates, and duties, to alter existing tolls, rates, and duties; and to confer, vary, and extinguish exemptions from tolls, rates, and duties; and to confer on the said Company such other powers, rights, and privileges, or exemptions therefrom, as may be deemed necessary for the purposes of the said intended Act.

Fourth.—To enable the said Company to sell or lease the undertaking to any person or persons or body politic or corporate willing to purchase or lease the same.

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

Dated the 9th day of November, 1853.

Lietch and Kewney, Solicitors, North Shields.

Beccles Water and Gas.

(Incorporation of Company, and establishment of Water and Gas Works for the town and borough of Beccles and the neighbourhood thereof; establishment of Public Baths and Wash-houses; and Purchase or lease of existing Gas Works, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company, to be called "The Beccles Water and Gas Company," for, amongst other things, the better supplying with water the inhabitants of the town and borough of Beccles, and the several parishes, townships, and extra-parochial places of Beccles, Ingate next Beccles, Barsham, Worlingham Saint Mary, otherwise Great Worlingham, and Ringsfield, all in the county of Suffolk; and Gillingham Saint Mary, Gillingham All Saints, Winston and Windell, and Geldeston, all in the county of Norfolk; and to confer upon such Company all requisite powers to make, construct, and maintain water works, aqueducts, wells, reservoirs, conduits, culverts, pipes, cuts, channels, drains, engines, buildings, and other works and conveniences necessary for that purpose, and particularly to execute, make, and maintain the works following, or some of them; that is to say:

An aqueduct or conduit, with all necessary works and conveniences connected therewith, commencing from and out of the River Waveney, at a point in the said river opposite a piece of marsh land abutting upon the said River Waveney, in the said parish of Beccles, commonly called Primett's Marsh, in the occupation of Robert Jordan, and terminating in the filtering reservoir or reservoirs and other works hereinafter described, in a certain other piece of meadow or marsh land, also called Primett's Marsh, abutting upon a public highway called Pudding Moor, in the said parish of Beccles, also in the occupation of the said Robert Jordan:

A conduit or conduits, or line or lines of pipes, with all necessary works and conveniences connected therewith, commencing from and out of the said filtering reservoir or reservoirs and other works hereinafter described, in the said last-mentioned piece of land called Primett's Marsh, abutting upon the said public highway called Pudding Moor, and terminating in the reservoir or reservoirs hereinafter described, in a certain field or close of arable land commonly called Beccles Field, in the said parish of Beccles, adjoining to and on the south-east side of the Ringsfield road, and in the occupation of David Walker:

And a filtering reservoir or reservoirs, and a steam-engine or steam-engines, with all other necessary works and conveniences connected therewith, to be situate in the said piece of meadow or marsh land called Primett's Marsh, abutting on the said public highway called Pudding Moor, in the said parish of Beccles:

And a reservoir or reservoirs, with all necessary works and conveniences connected therewith, to be situate in the said field or close called Beccles Field, in the said parish of Beccles, adjoining the said Ringsfield road, all which said proposed works will be situate in the said parish of Beccles, and county of Suffolk.

And notice is hereby further given, that it is intended by the said Act to enable the said Company, for the purposes thereof, to take and use the water of the said River Waveney, which now flows into or supplies the Beccles Navigation Crisp's Granary Dyke, the Beccles Corporation Basin, the Norwich and Lowestoft Navigation and the New Cut, Breydon Water, Oulton Broad;

Oulton Dyke, the Rivers Wensum, otherwise Wensum and Yare, and Great Yarmouth Haven, or some of them.

Also to lay down, make and maintain, all such embankments, dams, sluices, cuts, channels, drains, pipes, wells, engines, and other works and apparatus, as may be necessary for supplying the said town and borough of Beccles, 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, lanes, public places, bridges, railways, viaducts, brooks, streams, watercourses, sewers or drains within the said town and borough of Beccles, and parishes, townships and places aforesaid, and for the purpose of the proposed works, to alter, divert, or stop up, either temporarily or permanently, any sewers, drains, ways, or watercourses.

And it is also intended by the said Act, to empower the said Company to erect and establish public baths and wash-houses in connection with the said waterworks, with engines, apparatus, pipes, and other conveniences connected therewith, and also all necessary approaches, and other works to be situate in or near the said piece of meadow or marsh land called Primett's Marsh, adjoining the said public highway called Pudding Moor, in the said parish of Beccles.

And it is also intended by the said Act, to empower the said Company to manufacture and supply gas for the purpose of and for lighting the several streets, roads, highways, lanes, yards, courts, and public passages and places within the said town and borough, and parishes and places aforesaid, and for supplying the various buildings and inhabitants within the same, with gas, and to enable the Company to lay down, make, repair and maintain, mains, pipes, and other works and conveniences, in the several streets, roads, highways, lanes, and public passages and places aforesaid, and to erect and construct all such buildings, gasometers, and other works and apparatus as may be necessary for the purposes aforesaid.

And it is also proposed by the said Act, to empower the said Company to purchase compulsorily or by agreement, or to take up on lease all lands, houses, springs, streams, waters, tolls, franchises, and other hereditaments, required for any of the purposes to be authorized by the said Act, and to alter, vary or extinguish, all rights, and privileges connected with any such lands, houses, springs, streams, waters, tolls, franchises, and other hereditaments, and with the said river Waveney, 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 the supply of water and gas, and in respect of the baths and wash-houses, and other works and conveniences, and to alter existing rents, rates, tolls and charges, 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 also proposed by the said intended Act, to authorize the proprietors of the Beccles Gas Works, to sell or lease the whole or any part of their undertaking, and to transfer all their powers to the said Company; and the said Company by agreement, to purchase or take upon lease, and to hold and exercise the same respectively, and for all or any of the purposes aforesaid; it is intended to alter, amend and enlarge, or to repeal so far as may be necessary, the powers and

provisions of the following Acts, that is to say: 36th Geo. 3rd, chapter 51; "Beccles Paving Act;" 22nd Charles 2nd, chapter 16, and 24th George 2nd, chapter 12, relating to the rivers Brandon and Waveney, or one of them; 1st Will. 4th, chapter 50, and 7th and 8th Vic., chapter 9, relating to the Beccles Navigation; 5th and 6th Will. 4th, chapter 49, and 12th and 13th Vic., chapter 48, relating to the haven and piers at Great Yarmouth; 7th and 8th Geo. 4th, chapter 42; 2nd and 3rd Will. 4th, chapter 2, relating to the Norwich and Lowestoft Navigation; 8th and 9th Vic., chapter 45, and 9th and 10th Vic., chapter 132, relating to the Lowestoft Railway, Harbour and Navigation.

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;" "The Waterworks Clauses Act, 1847;" "The Gas Works Clauses Act, 1847;" and "The Towns Improvement Clauses Act, 1847."

And notice is hereby further given, that duplicate plans, showing the line or situation of the intended works for the supply of water, and the lands in or through which the same will be made, and also duplicate sections showing 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 Clerk of the Peace for the county of Suffolk, at Bury Saint Edmunds, and at the office of the Clerk of the Peace for the said county of Norfolk, at Aylsham; 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 parish in or through which the said intended waterworks 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 8th day of November, 1853.

Sharpins and Swatman, Beccles, } Solicitors
Bohun and Rix, Beccles, } for the
Norton and Reeve, Lowestoft, } Bill.

Whitehaven, Cleator, and Egremont Railway.
(Incorporation of Company for making a Railway from the Whitehaven and Furness Junction Railway, at Mirehouse, near Whitehaven, to Egremont, with a Branch therefrom to Cleator Moor and Frizington; Power to use Portions of the Lines of the Whitehaven and Furness Junction Railway Company, and of the Whitehaven Junction Railway Company, and to make arrangements as to traffic on proposed or existing Lines; 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 incorporate a Company for the purpose of making and maintaining the railways hereinafter mentioned, or some part or parts thereof, together with all proper works and conveniencies connected therewith, and approaches thereto, that is to say:—

First.—A railway commencing at and proceeding from the Whitehaven and Furness Junction Railway, in the township of Hensingham, and

parish of Saint Bees, in the county of Cumberland, at a point, thirty chains or thereabouts, on the north side of Mirehouse Bridge, in the said township, and marked A., upon the plans to be deposited as hereinafter mentioned; which said intended railway and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial places, or other places following, or some of them; that is to say: Hensingham, Preston Quarter, Saint Bees, Keekle, Low Keekle Side, Montreal, Curwen Moors, Deane's Land, Cleator, and Egremont, all in the county of Cumberland, and terminating in or near to a close called the Croft, belonging to Thomas Hartley, Esquire, and occupied by John Ward and William Arden, situate in the parish of Egremont, in the said county, near the the toll-gate, in the said parish of Egremont.

Second.—A railway or branch railway, commencing at and by a junction with the proposed railway, firstly hereinbefore described, in the parish of Egremont, in the county of Cumberland, in or near to a pasture field called Near Moor Field, belonging to Thomas Henry Dalzell, and occupied by John Iredale, and marked B. upon the plans to be deposited as hereinafter mentioned, situate near Moor-row, in the said parish of Egremont, and adjoining to the highway leading from Montreal, in the township of Hensingham, to Moor-row aforesaid, and will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial places, or other places following, or some of them, that is to say; Hensingham, Saint Bees, Montreal, Keekle, Low Keekle Side, Curwen Moors, Deane's Land, Egremont, Cleator, Cleator Moor, Frizington, and Arlecdon, all in the county of Cumberland, and terminating in or near to a close called Near Intack, belonging to John Yeats, and occupied by William Crosthwaite, situate in the township of Frizington, in the said county, at or near Hole Beck, in the same township, and adjoining to the highway there leading from Goose Green, in the same township, to Wath Brow Top, in the parish of Cleator.

And it is proposed by the said intended Act to take power to stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, highways, streets, paths, passages, railways, tramways, aqueducts, canals, streams, rivers, and watercourses, within the aforesaid parishes, townships, extra-parochial places, or other places, or any of them, as it may be necessary to stop up, alter, or divert, by reason of the construction of the said railways and works, or any or either of them.

And it is also intended by the said Act, to incorporate a Company for the purpose of carrying the said intended undertaking into effect, and to take powers for the purchase by compulsion, or otherwise, of lands and houses for the purposes of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction or maintenance, and use of the said intended railways and works, or any or either of them; and to confer other rights and privileges; and also to take power for levying tolls, rates, and duties, for or in respect of the said intended railways and works, or any or either of them; and to confer such exemptions from the payment of such tolls, rates, and duties, or any of them, as may be expedient; and to alter or vary existing tolls, rates, or duties.

And it is also intended by the said Act to

authorize lateral deviations in the construction of the said intended railways and works respectively, to the extent or within the limits laid down on the plans to be deposited as hereinafter mentioned.

And it is also intended by the said Act to authorize the said Company so to be incorporated, to use, for the traffic of the said intended railways, and to enter into arrangements with the Whitehaven and Furness Junction Railway Company for the use of, and to authorize such last-mentioned Company to enter into contracts and arrangements with the said Company, so to be incorporated, for the use of so much and such portion or portions of the line or lines of the Whitehaven and Furness Junction Railway, as are or shall be situate between the proposed junction therewith of the said first-mentioned intended line of railway and the quays, piers, stations, and shipping places at or near the port, town, and harbour of Whitehaven, in the said parish of Saint Bees, and the existing junction of the said Whitehaven and Furness Junction Railway, with the Whitehaven Junction Railway near Bransty, in the same parish, and for the use of stations and other conveniences on the said Whitehaven and Furness Junction Railway, and for affording proper facilities for the conveyance and all other accommodation of passengers, animals, and goods, to be conveyed from or to the said proposed railways and works to be authorized by the said intended Act or either of them, from, to, over, or upon the said Whitehaven and Furness Junction Railway, situate in the parish of Saint Bees aforesaid; and also to authorize the said Company so to be incorporated, to use for such traffic and for the accommodation of passengers, that portion of the Whitehaven Junction Railway which is situate in the said parish of Saint Bees, between the said junction with the line of the Whitehaven and Furness Junction Railway, near Bransty aforesaid, and the harbour, quays, piers, and shipping places at Whitehaven, and to enable the Whitehaven Junction Railway Company to enter into contracts and arrangements for that purpose, and to fix or authorize the fixing of the tolls, rates, or duties to be taken or paid for such use and accommodation, and to authorize any division or apportionment of the tolls, rates, or duties to be taken by either or any of the said Companies, for the use of the several railways, stations, or works, the subjects of such use contracts, or arrangements.

And it is intended by the said Act to alter, amend, extend, enlarge, or repeal the powers and provisions of the several Acts following, or some of them, relating to the Whitehaven and Furness Junction Railway Company; that is to say: local and personal Acts 8 and 9 Victoria, cap. 100; 9 and 10 Victoria, cap. 320; 11 and 12 Victoria, cap. 80; and 16 and 17 Victoria, cap. 171; and also of the several Acts following, or some of them, relating to the Whitehaven Junction Railway Company; that is to say: local and personal Acts 7 and 8 Victoria, cap. 64; and 11 and 12 Victoria, caps. 80 and 91.

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections of the said proposed railways and works, together with books of reference to such plans, and 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 Cumberland, at his office at Carlisle, in the same county; and

on or before the said thirtieth day of November instant, a copy of so much of the said plans and sections as relates to each parish, in or through which the said proposed railways and works are intended to be made, together with books of reference thereto, and a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, and in respect of the extra-parochial place of Low Keekle, in or through which the said proposed railway and works or any of them are intended to be so made, with the parish clerk of Egremont, at his dwelling-house, and in respect of any other extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

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

Dated this 4th day of November, 1853.

J. Musgrave, Solicitor, Whitehaven.

Holmes, Anton, and Turnbull, 18, Fludyer-street, Westminster, Parliamentary Agents.

South Sea Company.

(Power to the Company to Divide their Capital Stock, Assets, and Property; to enter into Arrangements with Proprietors; and to undertake the Administration of Private Trusts.)

NOTICE is hereby given, that application will be made to Parliament, in the ensuing session, for leave to bring in a Bill to enable the Governor and Company of Merchants of Great Britain trading to the South Seas and other parts of America, and for encouraging the Fishery (usually called the South Sea Company) to realize and divide the capital stock, when paid off or computed under authority of certain Acts of Parliament of the last session hereinafter mentioned, and all other the funds, assets, and property of the said Company, and to enter into arrangements with the Proprietors in the said Company, or any of them, and to undertake the administration of private Trusts: In which Bill it is intended to make provision for the discontinuance or winding up of the affairs and concerns of the said Company, and for the valuation, sale, and conversion into money of all and every or any part or parts of the messuages, tenements, hereditaments, assets, and effects of the said Company, and for payment and satisfaction of the debts and liabilities of the said Company, and for suitable allowances to their officers, clerks, and servants, and for the disposition, apportionment, or appropriation of the surplus of all the capital stock, funds, property, and assets of the Company, or the produce thereof, among the Proprietors of the same: And by the said Bill provision will also be made for facilitating the payment and transfer to the Proprietors respectively, or to such of them as may wish to withdraw from the said Company, of their respective shares and proportions in the capital stock, funds, assets, and property of the said Company, or the produce or value thereof, and also in regard to the retirement of such parties as may hold shares on behalf of persons under legal incapacity; and to provide for the continuance of the said Company as after mentioned: And particularly in order to these objects, it is intended to provide that every Proprietor who shall give notice, as in the said Bill to be provided, shall be at liberty to retire from the said Company, and be entitled to receive his share of the stock, funds, assets, and property appearing upon the books of the Company, to be the proportion belonging to such proprietor;

and that from and after the transfer and payment of such share and proportion to such retiring proprietor, the remaining capital stock, property, and effects of the said Company shall be and become the capital stock and property of the said Company, and the several proprietors to whom such transfer and payment shall have been made shall cease to be members of the said Company, and the several persons or parties interested in the remaining capital shall be deemed the members of the said Company and proprietors of the capital thereof, according to the respective amounts of their shares in the books of the Company: And by the said Bill power will specially be taken by the said Company as so organized to accept, manage, and execute trusts of any property vested in, or transferred, or conveyed to them under settlements, wills, or other instruments; and for those purposes, or any of them, to hold lands and hereditaments of any tenure; and provision will be made for the safe and convenient carrying on and conducting of such trust business, by declaring all the property in which the Company shall be beneficially interested liable for the due performance by the said Company of such trusts; and that while such Company shall continue liable to the due performance of any such trusts, the said Company shall not be permitted to exercise any privilege they are entitled to of carrying on any trade whatever; and by the formation of a guarantee fund; and powers will also be taken and provision made for the due and efficient performance of the duties so to be undertaken, and the management of the stock, funds, and property of the said Company; and generally such provision will be made as may seem calculated to further and carry out the objects of the said Bill, and as may be sanctioned by Parliament.

And notice is also hereby given, that it is for the purposes of the said Act intended to alter and amend the charter of Her Majesty Queen Anne in favour of the said South Sea Company, dated the 8th day of September, 1711, and also to alter and amend (and if necessary) repeal the following Acts of Parliament affecting the constitution and privileges and capital stock of the said Company, or some of them, or some parts of them (that is to say): the following Acts of the years of the reign of Her said Majesty Queen Anne, and chapters after-mentioned, viz.: of the 9th year, chapter 21, and of the 10th year, chapter 30; of the years of the reign of His Majesty King George the First, and chapters after mentioned, viz.: of the 1st year (statute 2), chapter 21; of the 3rd year, chapter 9; of the 5th year, chapters 19 and 21; of the 6th year, chapter 4; of the 7th year, chapter 5; and of the second session of that year, chapter 1; of the 8th year, chapters 21 and 22; and of the 9th year, chapter 6; of the years of the reign of His Majesty King George the Second, and chapters after-mentioned, viz.: of the 1st year (statute 2), chapter 8; of the 3rd year, chapter 16; of the 5th year, chapter 17; of the 6th year, chapter 28; of the 7th year, chapter 17; of the 23rd year, chapters 1 and 22; of the 24th year, chapter 11; and of the 26th year, chapter 16; of the years of the reign of His Majesty King George the Third, and chapters after-mentioned, viz.: of the 28th year, chapter 20; of the 35th year, chapter, 92; of the 42nd year, chapter 77; of the 47th year (statute 1), chapter 23; of the 55th year, chapters 57 and 141; and of the 56th year, chapter 77; of the 6th and 7th year of the reign of His late Majesty King William the Fourth, chapter 60; and of the years of the reign of Her present Majesty Queen Victoria, and chapters after-mentioned, viz.: of the 1st & 2nd year, chapter 113; of the

7th & 8th year, chapter 80; and of the 16th, and 16th & 17th year, or last session of Parliament, chapters 23 and 132; with the local and personal Act of the said last session, chapter 219; and all and whatsoever Acts of Parliament relating to the said South Sea Company; and generally all Acts, charters, bye-laws, and authorities, that may in any way interfere with the objects of the said Bill; and to confer, vary, and extinguish rights and privileges as may be expedient.

And notice is hereby further 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, 1853.

Henry Wordsworth, Solicitor to the South Sea Company.

Maitland & Graham, College-street, Westminster, Parliamentary Agents.

South Sea House, London,
16th November, 1853.

London and North-Western and North Staffordshire Railway Company.

(Transfer of North Staffordshire Railway to London and North-Western Railway Company by Sale, Lease, or Amalgamation.)

IT is intended to apply to Parliament, in the next session, for a Bill to transfer to or vest in the London and North-Western Railway Company, either permanently or for a term of years, the undertaking for the time being of the North Staffordshire Railway Company, including the railways, navigations, works, lands, and hereditaments of the said Company, and all other their capital, property, estate, and effects, real and personal, and all their powers, rights and privileges, and all their debts, contracts, and liabilities:

It is intended to effect the said transfer by amalgamating the said undertaking with that of the London and North-Western Railway Company, and merging in the same Company the North Staffordshire Railway Company, or by the giving to the last-named Company powers to sell or grant a lease, and to the London and North-Western Railway Company power to purchase or accept a lease of the said undertaking, and by enabling the said Companies to carry into effect any agreements made or to be made between them for the purposes aforesaid:

It is intended to take powers by the Bill to alter certain of the tolls, rates, and duties now payable to the North Staffordshire Railway Company, and for the purposes aforesaid to amend, extend, and where need is, repeal certain of the provisions of the following Acts and of any other Acts relating to the two Companies, namely, "An Act passed in the session of Parliament held in the ninth and tenth years of the reign of Her present Majesty, intitled an Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and local and personal Acts, 8th and 9th Victoria, caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198, 9th Victoria, cap. 67; 9th and 10th Victoria, caps. 80, 82, 152, 182, 192, 193, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10th and 11th Victoria, caps. 73, 107, 114, 118, 120, 121, 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 Victoria, cap. 28; and 14th and 15th Victoria, cap. 94; 15th Victoria, caps. 98, 105; 16th and 17th Victoria, caps. 97, 110, 157, 160, 161, 205, 216, and 222, relating to the London and North-Western Railway Company; and 1st William 4th,

cap. 55; 9th and 10th Victoria, cap. 85; 10th and 11th Victoria, cap. 108; 11th and 12th Victoria, caps. 66, and 83; and 13th and 14th Victoria, cap. 55, relating to the North Staffordshire Railway Company.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons before the first day of January, 1854.

Dated this 10th day of November, 1853.

<p><i>S. Carter,</i> <i>Swift & Wagstaff,</i></p>	}	<p>Solicitors for the London and North-Western Railway Company.</p>
<p><i>Burchell & Parson,</i></p>	}	<p>Solicitors for the North Staffordshire Railway Company.</p>

Bradford Corporation Water Works.

(New Works for better Supplying the borough of Bradford, in the county of York, and the neighbourhood thereof with Water; Purchase or Lease of the Bradford Water Works.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for the following, or some of the following powers; that is to say:—

1st. To empower the mayor, aldermen, and burgesses of the borough of Bradford, in the West Riding of the county of York, to supply more effectually with water the said borough of Bradford, and also the townships or places following; that is to say: the townships or places of Wilsden, Heaton, Shipley, Allerton, Thornton, and Clayton, all in the parish of Bradford aforesaid; and the townships or places of Idle and Bolton, in the parish of Calverley, in the said county of York, or some of them.

2nd. For the purposes aforesaid, to empower the said mayor, aldermen, and burgesses to construct and maintain the reservoirs and aqueducts hereinafter mentioned, with all necessary embankments, roads, weirs, watercourses, gauges, tunnels, conduits, pipes, and other proper works and conveniences connected therewith respectively; that is to say:—

(1.) A reservoir on the river Worth, at or near Ponden, partly in the township of Keighley, in the parish of Keighley, in the West Riding of the county of York, and partly in the hamlet of Stanbury, in the township of Haworth, in the parish of Bradford, in the said county.

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

(3.) Another reservoir on Sladen Beck, at or near, or between Sladen Bridge and Smith Bank Bridge, in the said hamlets of Stanbury and Haworth, both in the township of Haworth and parish of Bradford aforesaid.

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

(5.) A reservoir on Moorhouse Beck, at or near Fisher's Lodge Mill, in the hamlets of Near Oxenhope and Far Oxenhope, in the said township of Haworth, and parish of Bradford aforesaid.

(6.) A reservoir on the Rag Clough Beck and Sun-Hill Clough, at or near to Holden Foot, in the hamlets of Far Oxenhope and Near Oxenhope, both in township of Haworth and parish of Bradford aforesaid.

(7.) A reservoir on the Midge Holme Beck, Doll Clough, Stony Hill Clough, Nan Scar Beck, and Foster Dyke, at or near to Throstle Nest, in

the hamlet of Far Oxenhope, in the said township of Haworth and parish of Bradford.

(8.) Two reservoirs at or near to Sugden End, one to the west of the turnpike road from Keighley to Halifax, in the said hamlet of Haworth, in the said township of Haworth and parish of Bradford, and in the hamlet of Harden, in the township of Bingley, in the parish of Bingley, in the said county, and the other to the east of the said turnpike road, in the hamlet of Harden, and the township and parish of Bingley aforesaid.

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

(10.) A reservoir on Chellow Heights, near to Chellow Heights Farm, in the said township of Heaton and parish of Bradford aforesaid.

(11.) An aqueduct or conduit, commencing in an intended residuum lodge on the river Worth, at or near to Sheep Holes, and passing along or near to the said intended reservoirs at or near to Ponden, at or near to Bottoms Farm, at or near to Bodkin Bridge, at or near to Holden Foot, and terminating at the said intended reservoir at or near Sugden End, to the west of the Keighley and Halifax turnpike road, with branch aqueducts or conduits to communicate therewith from Dean Clough, from the said intended reservoirs at or near to Ponden, and at or near to Bottoms Farm, and at or near to Bodkin Bridge, and at or near to Holden Foot, and which aqueduct or conduit and branches will pass from, in, through, or into the said hamlets of Stanbury, Haworth, Near Oxenhope, and Far Oxenhope, the said townships of Keighley and Haworth, and the said parishes of Keighley and Bradford.

(12.) An aqueduct or conduit from Ponden Clough, at or near to Clogger Wood, to the said intended reservoir at or near Ponden, which aqueduct or conduit will be wholly within the said hamlet of Stanbury, in the said township of Haworth and parish of Bradford.

(13.) An aqueduct or conduit, commencing in a residuum lodge on the Sladen Beck, at or near to Bottoms Farm, and terminating in the Sladen Beck, immediately below the said intended reservoir at or near to Bottoms Farm, which aqueduct or conduit will be wholly within the said hamlet of Haworth, in the said township of Haworth and parish of Bradford.

(14.) An aqueduct or conduit, commencing in a residuum lodge on Leeshaw Water, at or near to Bodkin Rough, and terminating in Leeshaw Water, immediately below the said intended reservoir at or near to Bodkin Bridge, which aqueduct or conduit will be wholly within the said hamlet of Near Oxenhope, in the said township of Haworth and parish of Bradford.

(15.) An aqueduct or conduit from the said intended reservoir at or near to Holden Foot, to the said intended reservoir at or near to Bodkin Bridge, which aqueduct or conduit will be wholly within the said hamlet of near Oxenhope, in the said township of Haworth and parish of Bradford.

(16.) An aqueduct or conduit, commencing at Hard Nese Clough, near its junction with Rag Clough Beck, and terminating in Rag Clough Beck, immediately below the said intended reservoir at or near to Holden Foot, which aqueduct or conduit will pass from, in, through, or into the said hamlets of Near Oxenhope and Far Oxenhope, in the said township of Haworth and parish of Bradford.

(17.) An aqueduct or conduit, commencing at Foster Dyke, above the said intended reservoir at or near to Throstle Nest, and terminating at the said intended reservoir at or near to Holden Foot,

with branches to Stony Hill Clough, Nan Scar Beck, and Paul Clough, and another branch to communicate with the aqueduct or conduit firstly herein described at or near to the village of Shaw, and which aqueduct or conduit and branches will be wholly within the said hamlet of Far Oxenhope, in the said township of Haworth and parish of Bradford.

(18.) An aqueduct or drain, commencing at Sugden End, and terminating at a small stream in a field near Cross Roads, in the occupation of John Murgatroyd, and which aqueduct or drain will be wholly within the said hamlet of Harden, in the said township and parish of Bingley.

(19.) An aqueduct or conduit, commencing at Lees Moor Beck on Lees Moor, and terminating at the said intended reservoir at or near to Sugden End, to the east of the Keighley and Halifax Turnpike Road, and which aqueduct or conduit will be wholly within the said hamlet of Harden, in the said township and parish of Bingley.

(20.) An aqueduct or conduit, commencing at a small stream flowing by or near Cullingworth Fields, and terminating at the said intended reservoir at or near to Sugden House, and which aqueduct or conduit will be wholly within the said hamlet of Harden, in the said township and parish of Bingley.

(21.) An aqueduct or conduit from the said intended reservoirs at or near to Sugden End, and terminating at or near to the Upper Chellow Dean reservoir of the Bradford Water Works Company, with a branch to the Cullingworth stream at or near to Hunger Hill Plantation, which aqueduct or conduit and branch will pass from, in, through, or into the said hamlet of Harden, the said townships of Bingley, Wilsden (upper and lower divisions), Allerton, and Heaton, and the said parishes of Bingley and Bradford.

(22.) An aqueduct or main pipe from the foot of the embankment of the said Upper Chellow Dean reservoir to the said intended reservoir on Chellow Heights, which aqueduct or main pipe will be wholly within the said township of Heaton and parish of Bradford.

(23.) An aqueduct or line of main pipes commencing at the said intended reservoir on Chellow Heights and terminating at or near to the Whetley Hill Reservoir of the Bradford Water Works Company, and which aqueduct or line of main pipes will pass from, in, through, or into the said township of Heaton, in the said parish of Bradford, and the township of Manningham, in the parish and borough of Bradford aforesaid.

24.) Another aqueduct or line of main pipes commencing at the said intended reservoir on Chellow Heights and terminating at or near to Horton Bank Top, which aqueduct or line of main pipes will pass from, in, through, or into the said township of Heaton, in the said parish of Bradford, and the said township of Manningham, and the township of Horton, both in the borough of Bradford aforesaid.

(25.) An aqueduct or line of main pipes commencing at the Lower Chellow Dean Reservoir of the Bradford Water Works Company and terminating at or near to the junction of Thornton-road with Tyrrell-street, in the borough of Bradford aforesaid, and which aqueduct or line of main pipes will pass from, in, through, or into the said township of Heaton, in the parish of Bradford, and the said township of Manningham, and the township of Bradford, both in the borough of Bradford aforesaid.

3rd. To empower the said mayor, aldermen, and burgesses to obtain water for the purposes of the supply aforesaid, from certain lands, springs,

brooks, and streams, in the several townships, parishes, and places aforesaid, or some of them, which water now flows or proceeds directly or derivatively into the river Aire, and thence into the Leeds and Liverpool Canal, and the Aire and Calder Navigation, or one of them, and to give compensation, by water or otherwise, to the mill-owners on such brooks and streams.

4th. To empower the said mayor, aldermen, and burgesses to make, lay down, complete, and maintain from, in, through, or into private lands, and from, in, through, or into the streets, roads, lanes, bridges, and public places within the said borough, and the several parishes, townships, hamlets, or other places hereinbefore mentioned, or some of them, all necessary main, pipes, and other works connected therewith.

5th. To empower the said mayor, aldermen, and burgesses, in the construction of the said several works, to deviate from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to the extent to be defined on the said plans and sections, and to be specified in the said Bill. And also to stop-up, alter, or divert, whether temporarily or permanently, within the several parishes, townships, or other places aforesaid, all such turnpike or other roads, streets, highways, canals, streams, sewers, pipes, aqueducts, or railways, as may be necessary to stop, alter, or divert, for the purpose of constructing, maintaining, and using the said intended works.

6th. To empower the said mayor, aldermen, and burgesses to purchase by compulsion or agreement, lands, houses, streams, springs of water, and other property, for the purposes aforesaid; and also to vary and extinguish all rights and privileges connected with such lands, houses, springs, streams of water, and property, or which would or might impede or interfere with the objects aforesaid.

7th. To enable the said mayor, aldermen, and burgesses to levy, demand, and receive public water rates from the owners and occupiers of rateable property within the said borough, and to receive and take water rents in respect of the supply of water to be afforded to any persons, bodies corporate, or districts, and to apply such rates and rents for defraying the expenses of applying for and passing the said Bill into an Act, and carrying the same into execution, and to grant exemptions from the payment of such rates or rents.

8th. To enable the said mayor, aldermen, and burgesses to raise money for the several purposes hereinbefore and hereinafter mentioned upon the credit of the borough fund and borough rate of the said borough, upon the credit of the rates authorised to be made, levied, and received by virtue of the Bradford Improvement Act, 1850, and the enactments therewith incorporated, and upon the credit of the rates or rents which they are or may be authorised to demand, levy, and receive, by virtue of the said intended Act.

9th. To enable the said mayor, aldermen, and burgesses to purchase by compulsion, or otherwise, or take on lease of and from the Company of Proprietors of the Bradford Water Works, and to compel or enable the said Company of Proprietors of the said Bradford Water Works to sell, convey, assign, and transfer or lease to the said mayor, aldermen, and burgesses, all the existing reservoirs, aqueducts, mains, pipes, apparatus, property, and effects now belonging to the said Company of Proprietors, and also any reservoirs, aqueducts, mains, pipes, apparatus, property, and effects, which by any Act to be passed in the ensuing session of Parliament, they may be autho-

rised to construct, or which may be vested in them under and by virtue of any Act of Parliament, or otherwise, and all the powers, rights, privileges, and authorities which now are, or at any time hereafter may be vested in, exercised, used, or enjoyed by the said Company of Proprietors, by virtue of any existing or future Act of Parliament, or otherwise; and to authorise the said mayor, aldermen, and burgesses to exercise, use and enjoy the same, both with reference to the construction and maintenance of the said works, or any of them, and also with reference to the levying and recovering of, rents, rates, and duties in respect of such last-mentioned works, and to alter any existing rents, rates, or duties, and to confer, vary, and extinguish exemptions from payment of such rents, rates, or duties.

10th. To dissolve the said Bradford Water Works Company.

11th. To alter, amend, and enlarge, or repeal the Acts (local and personal) relating to the said Bradford Water Works Company, namely: the Act passed in the 5th year of the reign of Her present Majesty, session 2, intituled "An Act for better supplying with water the town and neighbourhood of Bradford, in the West Riding of the county of York;" and the Act passed in the 12th year of the reign of Her said present Majesty, intituled "An Act for authorizing the Bradford Water Works Company to raise a further sum of money;" and to alter, amend, and enlarge "The Bradford Improvement Act, 1850."

12th. To incorporate with the said intended Act all or some of the provisions of "The Lands Clauses Consolidation Act, 1845;" and "The Water Works Clauses Act, 1847."

On or before the thirtieth day of November instant, duplicate plans, describing the line and situation of the said intended works, and the lands proposed to be taken for the purposes thereof, together with sections of the said works, and a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, in the said riding, and on or before the said thirtieth day of November, a copy of so much of the said plans, sections, and books of reference, as relates to each of the several parishes within which the said intended aqueducts, conduits, reservoirs, and works, or any of them are proposed to be made, will be deposited, with a copy of the said notice, at the residence of the parish clerks of such parishes respectively, and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

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

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

W. H. Hudson, Town Clerk, Bradford.

Louth Waterworks.

(Incorporation of Company for the Construction of Works to supply the Inhabitants of Louth with Water.)

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

1st. To incorporate a Company for better supplying with water the inhabitants of the parish of

Louth, in the county of Lincoln, and of the neighbouring parishes of Louth-park, Keddington, South Elkington, and Hallington, in the same county.

2nd. To enable the said Company, for the purposes of such supply, to make and maintain the following works, viz.:—(1.) A shaft or well in certain fields, or one of them, respectively belonging, or reputed to belong, to Charles Chaplin and Robert Newton Lee Esquires, situate near to a certain water corn-mill, commonly called Hackford's-mill, in or near the parish of Louth aforesaid, now in the occupation of William Hall, which said fields lie in the parish of Hallington aforesaid. (2.) A fixed steam-engine or steam-engines, with engine-house, and all necessary machinery and other works, which may be required in connection therewith, in the fields aforesaid, or one of them. (3.) An aqueduct or line of pipe, commencing at the said shaft or well, and steam-engine or steam-engines, and passing from, through, or into the parishes of Hallington and Louth aforesaid, and terminating at or near the intended reservoir, or reservoirs next mentioned. (4.) A reservoir or reservoirs, with all necessary approaches and conveniences, in certain fields, or one or more of them, respectively belonging, or reputed to belong, to John Fyche Esquire, and the mayor, aldermen, and burgesses of the borough of Louth, at or near a certain wind corn-mill in the occupation of William Pearson, on or adjoining the turnpike-road leading from Louth to Horn-castle, which said fields are situate, lying, and being in the parish of Louth aforesaid. (5.) An aqueduct, or line of pipe, communicating with, and commencing at, the last-mentioned reservoir or reservoirs, passing through the parish of Louth aforesaid, and terminating at or near the Market-place, in the same parish. (6.) Lines of pipe, communicating with the aqueduct, or line of pipe last described, and passing through and into the several roads, streets, lanes, courts, highways, and other places in the parishes of Louth, Louth-park, and Keddington aforesaid. (7.) Lines of pipe, communicating with the said shaft or well, and reservoir or reservoirs, and the aqueduct, or line of pipe thirdly hereinbefore described, and passing through or into the several roads, lanes, highways, and other places in the parishes of Hallington and South Elkington aforesaid. (8.) All necessary cuttings, embankments, tunnels, water-courses, 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.

3rd. 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, 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 enclosed lands, within the said several parishes before-mentioned, or any of them.

4th. To enable the said Company to purchase, or take by compulsion or agreement, lands, houses, waters, springs, and other hereditaments and easements for the purposes of the proposed works, and to vary, repeal, limit, or extinguish all existing rights and privileges connected with such lands, houses, waters, springs, hereditaments, and easements.

5. To enable the said Company to take and receive rents and charges, for and in respect of the supply of water within the said parishes, of Louth, Louth-park, Keddington, South Elkington, and

Hallington, 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.

6th. To enable the said Company to break up, stop, alter, or divert, whether temporarily or permanently, all banks, turnpike and other roads, ways, bridges, drains, streams, rivers, and water-courses within the aforesaid parishes, or either of them, for the purposes of the proposed Act.

7th. To confer on the said Company, for all or any of the purposes aforesaid, or in connection therewith, 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.

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 30th day of November instant, with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln, at his office in Spilsby, in the said county; and a copy of so much of the said plans, sections, and book of reference as relates to any parish in or through which the said works are to be made and 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 30th day of November instant, with the parish clerk of each such parish, at his place of abode.

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 next.

Dated this seventh day of November, 1853.

Christopher Ingoldby, Jun., Louth, } Solicitors for
Stamland and Chapman, Boston, } the Bill.

South Shields Turnpike Roads.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to continue and extend the term, and to alter, amend, and enlarge some of the powers and provisions of an Act passed in the 7th year of the reign of His Majesty King George the Fourth, intituled "An Act for making and maintaining a turnpike-road from South Shields to White Mere Pool, and from thence to join the Durham and Newcastle turnpike-road at Vigolane, with a branch from Jarrow Slake to East Boldon, all in the county of Durham," so far as relates to or concerns the said turnpike-road from South Shields to, and terminating at, White Mere Pool, and the said branch road from Jarrow Slake to East Boldon; or to repeal the said Act, and to grant other and more effectual powers and provisions in lieu thereof. And notice is hereby further given, that it is intended to apply for powers to levy and collect tolls upon the said roads, and to alter the existing tolls, and to confer, vary or extinguish exemptions from payment of tolls, and to confer, vary, or extinguish other rights and privileges. And it is intended by the said Act to alter or vary the application of the money arising from the tolls collected on the said roads, and to alter or vary existing provisions relative to the payment of the interest and principal of the debt due and owing

on the credit of the tolls collected on the said roads, and to provide for altering the present and fixing the future rate of the interest payable in respect of such debt, or the proportion of the tolls to be applied in payment of interest and principal, and to make other provisions with respect to the existing or unclaimed debts, and with respect to the liquidation or extinguishment of any arrear of interest thereon, and of other charges and liabilities on the said roads, and with respect to such other matters as Parliament shall deem proper or necessary. And notice is also hereby given, that printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the thirty-first day of December next.

Dated this 10th day of November, 1853.

T. W. Keenlyside, } Solicitors.
Chas. Rd. Fell, }

Turnpike Roads from Chapel-en-le-Frith, to, or near to Enterclough Bridge, both in the county of Derby—From the village of Hayfield to Marple Bridge, in the said county—From the village of Glossop to a certain Gate called Claylands Gate, in the township of Longden-dale, in or near to the side of the Turnpike Road leading from Mottram to Woodhead, in the county palatine of Chester.

(Continuation of Term—Repeal or Amendment of Act—And Power to Alter existing Tolls.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to continue and extend the term, and to alter, amend and enlarge, some of the powers and provisions of an Act passed in the session of Parliament held in the 7th and 8th years of the reign of His late Majesty King George the 4th, entitled "An Act for more effectually repairing and maintaining the road from the town of Chapel-en-le-Frith, to or near to Enterclough-bridge, in the county of Derby, and other roads therein-mentioned, in the said county of Derby, and in the county palatine of Chester," or to repeal the said Act, and to grant other and more effectual powers and provisions in lieu thereof. And notice is hereby further given, that it is intended by the said Act, so to be applied for to apply for powers to raise money for the purposes of the said Act, and to levy and collect tolls upon the said roads, or to alter, and if deemed expedient, to increase the existing tolls, and to confer, vary or extinguish, exemptions from payment of tolls, and to confer, vary and extinguish, other rights and privileges. And also to alter or vary the application of the money arising, or to arise from the tolls on the said roads, and to alter or vary existing provisions relative to the payment of the interest and principal of the debt due and owing on the credit of the tolls upon the said roads, and to provide for altering the present, and fixing the future rate of the interest payable in respect of such debts, or the proportion of the tolls to be applied in payment of interest and principal, and to make other provisions with respect to the said debts, and to the liquidation or extinguishment of any arrears of interest thereon, and of other charges and liabilities on the said roads, and with respect to the ordering, arranging and confirming, the securities of the creditors upon the tolls upon the said roads. And notice is hereby also given, that printed copies of the proposed Act will be deposited on or before the 31st day of December next, in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1853.

M. J. Ellison, Clerk to the Trustees of the said Roads.

West End of London and Crystal Palace Railway.

(Amalgamation, Sale, or Lease of Undertaking to the London, Brighton, and South Coast, the South Eastern, and London and South Western Railway Companies; Alteration of Tolls; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the session of 1854 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 West End of London and Crystal Palace Railway with those of the London, Brighton, and South Coast Railway Company, the South Eastern Railway Company, the London and South Western Railway Company, any or either of them, either by the merging of the West End of London and Crystal Palace Railway Company in the London, Brighton, and South Coast Railway Company, the South Eastern Railway Company, and the London and South Western Railway Company, any or either of them, and the vesting in the said Companies, or any of them, of the whole undertaking, lands, property, estate, and effects, rights, powers, and privileges of the West End of London and Crystal Palace Railway Company, or by a lease of the undertaking of the West End of London and Crystal Palace Railway Company, or by a sale of that undertaking to the London, Brighton, and South Coast Railway Company, the South Eastern Railway Company, the London and South Western Railway Company, any or either of them, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed upon between the said Companies; and also to enable the said Companies to carry into effect such agreements as to them may seem expedient in respect to the construction, completion, maintenance, working, management, and use of the said West End of London and Crystal Palace Railway by the said London, Brighton, and South Coast Railway Company, the South Eastern Railway Company, the London and South Western Railway Company, or any of them; and in respect of the apportionment of tolls derivable from the traffic passing on the said West End of London and Crystal Palace Railway, the London, Brighton, and South Coast Railway, the South Eastern Railway, and the London and South Western Railway, or any of them, or to confirm any agreements that may have been already entered into between the said Companies, or any of them, in reference thereto.

2. To alter the tolls, rates, and duties authorised by "The West London and Crystal Palace Railway Act, 1853," and to confer, vary, and extinguish exemptions from the payment of tolls, rates, rents, and duties, and other rights and privileges.

3. To amend, extend, or repeal some of the powers and provisions of "The West London and Crystal Palace Railway Act, 1853." And also of the several Acts following, directly or indirectly, relating to or affecting the London, Brighton, and South Coast Railway Company, or its undertakings; that is to say: local and personal Acts 5 and 6 Wm. IV., cap. 10; 6 and 7 Wm. IV., cap. 121; 7 Wm. IV. and 1 Vic., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 129; 6 and 7 Vic., caps. 27 and 62; 7 and 8 Vic., caps. 67, 91, 92, and 97; 8 and 9 Vic., caps. 52, 113, 196, 199, and 200; 9 and 10 Vic., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vic., caps. 167, 244, and 276; 11 and 12 Vic., cap. 136; and 16 and 17 Vic., cap. 100,

and any other Act or Acts of Parliament relating to or affecting the said London, Brighton, and South Coast Railway Company, or their property and interests. And also of the several Acts following, directly or indirectly relating to or affecting the South Eastern Railway Company, or its undertakings; that is to say: local and personal Acts, 6 Wm. IV., cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic., Sess. 2, cap. 3; 6 and 7 Vic., caps. 51, 52, and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 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 and 230; 13 and 14 Vic., cap. 31; 15 and 16 Vic., cap. 103; and 16 and 17 Vic., caps. 116, 121, 130, 156, and any other Act or Acts of Parliament relating to or affecting the said South Eastern Railway Company or their property and interests. And also of the several Acts following, directly or indirectly, relating to or affecting the London and South Western Railway Company, or its undertakings; that is to say: local and personal Acts, 4 and 5 Wm. IV., cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. III., cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; and 16 and 17 Vic., cap. 164; and any other Act or Acts of Parliament relating to or affecting the said London and South Western Railway Company, or their property and interests.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons before the first day of January, 1854.

Dated this tenth day of November, 1853.

Johnston, Farquhar, and Leech, Solicitors to the Company, 65, Moorgate-street, and 4, Old Palace-yard, London.

West End of London and Crystal Palace Railway. (Extension to Bromley and Farnborough—Level Crossing at Norwood—Amendment of Act.)

A PPLICATION is intended to be made to Parliament, in the session of 1854, for an Act to confer upon the West End of London and Crystal Palace Railway Company all or some of the following amongst other powers:

1. To make and maintain a railway, with all necessary stations, conveniences, approaches, and works connected therewith, commencing by a junction with the authorised line of the West End of London and Crystal Palace Railway near its junction with the down line of rails of the London, Brighton, and South Coast Railway, on the eastern side thereof, near the Norwood Station, in the hamlet of Norwood, in the parish of St. John the Baptist, Crôydon, in the county of Surrey, in a field there belonging to William Dixon and John Spofforth Dixon, and numbered 15 b. on the amended deposited plan referred to in the "West London and Crystal Palace Railway Act, 1853," passing thence from, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them; that is to say: Penge, Battersea, Norwood, and Crôydon, all in the county of Surrey; Lewisham, Beckenham, Bromley, Orpington, Hayes, Keston, Chelsfield, and Farnborough, all in the county of Kent; and terminating at Farnborough aforesaid, at or near to the junction of the lane from Farn-

borough to Worley Hole with the turnpike-road from Farnborough to Seven Oaks.

2. To purchase by compulsion the lands, houses, and other property which may be required in the construction of the said intended railway; to vary or extinguish any privileges appertaining to those lands, houses, and other property, or which may interfere with the construction of the said railway and works, and to levy tolls, rates, and charges in respect of the use of the said railway and works, and to grant exemptions from payment of any such tolls, rates, and duties.

3. To enable the Company to make and maintain the railway authorised by the said "West London and Crystal Palace Railway Act, 1853," upon the level of the road, in the parish of Lambeth, in the county of Surrey, numbered 65 in the deposited plan referred to in the said Act, and to make all such alterations in the line and levels of the said road and railway as may be necessary or proper for that purpose.

4. To alter, amend, extend, and enlarge the provisions of "The West London and Crystal Palace Railway Act, 1853," so far as may be necessary for the purposes aforesaid.

Plans and sections of the proposed railway and works, and 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 at Lambeth; and with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and, before the same day, a copy of so much of the said plans, sections, and book of reference as relate to any parish in or through which the said railway and works will be made, will, together with a copy of this notice, be deposited for public inspection with the parish clerk of each such parish, at his residence, and, in the case of any extra-parochial place, with the parish clerk of some adjoining parish, at his place of abode.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons before the 1st day of January, 1854.

Dated this 10th day of November, 1853.

Johnston, Farquhar, and Leech, Solicitors to the Company, 65, Moorgate-street, and 4, Old Palace-yard, London.

Caledonian Railway.

(Purchase of Part of Undertaking of General Terminus and Glasgow Harbour Railway Company; Arrangements relative to that Undertaking; Power to raise money; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in next Session, for leave to bring in a Bill to transfer to and vest in the Caledonian Railway Company, that portion of the undertaking of the General Terminus and Glasgow Harbour Railway Company, lying to the south of the joint line of railway from Glasgow to Paisley belonging to the Caledonian and Glasgow and South Western Railway Companies, including the whole railways and works constructed and authorized to be constructed by the General Terminus and Glasgow Harbour Railway Act, 1846, and the General Terminus and Glasgow Harbour Railway (Branches) Act, 1847, so far as lying to the south of and forming a connexion with the said joint line, and all the powers, rights, and privileges conferred by the said Acts or otherwise in relation thereto; as also the whole lands acquired or contracted to be acquired by or for behoof of the General Terminus and Glasgow Harbour Railway Company, on the south side of

the said joint line, and certain of the plant belonging to the said last-mentioned Company,—all on such terms and conditions, and for such price or other consideration as may have been or may be agreed upon, or as shall be fixed by the said Bill:—

And it is further intended by the said Bill to empower the Caledonian Railway Company and the General Terminus and Glasgow Harbour Railway company respectively, to enter into and execute contracts, agreements, conveyances, and other deeds, for carrying into effect the purposes aforesaid, and in relation to the construction, maintenance, management, and use of the several portions of the undertaking authorized by the said Acts, the working of the traffic thereon, the fixing and levying of the tolls, rates, and charges payable in respect of such traffic, the acquisition of plant, and the regulation of other matters connected with the said undertaking; as also to confirm and give effect to any agreements entered into between the said Companies, or between them or either of them and other parties, in relation to any of the matters aforesaid:—

And it is further intended by the said Bill to empower the Caledonian Railway Company to raise by shares, ordinary or preferential, and by loan, a further sum of money for carrying into effect the objects aforesaid; and to levy tolls, rates, and charges on and for the use of the portion of the said undertaking to be vested in the said Company as aforesaid, and the conveyance of traffic thereon; and to confer, vary, and extinguish certain exemptions from the payment of such tolls, rates, and charges:—

And it is further intended by the said Bill to alter the tolls, rates, and charges leviable in respect of the several portions of the said undertaking, and the conveyance of traffic thereon; and to vary or extinguish all existing rights and privileges which may in any manner impede or interfere with the several objects aforesaid, and to confer other rights and privileges:—

And for these and other purposes it is intended by the said Bill to amend, and, so far as necessary, to repeal the before-mentioned Acts relating to the General Terminus and Glasgow Harbour Railway Company; and also, so far as necessary, to amend the Caledonian Railway Act, 1845, and the several Acts relating to the Caledonian Railway Company, passed respectively in the ninth and tenth, the tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, and the sixteenth and seventeenth years of the reign of Her present Majesty.

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

Hope, Oliphant, and Mackay, Edinburgh.

Grahame, Weems, and Grahame, Westminster.
7th November, 1853.

Manchester Improvement.

(Purchase of Property for Improvement Purposes, and Power to raise Money for purposes of Gas Works; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of the several Acts following, or some of them, relating to the city of Manchester, or some part thereof, which Acts (local and personal) are distinguished in the Queen's printers' copies thereof, as 7 and 8 Vict. caps. 40 and 41; 8 and 9 Vict. cap. 141; 9 and 10 Vict. cap. 219; 14 and 15 Vict.

cap. 119; and 16 and 17. Vict. cap. 91; and to make further provisions, and grant further powers, for carrying into execution the objects and purposes thereof, or some of them, and to enable the mayor, aldermen, and citizens of the city of Manchester, to purchase, by compulsion or agreement, certain lands and houses which may be required for effecting improvements within the said city, and for the purpose of widening Clarence-street, in the township and parish of Manchester, between Kennedy-street and Bancroft-street, as also certain portions of a street in the township of Chorlton-upon-Medlock, and parish of Manchester, called Oxford-street, or Oxford-road, between Clifford-street and High-street, and to extinguish all such rights and privileges connected with such lands and houses as would or might impede or interfere with the purposes for which the same may be purchased. And also to enable the said mayor, aldermen, and citizens to raise a further sum of money for the purposes of the gas works already constructed, or hereafter to be constructed by them under the authority of the said recited Acts, or some of them, or otherwise connected therewith, upon the credit of the gas works for the time being under the control of the council of the said city, and the rents and profits arising therefrom, and also, as an additional security, upon the township rate authorized to be levied on the township of Manchester, or by such other means as to Parliament shall seem meet, and as may be provided by the said intended Act.

And notice is hereby further given, that plans and sections, showing the proposed widening of Clarence-street, and portions of Oxford-street or Oxford-road, with books of reference to such plans, and a copy of this notice, as published in the London Gazette, will on or before the thirtieth day of November instant be deposited, for public inspection, with the Clerk of the Peace for the county of Lancaster, at his office in Preston, and also with the parish clerk of the parish of Manchester, at his residence.

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

Dated this tenth day of November, 1853.

Joseph Heron, Town Clerk.

Ryde Improvement.

(Amendment or Repeal of Acts; Extension of Boundaries; Election and Incorporation of Commissioners, with Powers for better Paving, Lighting, Cleansing, and Improving Streets, &c.; for Providing Public Buildings, Water-works, Sewerage, and Gas-works; Compulsory Purchase of Lands, &c.; Purchase of existing Gas-works and Water-works; for Levying Rates, 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 alter, amend, and extend the powers and provisions of the local and personal Acts following, (that is to say) 52nd George 3rd, cap. 196, intituled "An Act for making a Pier and Landing-place at Ryde, in the Isle of Wight;" 53rd George 3rd, cap. 92, intituled "An Act for Amending the Roads and Highways within the Isle of Wight;" 10th George 4th, cap. 29, intituled "An Act for Paving, Watching, Lighting, Cleansing, and otherwise Improving the Town of Ryde, in the Isle of Wight, in the County of Southampton, and for establishing a Market within the said Town;" and the "Ryde Improvement Act, 1847;" or to repeal such Acts, or some of them, and to re-enact the powers and provisions of the same, or some of them, or some part or parts thereof, with further and additional powers.

For extending the boundary of the said town of Ryde, in the Isle of Wight, to the extent and in the manner following, and to include all lands and property lying between such extended boundary and the present boundary of the said town; (that is to say), First, Northward, by including the whole of the sea-shore between high and low-water mark, and the property of the Ryde Pier Company, within or adjoining to the parish of Newchurch; and so much of the adjoining sea-shore between high and low-water mark in or adjoining to the parish of St. Helen's, so far east as will meet a straight line drawn to low-water mark from the north-west corner of the property of George Young, Esquire, in the said parish of St. Helen's. Secondly, Eastward, by including that part of the said parish of Newchurch called the Strand, belonging to Sir Richard Godin Simeon, Baronet, and his lessees; and so much of the said parish of St. Helen's as is comprised within a line commencing at the east end of the sea-wall on the north side of the estate of James Hyde, Esquire, and returning westward along the north fence of the pleasure-grounds of the said James Hyde, and of John Johnson and George James Sullivan, Esquires, and of the house of Mr. William Stratton, in the occupation of Lady Douglas, along the south side of the Marine Baths, the property of the said William Stratton, and thence southward on the east side of the circular road adjoining thereto, to the eastern point of the garden, in the occupation of the said William Stratton, along the eastern side of certain pasture lands, the property of the said Sir Richard Godin Simeon, known as the Marshes and Monkton Meads, including the trench or watercourse on the east side of such lands, until such line meets the present boundary of the town of Ryde. And Thirdly, Southward, by extending the present boundary of the said town from the north-west corner of the land of Miss Player and Mrs. Brigstocke, in the occupation of William Cutler; westwardly, along the south side of an occupation-road belonging to Bettsworth Pitt Shearer, Esquire, until it meets the line of the western fence of the property of Mr. George Rendall; northwardly, along such fence and across the high road to meet the present boundary-line of the said town of Ryde. And which said extended boundary will be more particularly described in and by the said Bill, and upon a plan to be deposited with the Clerk to the Commissioners for improving the town of Ryde.

And by the said Act it is also intended to provide for the better paving, lighting, draining, watering, cleansing, and otherwise improving and regulating the said town and the district to be included within such extended boundary, and for the abatement of nuisances therein, and for regulating the fares to be paid for carriages let to hire, within such town and district, and the behaviour of the drivers thereof, and for regulating the use of bathing-machines, and the appointment and regulation of bathing-places on the sea-shore, within the limits of the said Act, and also 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 to transfer to and vest in such Commissioners to be so constituted all the property belonging to or vested in the existing Commissioners for improving the town of Ryde, and also all powers, privileges, and authorities now vested in such last mentioned Commissioners. And to enable such Commissioners, to be so constituted, to construct, or purchase, or rent, hold, and maintain waterworks and gasworks, public baths and washhouses, public slaughterhouses, and other public buildings, or all or any of them, and

also works for drainage and sewerage, and 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 for constructing new streets, roads, and ways in the said town for the public convenience, and to purchase, take down, and remove all houses, buildings, and obstructions which may be deemed requisite for the construction of new streets, roads, and ways, or for widening and improving streets, roads, and passages, within the said town; and it is also proposed by the said Act to take powers for the Commissioners, to be thereby constituted, to construct a public road and wall along and over the sea-shore, lying between the toll-house of Ryde Pier and the road now formed on the north side of the property known as "The Castle," within the said town of Ryde, together with the necessary sea-wall for maintaining such road to be so constructed. And it is also proposed by the said Act, in the cases and under the circumstances to be therein specified, to compel the owners and occupiers of dwelling-houses within the limits of the Act, to purchase and take a supply of water from the works of the said Commissioners; and also to enable the said Commissioners to contract with any person or persons beyond the limits of the proposed Act for the use of the sewers, drains, and works so to be constructed by such Commissioners; and to authorise and require such persons to contribute towards such drains, sewers, and works; and also to contract and agree with any person or persons beyond such limits as aforesaid for supplying them with gas or water from the mains and works within the said town. And it is proposed by the said intended Act to authorise the said Commissioners to supply the said town within the said extended limits 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 a piece of land, to the eastward of Alverstone Bridge, reputed to belong to the Honourable William Henry Ashe à Court Holmes, and in the occupation of John Cooper, in the parish of Brading, in the Isle of Wight; and to pass from thence, in the said parish of Brading, through, along, and under the high road from Alverstone Bridge aforesaid to Kerne Down, through lands of Winchester College, part of Kerne Farm, and in the occupation of William Hills, into lands in the parish of Newchurch aforesaid, the property of the said Bettsworth Pitt Shearer, and in the occupation of John Blake, to the reservoir to be formed as hereinafter mentioned, on the east side of Ashey Down, in the said parish of Newchurch; and also another aqueduct, or main pipe, to commence from a certain spring called Bloodstone, in a coppice known as Nunhead or Bloodstone Coppice, belonging to and in the occupation of Sir Henry Oglender, Baronet, situate in the said parish of Brading, and to pass from thence to and into Ashey Down aforesaid, to the before-mentioned reservoir; another aqueduct, or main pipe, commencing from and out of such last mentioned reservoir, passing thence through the lands of the said Bettsworth Pitt Shearer, in the occupation of the said John Blake, and situate in the parish of Newchurch aforesaid, into the high road from Ashey Down to Ryde, and thence in, along, and under such high road, and terminating in the reservoir at the junction of John Street and Newport Lane, in the said town of Ryde.

Secondly—A reservoir or reservoirs, with filtering beds, tanks, works, approaches, and conveniences, at, upon, near, or adjoining the before mentioned lands, at Alverstone Bridge and Bloodstone or Nunhead Coppice, in the said parish of Brading,

and on Ashey Down aforesaid, in the said parish of Newchurch.

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, or for the purpose of supplying the inhabitants of the said town, and supplying the shipping lying at or coming to the roadstead or anchorage-ground near to the said town, with water, 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, or places, or some of them, or some part or parts thereof. And it is further proposed by the said intended Act to take powers for the said Commissioners to divert, take, collect, and use for the purposes aforesaid, water from the River Yar, and also water from all rivers, brooks, streams, and springs flowing into the same 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 known as Brading Harbour; 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, watercourses, piers, bridges, and other places, or any open or inclosed lands within the said several parishes and places before mentioned, or any of them; and it is also intended by the said Act to authorize and empower the said Commissioners by agreement to purchase and hold or lease any existing waterworks for supplying the said town of Ryde with water, or to contract with any person or persons, bodies politic or corporate, for such supply to the said town, and to enable any person or persons, bodies politic or corporate, to sell or lease their undertakings to the said Commissioners; 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 trunks, culverts, sluices, and other works connected therewith, that is to say—First, a sewer, drain, or trunk on the sea-shore, in the parish of Newchurch, in continuation of the existing sewer or trunk, into the sea beyond low-water mark. Secondly, a main, sewer, or drain, commencing near the north-west corner of the house of William Knyvett, called Marine Villa, and thence diagonally in a north-westwardly direction across the grounds of Captain Beckford to the sea-shore, and thence along the sea-shore to meet the next hereinafter mentioned sewer at the north entrance to Pelham Field. Thirdly, a main, sewer, or drain, commencing at the watercourse on the north side of Newport Road, along such watercourse into Spencer Road, eastward along such road to the south-west corner of the grounds of the Reverend William Spencer Phillips, and thence northwardly along the present watercourse to the coppice part of the grounds of Impress Cottage, and north-east through such coppice to the terrace walk on the north side of Pelham Field aforesaid, eastward along such walk to meet the lastly mentioned sewer, and thence northward into the sea beyond low-water mark. Fourthly, a main, sewer, or drain, commencing on the east side of the Ashey Road, near the north-west corner of a field in the occupation of John James Dashwood, and thence eastward in a straight line to the private road at the Quarry, northward into the sea beyond low-water mark. All which said last mentioned works will be made from, in, through, or into the said parishes of Newchurch and St. Helen's,

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 gas-works called or known as "The Ryde Gas-works," situate in the said town of Ryde, 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, and upon such purchase, for the said Commissioners to provide all the necessary pipes and apparatus for lighting the said town of Ryde, 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, hold, and use for all or any of the purposes aforesaid, or in connection therewith, all lands and houses or other buildings, and streams, and watercourses, and other water-privileges, easements, rights, and hereditaments, and to alter or extinguish all existing rights and 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, rivers, drains, ditches, streams, rivulets, watercourses, 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 expenses of carrying into execution the said intended Act, or for all or any of the purposes or powers thereof, or for any of the purposes of the said intended Act, to levy tolls, rents, rates, and duties within the said town of Ryde, so proposed to be extended as aforesaid, with the limitation of the annual amount of such rates to be expressed in the said Act, 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 to sell and dispose of water and gas, and sewage-water or sewage manure, or all or any of them, and also to raise money for the several purposes of the said intended Act 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, market-house, markets, and market-places, or all or any of them, or on any other property whatsoever belonging, or 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, powers to make bye-laws, and the several powers, privileges and authorities contained in "The Lands Clauses Consolidation Act, 1845," "The Markets and Fairs Clauses Act, 1847," "The Gasworks Clauses Act, 1847," "The Commissioners Clauses Act, 1847," "The Waterworks Clauses Act, 1847," "The Towns Improvement 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 county of Southampton, at his office at Winchester, in the said county, and also with the Clerk of the Peace for the county of the Isle of Wight, at his office at Newport, in the said island respectively, duplicate plans and sections describing the lines or situations and levels of the said aqueducts, mains, reservoirs, sewers, and road, 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 water-works and works connected therewith, and main sewers and works connected therewith, and road and works connected therewith, and a copy of this notice, as published in the London Gazette, and also 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 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 4th day of November, 1853.

J. Henry Hearn, Solicitor, Ryde.

R. H. Wyatt, 28, Parliament-street,

Westminster, Parliamentary Agent.

Oxford, Worcester, and Wolverhampton Railway. (Stratford-upon-Avon and Stourbridge Branches; Alteration in Lines and Levels thereof; Branch Railway to High-street, Stourbridge; Extensions of Time and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter, amend, and enlarge 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 "The Oxford, Worcester, and Wolverhampton Railway (Branches and Extension) Act, 1853," and to extend the time or times limited by the said Acts, or any of them, for the completion of the Oxford, Worcester, and Wolverhampton Railway, or any of the branches thereof, and any works authorised by the said Acts, or any of them.

And it is intended to apply for powers in such Bill to enable the Oxford, Worcester, and Wolverhampton Railway Company to make and maintain deviations in the line and levels of the Stratford-upon-Avon Branch Railway and the extension thereof authorised to be made by "The Oxford, Worcester, and Wolverhampton Railway (Amendment) Act, 1846," and by "The Oxford, Worcester, and Wolverhampton Railway (Branches and Extension) Act, 1853," and to substitute a new line or lines of railway for all or some portions of the said Stratford-upon-Avon Branch Railway, and to construct the said Stratford-upon-Avon Branch in manner hereinafter described, and according to the plans and sections to be deposited, as herein-

after mentioned (that is to say): A deviation or deviations in the authorised line and levels of the said branch and extension railway, or a new line of railway in substitution for the line of railway as so authorised, commencing at or near the Stratford-upon-Avon Canal, in or near a field belonging to the mayor, aldermen, and burgesses of the borough of Stratford-upon-Avon, in the parish of Old Stratford, proceeding thence to a point in the parish of Pebworth, in the county of Gloucester, at or near a road in such parish leading from Mickleton to Long Marston, and from thence it is intended to authorise the construction of a new line of railway in lieu of the remainder of the said branch, such new line of railway to terminate in the main line of the Oxford, Worcester, and Wolverhampton Railway, at or near the Honeybourne Station on the said railway, in the parish of Church Honeybourne, in the county of Worcester, which said branch railway, as so intended to be altered, and the deviations in the line and levels thereof, and the new line of railway to be made instead of the present termination thereof, will pass from, in, through, and into the several parishes, townships, and extra-parochial places of Church Honeybourne, in the county of Worcester, Weston-sub-Edge, Norton, Pebworth, Broad Marston, Mickleton, Clopton, Long Marston, Welford, Weston-on-Avon, and Clifford Chambers, or some of them, in the county of Gloucester, Weston-on-Avon, Shottery, Lower Milcote, Upper Milcote, Old Stratford, Stratford-on-Avon, Luddington, and Dodwell, or some of them, in the county of Warwick:

And it is intended to abandon so much of the authorised line of the Stratford-upon-Avon branch as lies between the said point of divergence in the said parish of Pebworth and the present authorised junction with the Oxford, Worcester, and Wolverhampton Railway in the hamlet of Norton, in the parish of Weston-sub-Edge, in the county of Gloucester, and also to relinquish the powers of compulsory purchase in respect of such property as will not be included within the proposed limits of deviation shown on the plans to be deposited as hereinafter mentioned:

Also to authorise the Oxford, Worcester, and Wolverhampton Railway Company to make and maintain a deviation or deviations in the line and levels of the Stourbridge branch by the said "Oxford, Worcester, and Wolverhampton Railway (Branches and Extension) Act, 1853," authorised to be made, and to make a new line or lines of railway in substitution of a portion thereof, and also to make and maintain the several other branch railways and works hereinafter mentioned or some of them, or some part or parts thereof respectively (that is to say):

A deviation or deviations in the line and levels of the said Stourbridge branch, commencing at or near and on the eastern side of the turnpike-road from Dudley to Stourbridge, in the hamlet of Amblecote, in that part of the parish of Old Swinford which is in the county of Stafford, such deviations in such line and levels to extend to or near to the fence shewn on the plans referred to in the said Act as dividing the field numbered 57 from the field numbered 58 in the said hamlet and parish; and from thence it is intended to authorise the construction of a new line of railway in substitution of the remainder of the authorised line of such branch, such new line of railway, to unite with and terminate in the Oxford, Worcester, and Wolverhampton Railway, at or about two hundred yards south of the crossing of the river Stour, by the Oxford, Worcester, and Wolverhampton Railway, in the townships of Stourbridge and Upper Swinford, or one of them, in that part of the said parish of Old Swinford which lies in the county of Worcester; and which

said branch railway as now intended to be made, and the deviations in the line and levels thereof, and the new line of railway in substitution of the authorised junction with the Oxford, Worcester, and Wolverhampton Railway, will pass from, in, through, and into the several parishes, townships, and extra-parochial places of Amblecote and Old Swinford, in the county of Stafford, and Stourbridge, Upper Swinford, Lower Swinford, Lye, and Old Swinford, in the county of Worcester, or some of them:

And it is intended to authorise the Oxford, Worcester, and Wolverhampton Railway Company to construct the part of such branch from the said turnpike-road to their said railway according to the plans and sections to be deposited as herein-after mentioned, and to abandon so much of the authorised branch as lies between the point of divergence of the said new line, and the authorised junction of the said branch with the Oxford, Worcester, and Wolverhampton Railway, in the said hamlet of Amblecote:

And it is intended to authorise the compulsory purchase and taking of additional lands and houses, for station and other purposes, at or near the said turnpike-road from Dudley to Stourbridge, and south of the river Stour, which said lands and houses are situate in the township of Stourbridge, in that part of the parish of Old Swinford which lies in the county of Worcester; and to continue the existing powers of constructing the said railway and works across the said turnpike-road, and on the western side thereof; and to extend the time limited for the execution of such works:

Also a branch railway commencing at or near the point of convergence of Foster-street and High-street, in the town of Stourbridge, in the township of Stourbridge, in that part of the parish of Old Swinford which lies in the county of Worcester, passing from, in, through, and into the several parishes, townships, and extra-parochial places of Stourbridge, Old Swinford, Upper Swinford, Saint Mary's Old Swinford, Saint Thomas Stourbridge, Lower Swinford, Lye, and Lye Waste, or some of them, in the county of Worcester, and terminating by a junction with the main line of the Oxford, Worcester, and Wolverhampton Railway, at or near the Stourbridge-station on such railway, in the said township of Stourbridge and parish of Old Swinford, or one of them:

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 deviations, new lines of railway and branch 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 deviations or new lines of railway and branch railways, and other works; powers to make which will be applied for in the said Bill, and to alter existing tolls, rates, and duties authorised to be taken by the recited Acts, or any of them, upon the Oxford, Worcester, and Wolverhampton Railway, or any of the branches thereof; to make and maintain stations, sidings, communications, approaches, wharfs, and other works in connection with such intended deviations or new lines of railway and branch 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 deviate from the lines and levels shown on the plans hereinafter mentioned; 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 deviations, new lines of railway and branch railways, and works; to raise further sums of money by shares or mortgage, and to regulate the issue of the shares authorised to be created by the Oxford, Worcester, and Wolverhampton Railway Acts, or any of them, and to authorise the Company from time to time to issue new preference shares for the redemption of any preference shares which may have been created with the condition of redemption by the Company attached thereto, and out of such new preference shares to pay off and discharge the sums of money agreed to be paid upon the redemption of any preference shares created or issued under or by virtue of the said Acts, or any of them:

And notice is hereby further given, that duplicate plans and sections describing the lines and levels of the said intended deviations and new lines of railway and branch railways and other the works aforesaid, and the lands in or through which the same are intended to be made, or which will or may 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 the lands and houses which will or may be taken under the powers of the Bill, and a published map with the lines of the said deviations and new lines of railway and branch railways delineated thereon, together with a copy of this notice as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Warwick, at his office at Stratford-upon-Avon; 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 Worcester, at his office at Worcester; 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 relate to each of the several parishes and extra-parochial places in or through which the said intended deviations, new lines of railway, branch railways, and works are proposed to be made, 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 place, then with the parish clerk of some parish adjoining thereto at his residence:

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

Dated this first day of November, 1853.

Burchell and Parson,

47, Parliament-street, London.

Caledonian Railway.

(Alteration of Wishaw and Coltness Railway; Branch from that Railway to the Clydesdale Junction Railway; Branches from Glasgow Garnkirk and Coatbridge Railway to Castlecary Branch of Caledonian Railway; Revival of Powers of Caledonian Railway (Glasgow Garnkirk and Coatbridge Branch), Act 1846; Relinquishment of Works; Power to sell Superfluous Lands; Running Powers over portion of Monkland and Kirkinilloch Railway; and Amendment or Repeal and Consolidation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in next Session, for leave to bring in a Bill to empower

the Caledonian Railway Company, to make, complete, and maintain the following works, or some of them, and all proper conveniences in connection therewith, viz.:

First, To remove the tunnel upon that portion of the Wishaw and Coltness Railway, which lies between Carnbroe Ironworks and the Holytown Station, and to make and maintain an open cutting in substitution thereof; the said open cutting to commence at or near the northern extremity of the said tunnel, near the 92 $\frac{3}{4}$ mile post from Carlisle, and to terminate at or near the southern extremity of the said tunnel, near the 92 $\frac{1}{4}$ mile post from Carlisle,—all in the parish of Bothwell and county of Lanark:

Secondly, To make and maintain a branch railway, commencing by a junction with the Wishaw and Coltness Railway at a point near the first bridge over the said railway to the south of the Holytown station, and terminating by a junction with the Motherwell Branch of the Clydesdale Junction Railway at a point near the village of Motherwell; which proposed branch railway and works connected therewith will be situate in the parishes of Bothwell, Dalziel, and Hamilton, or some of them, in the county of Lanark:

Thirdly, To complete and maintain the branch railway authorized by the Caledonian Railway (Glasgow Garnkirk and Coatbridge Branch), Act 1846, and already partly constructed, with such alterations on the line and levels thereof as may be considered expedient, commencing by a junction with the Glasgow Garnkirk and Coatbridge Railway at a point in the parish of Cadder near Gartcosh, and terminating by a junction with the Castlecary branch of the Caledonian Railway at a point in the parish of Old Monkland near Glenboig in the parish of New Monkland; and to make and maintain a connecting branch railway from the Glasgow Garnkirk and Coatbridge Railway, at a point near Garteloss, to the branch railway authorized by the said Act, as now proposed to be constructed, at a point on the lands of Keilgarth; which branch railways and works connected therewith are and will be situate in the parishes of Cadder and Old Monkland in the county of Lanark:

And notice is further given, that duplicate plans and sections, describing the lines, situation, and levels of the said intended works, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said plans, or which may be required to be taken for the purpose of such works, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property, and a published map to a scale of not less than half-an-inch to a mile, with the lines of the proposed railways delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November current, be deposited for public inspection in the offices at Glasgow, Hamilton, and Airdrie respectively of the principal Sheriff-clerk of the county of Lanark; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes before specified, with a copy of this notice as published in the said Gazettes, will also, on or before the thirtieth day of November current, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster with the Session-clerk of each such parish, at the usual place of abode of each such Schoolmaster or Session-clerk:

And it is further intended by the said Bill to

apply for powers to deviate, in the construction of the said several works, from the lines and levels delineated on the plans and sections intended to be deposited as aforesaid, to such an extent as will be defined on the said plans, and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, rivers, canals, streams, sewers, and water-courses, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said several works, or any of the conveniences connected therewith:

And it is further intended by the said Bill to empower the Caledonian Railway Company to raise a further sum of money, by the creation of shares, ordinary or preferential, and by loan, for the purposes of the said several works, and to purchase compulsorily the lands, houses, and other property required for the said purposes, and to levy tolls, rates, and charges, on and for the use of the said intended works, and the conveyance of traffic thereon, and to confer certain exemptions from the payment of such tolls, rates, and charges:

And it is further intended by the said Bill to revive the powers and extend the time granted by the Caledonian Railway (Glasgow Garnkirk and Coatbridge Branch), Act 1846, for the compulsory purchase of lands, houses, and other property, and for the construction of the branch railway and relative works thereby authorized, so far as the same do not differ (beyond the statutory limits of deviation) in line or levels from the said branch railway and relative works as now proposed to be constructed, and as delineated on the plans and sections to be deposited as aforesaid; and to relinquish the remainder of the works authorized by the said Act; as also to relinquish the deviation of the Wishaw and Coltness Railway, and the connecting branch railway from the said deviation to the Motherwell Branch of the Clydesdale Junction Railway, authorized by the Wishaw and Coltness Railway (Deviation and Improvement) Act 1848; as also to revive the powers and extend the time granted by the Acts relating to the Glasgow, Paisley, and Greenock Railway, for the sale of superfluous lands acquired in connection with that undertaking:

And it is further intended by the said Bill to empower the Caledonian Railway Company to use and pass over, with their own engines and carriages, and with engines and carriages using or passing over their lines of railway or any of them, so much of the line of the Monkland and Kirkintilloch Railway, (forming part of the undertaking of the Monkland Railways Company,) as extends from the point of junction of the last-mentioned railway with the Glasgow Garnkirk and Coatbridge Railway, near Gartsherrie station, to the point of junction of the said Monkland and Kirkintilloch Railway with the Castlecary Branch of the Caledonian Railway, near Garnqueen, upon such terms and conditions, and on payment of such tolls, rates, and charges, or other consideration as may have been or may be agreed upon between the Caledonian Railway Company and the Monkland Railways Company, or as shall be fixed by or under the provisions of the said Bill; as also to alter the tolls, rates, and charges leviable in respect of the said portion of the undertaking of the last-mentioned Company:

And it is further intended by the said Bill to vary or extinguish all existing rights and privileges which may in any manner impede or interfere with the objects aforesaid, or any of them, and to confer other rights and privileges:

And for these and other purposes, it is intended

by the said Bill to amend the Acts aftermentioned, or some of them; that is to say, the Caledonian Railway Act 1845, and the following Acts relating to the Caledonian Railway Company and to the Wishaw and Coltness, the Clydesdale Junction, the Glasgow Garnkirk and Coatbridge, the Glasgow Paisley and Greenock, the Polloc and Govan, and the Glasgow Barrhead and Neilston Direct Railways respectively, viz. (local and personal): 7 George IV, chapter 103; 7 & 8 George IV, chapter 88; 10 George IV, chapter 107; 11 George IV, chapters 62 and 125; 1 & 2 William IV, chapter 58; 4 William IV, chapter 41; 1 Victoria, chapters 100, 116, and 118; 1 & 2 Victoria, chapter 60; 2 & 3 Victoria, chapter 58; 3 & 4 Victoria, chapters 107 and 123; 4 Victoria, chapters 5 & 11; 6 & 7 Victoria, chapter 49; 7 & 8 Victoria chapters 87 & 98; 8 & 9 Victoria, chapters 31, 160, & 192; 9 & 10 Victoria, chapters 142, 143, 188, 201, 206, 229, 249, 314, 329, 334, 379, & 395; 10 Victoria, chapters 22, 23, & 24; 10 & 11 Victoria, chapters 82, 90, 95, 168, 169, 172, & 237; 11 & 12 Victoria, chapters 73, 78, 121, & 148; 12 & 13 Victoria, chapters 67 & 90; 14 & 15 Victoria, chapters 99 & 134; and 16 & 17 Victoria, chapter 149; or to repeal the said several Acts or some of them, and to re-enact and consolidate the powers and provisions thereof, or such of them as may be thought expedient, with such amendments thereon, and additions thereto, as may be required for carrying into effect the objects aforesaid, or as may otherwise be deemed necessary; as also so far as necessary to amend or repeal certain of the powers and provisions of the Monkland Railways Act 1848, and the several Acts therein recited, and the other Acts relating to the undertaking of the Monkland Railways Company, passed respectively in the ninth and tenth, the fourteenth and fifteenth, and the sixteenth and seventeenth years of the reign of Her present Majesty:

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

Hope, Oliphant and Mackay, Edinburgh.

Grahame, Weems, and Grahame, Westminster.

7th November, 1853.

National Society for the Administration of Wills, and of Trusts created under them, and of such other Estates 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 17th day of November, 1853.

Robert Henry Causton, Paulton's-square, Chelsea.

York and North Midland Railway.

(Construction of New Lines; Powers to use the Existing Lines of Approach to, and Railway Stations at Leeds, and to enter into Arrangements with the Companies owning or using such Existing Lines and Stations, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to repeal, alter, amend, extend, and enlarge some of the powers and provisions of the several Acts relating to the York and North Midland Railway Company, hereinafter mentioned; that is to say: local and personal Acts 6 William 4, cap. 81; 1 Vic., cap. 68; 4 Vic., cap. 7; 7 Vic., cap. 21; 7 and 8 Vic., cap. 61; 8 and 9 Vic., caps. 34, 57, 58, and 84; 9 Vic., caps. 59, 65, and 66; 9 and 10 Vic., caps. 89, 241, and 247; 10 and 11 Vic., caps. 140, 141, 216, 218, and 219; 12 and 13 Vic., cap. 60; 13 and 14 Vic., cap. 38; 15 Vic., caps. 57 and 96; 15 and 16 Vic., cap. 127; 16 and 17 Vic., cap. 109, or otherwise to repeal the same Acts, or some of them, and to consolidate all or some of the provisions thereof, and of the said intended Act into one Act. And it is proposed by the said intended Act to revive or renew, extend, and enlarge, all or some of the powers and authorities granted to the said Company for the purchase, by compulsion or otherwise, of the lands and houses, and for the completion of works required for the railway by "The York and North Midland (Leeds Extension) Railway Act, 1846," fourthly authorized to be made and maintained, which railway will commence in the townships of Halton, Temple Newsam, and Oswinthorpe, otherwise Osmondthorpe, or one of them, in the parishes of Whitkirk, otherwise Whitechurch, and Leeds, or one of them, in the West Riding of the county of York, by a junction with the Leeds and Selby Railway, now belonging to the said York and North Midland Railway Company, at or near the level crossing on the same railway of the road from Oswinthorpe to Thornes House Farm, thence passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say: Halton, Halton Dial, Whitkirk, otherwise Whitechurch, Knostrop, otherwise Knowsthorpe, Oswinthorpe, otherwise Osmondthorpe, Temple Newsam, Hunslet, Woodhouse, Rothwell, Holbeck, and Leeds, all in the said West Riding, and terminating by a junction with the Midland Railway, near to the bridge over such last-mentioned railway, commonly called the Seven Arch Bridge, in the township of Hunslet in the said parish of Leeds; and to authorize the said Company to make and maintain the said railway with all proper and necessary works and conveniences connected therewith. And it is also proposed by the said intended Act to enable the York and North Midland Railway Company to make and maintain the railways following, or one of them; that is to say: a railway, with all proper works and conveniences connected therewith, from and out of the said first-mentioned intended railway, commencing by a junction therewith, in a field belonging to Joseph Longbottom, and in the occupation of John Stevenson, at a point marked A on the plans hereinafter referred to, in the township of Hunslet, and parishes of Hunslet and Leeds, or one of them, in the said West Riding, and thence passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say: Hunslet, Leeds, Holbeck, Beeston, and Wortley, all in the said West Riding, and terminating by a junction with the Manchester and

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Leeds, formerly the Leeds and Dewsbury Branch of the London and North-Western Railway, near to a bridge which carries such branch over the Copley-hill-road, in the township and chapelry of Wortley, in the said parish of Leeds; and a railway, with all proper works and conveniences connected therewith, commencing by a junction with the secondly above-mentioned intended railway, at or near a certain road called Balm-road, at a point marked B on the said plans, and terminating by a junction with the said Midland Railway, at or near a certain foot bridge called the Wooden Bridge, which same thirdly-mentioned intended railway will be wholly situate in the said township of Hunslet and parishes of Hunslet and Leeds, or one of them. And it is proposed to apply for powers in the said intended Act to divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, canals, navigations, and railways, within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up, for the purposes of such proposed railways and other works respectively, or any of them. And also to take powers for the purchase, by compulsion or otherwise, of lands and houses for the purposes of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works, and to confer other rights and privileges, and also to levy tolls, rates, and duties for or in respect of the use of the said intended railways and works, and to confer such exemptions from the payment of such tolls, rates, and duties as may be thought expedient. And it is also proposed by the said intended Act to authorize and enable the York and North Midland Railway Company to use and pass over with their own engines and carriages, or with engines and carriages using or passing over their lines of railway, so much of the lines of railway belonging to the Midland Railway Company, the Leeds Northern Railway Company, the Great Northern Railway Company, the Lancashire and Yorkshire Railway Company, the Leeds, Bradford, and Halifax Junction Railway Company, and the London and North-Western Railway Company respectively, or of any or either of them as are situate between the point of junction of the York and North Midland Railway with the Midland Railway at or near Methley, and between the respective points of junction of the said intended railways with the said Midland Railway and the Manchester and Leeds Branch of the London and North-Western Railway respectively, and the Hunslet and Wellington-street Railway Stations of the Midland Railway Company at Leeds, or either of them, and between the same respective points of junction and the Leeds Central Railway Station, and between the same respective points of junction and the Leeds and Thirsk Railway Station at Leeds, and between the same several stations respectively, or any or either of them, and as it will be necessary to use in order to enable the York and North Midland Railway Company to obtain convenient access to, between, and from the said several stations respectively, or any or either of them, from and to the said intended railways and their other existing lines of railway, or any or either of them, and to convey traffic to and from the same respectively; and also to authorize and enable the York and North Midland Railway Company to use the said several stations respectively, or any or either of them, together with the watering-places, water,

sidings, platforms, booking and other offices, warehouses, buildings, conveniences, and accommodations of or belonging to, or used with the said several stations, or any or either of them, upon such terms and conditions, and upon payment of such tolls, rates, or charges, or for such other consideration, either annual or in gross, as may be agreed upon between the same Company and the several railway companies respectively, to or by whom such several lines or portions of line, railways, stations, and other works and things belong, or are used, or now or hereafter may belong, or be used, or occupied, or as shall be fixed and determined by or under the said intended Act, and to alter and restrict the tolls, rates, and charges now leviable; and to fix and determine the tolls, rates, and charges to be hereafter taken upon or in respect of the said several portions of railway stations and works; and to authorize the York and North Midland Railway Company to levy and take the same, or any other tolls, rates, and charges, in respect thereof; and to compel the said several railway companies, or any of them, to book through, receive, and forward all passengers, goods, animals, and other traffic, and to afford all necessary facilities for the passage and transmission thereof, upon, over, along, and from their said several railways and stations respectively, or any of them, or any other railways or stations to and from the York and North Midland Railway, and the said intended railways respectively, or any or either of them, and to enable the said York and North Midland Railway Company to carry passengers, goods, animals, and other traffic upon, over, along, and from the said several railways and stations respectively of the said several railway companies, or any of them, and to charge tolls, rates, and charges in respect thereof; and to enable the York and North Midland Railway Company, and the Midland Railway Company, the London and North Western Railway Company, the Leeds Northern Railway Company, the Lancashire and Yorkshire Railway Company, the Leeds, Bradford, and Halifax Junction Railway Company, and the Great Northern Railway Company, or any or either of them, to enter into and carry into effect such arrangements and agreements as they may think fit in respect of the working, management, maintenance, use, and supervision, by the several Companies respectively, or any or either of them, of the said intended railways, and of the said several portions of railway stations and works, or any of them, or any part thereof respectively, and the regulation and management by such Companies respectively, or any or either of them, or otherwise of the traffic upon, or over, or in the said intended railways, and the said several portions of railway and stations, or any of them, and upon such payments, terms, and conditions as may be mutually agreed on between the parties to any such arrangement or agreement, or as may be fixed by the said intended Act; and so far as may be necessary for the several purposes to be authorized by the said intended Act, or any of them, to alter, amend, extend, or enlarge, or to repeal all or some of the powers and provisions of the several local and personal Acts of Parliament, hereinafter enumerated or referred to; that is to say: as to the Midland Railway Company, the 7th and 8th Vic., caps. 18 and 59; 8th and 9th Vic., caps. 38, 49, 56, 90, and 181; 9th and 10th Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10th and 11th Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11th and 12th Vic., caps. 21, 88, and 131; 14th and 15th Vic., caps. 57, 88, and 113. "The Midland Railway Act, 1853," and "The Midland Railway (Leicester

and Hitchin) Act, 1853." As to the London and North-Western Railway Company, the 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, 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; 15th and 16th Vic., caps. 98 and 105; "The London and North-Western Railway (Oldham Branch Deviation, &c.) Act, 1853;" "The London and North-Western Railway (St. Alban's Branch) Act, 1853;" "The London and North-Western Railway (Northampton and Market Harborough, &c., Branches) Act, 1853;" "The London and North-Western Railway (Creve and Shrewsbury Extension, &c.) Act, 1853;" "The London and North-Western Railway (Haydon-square Depot) Act, 1853;" and "The London and North-Western Railway (Buckinghamshire Extension) Act, 1853." As to the Leeds Northern Railway Company, the 8th and 9th Vic., cap. 104; 9th and 10th Vic., caps. 149, 153, and 154; 10th and 11th Vic., cap. 210; 11th and 12th Vic., caps. 56, 57, 68, and 71; 12th and 13th Vic., cap. 27; 14th and 15th Vic., cap. 47; and 16th and 17th Vic., cap. 136. As to the Leeds, Bradford, and Halifax Junction Railway Company, "The Leeds, Bradford, and Halifax Junction Railway Act, 1852," and "The Leeds, Bradford, and Halifax Junction Railway Act, 1853." As to the Lancashire and Yorkshire Railway Company, "The Manchester and Leeds Railway Act, 1836;" "The Manchester and Leeds Railway Act, 1837;" "The Manchester and Leeds Railway Act, 1839;" "The Manchester and Leeds Railway Act, 1841;" "The Manchester and Leeds Railway Act, 1844;" "The Manchester and Leeds Railway Act (No. 1) 1845;" "The Manchester and Leeds Railway Act (No. 2) 1845;" "The Manchester and Leeds Railway Act, 1846;" "The Manchester and Leeds Railway Act (No. 1) 1847;" "The Manchester and Leeds Railway Act (No. 2) 1847;" "The Manchester and Leeds Railway Act (No. 3) 1847;" "The Lancashire and Yorkshire Railway Act, 1848;" "The Lancashire and Yorkshire Railway Act, 1849;" "The Lancashire and Yorkshire Railway Act, 1850;" "The Lancashire and Yorkshire Railway Act, 1852;" and "The York and North Midland and Lancashire and Yorkshire Arrangement Act, 1852." As to the Great Northern Railway Company, the 9th and 10th Vic., caps. 71, 223, 352; 10th and 11th Vic., caps. 143, 146, 148, 272, 286, 287; 11th and 12th Vic., cap. 114; 12th and 13th Vic., cap. 84; 13th and 14th Vic., cap. 61; 14th and 15th Vic., caps. 45 and 114; and 15th and 16th Vic., cap. 153; and "The Leeds Central Railway Station Act, 1848," and any other Acts relating to the before-mentioned Companies and undertakings, or any of them. And it is also proposed by the said intended Act to authorize the York and North Midland Railway Company to apply any of their existing funds, and to raise by the creation of new shares or stock, or by borrowing a further sum of money for the purposes of the said intended railways and works, and for the general purposes of their undertaking, and to authorize the assigning to all or any of such new shares or stock, such guaranteed dividend, and such preferences, priorities, or privileges in the payment of dividends or otherwise, over all or any other classes of shares or stock in the Company as may be agreed upon, or as may be pro-

vided for by the said intended Act. And it is proposed by the said intended Act, to vest all or any of the powers to be thereby granted in, and to enable the same to be exercised by any railway company or companies with which the York and North Midland Railway Company may be united or amalgamated.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the said intended railways and works, together with a book of reference thereto, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the said West Riding of the county of York, at his office at Wakefield, in the same Riding; and 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 intended railways and works are proposed to be made; and also a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish at his place of abode, and in the case of an 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, 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 seventh day of November, 1853.

Richardson and Gutch, Solicitors, York.

Portsmouth Railway.

(Deviations; Alterations of Levels; Extension from Godalming to Shalford; Diversion of Roads; and Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to enable the Portsmouth Railway Company to make and maintain the following deviations from or alterations in their line of railway as at present authorised to be made, or some of them, with all proper and necessary works and approaches connected therewith respectively (that is to say):

First. A deviation commencing by a junction with the Portsmouth Railway as authorised to be made, in a certain field in the parish of Liss, in the county of Southampton, numbered 68a on the plans of the said railway referred to in "The Portsmouth Railway Act, 1853," and terminating by a junction with the line of the Portsmouth Railway as authorised to be made, in or near a certain field numbered 30 on the said last-mentioned plans, in the parish of Linchmere, and county of Sussex, which deviation will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them (that is to say): Liss and Bramshott, in the county of Southampton, and Rogate, Trottoncum-Tuxlith, Rogate-Bohunt, Bramshott, and Linchmere, all in the county of Sussex; and to abandon the formation of so much of the Portsmouth Railway as at present authorised as will become unnecessary by reason of the before-mentioned deviation:

Second. A deviation commencing by a junction with the Portsmouth Railway as authorised to be made, in a certain field in the parish of Buriton, in the county of Southampton, numbered 27 on the plans of the said railway referred to in "The Portsmouth Railway Act, 1853," and terminating by a junction with the line of the Portsmouth Railway as authorised to be made, in or near a certain field numbered 81 on the said last-mentioned plans, in the said parish of Buriton, which deviation will be

wholly situate within the said parish of Buriton and county of Southampton, and to abandon so much of the Portsmouth Railway as at present authorised as will become unnecessary by reason of the before-mentioned deviation:

Third. An alteration in the levels of the Portsmouth Railway as authorised to be made, commencing in a certain field in the said parish of Buriton, numbered 7 in the said parish on the plans referred to in "The Portsmouth Railway Act, 1853," and terminating in a certain field in the said parish numbered 43 on the said last-mentioned plans, which alteration will be wholly situate within the said parish of Buriton:

Fourth. An alteration in the levels of the Portsmouth Railway, as authorised to be made, commencing in a certain field in the parish of Haslemere, in the county of Surrey, numbered 25 on the plans referred to in "The Portsmouth Railway Act, 1853," and terminating in a certain field in the parish of Witley, in the said county of Surrey, numbered 68 on such last-mentioned plans, which alteration will be wholly situate within the parishes of Haslemere, Chiddingfold, Thursley, and Witley, or some of them, all in the county of Surrey:

And it is also proposed by the said intended Act to enable the Portsmouth Railway Company to make and maintain a railway, with all proper works and conveniences connected therewith, and approaches thereto, in extension of and commencing from and out of the main line of the Portsmouth Railway, as authorised to be made, in or near a certain field in the parish of Godalming, in the said county of Surrey, numbered 144 on the plans referred to in "The Portsmouth Railway Act, 1853," and passing thence through or into the parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Godalming, Farncombe, Saint Nicholas Guildford and Shalford, all in the said county of Surrey; and terminating by a junction with the Reading, Guildford, and Reigate line of the South Eastern Railway Company, in the said parishes of Shalford and Saint Nicholas Guildford, or one of them, at or near the point where the said line crosses the river Wey, where it forms the boundary between the said parishes of Shalford and Saint Nicholas Guildford:

And it is also intended by such Act to obtain powers in the construction of the Portsmouth Railway as authorised to be made to divert within the parish of Godalming the course of a public highway leading from Sandhills to the Witley and Petworth turnpike road, which highway is numbered on the plans referred to in "The Portsmouth Railway Act, 1853," 15 in the said parish; and also to divert within the same parish the course of another public highway, called Coombe-lane, leading from Nodding's-farm into the before-mentioned highway numbered 15, which highway so proposed to be altered is numbered on the said plans 13, in the said parish of Godalming;

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

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

use of the said intended works, and to confer other rights and privileges:

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

And it is also proposed by the said intended Act to enable the Portsmouth Railway Company to apply any capital or funds now belonging, or hereafter to belong to them, or under the control of their directors, to the purposes aforesaid, or to raise additional capital for such purposes by borrowing on mortgage or bond, or by the creation of new shares in their undertaking, and to alter, extend, vary, amend, enlarge, consolidate, or repeal all or any of the powers and provisions of "The Portsmouth Railway Act, 1853."

And notice is hereby further given, that maps, plans, and sections of the said intended works and the lands in or through which the same are intended to be made, together with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office in Lambeth; and with the Clerk of the Peace for the county of Sussex, at his office in Lewes; and with the Clerk of the Peace for the county of Southampton, at his office in Winchester; and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended deviation and extension railways and works are proposed to be made, and also a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, and as regards any extra-parochial place with the clerk of some immediately adjoining parish:

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

Dated this 4th day of November, 1853.

R. and W. G. Roy, Solicitors for the Bill.

East Lancashire, Lancashire and Yorkshire, and Manchester and Southport Railway Companies.

(Vesting certain Interests in Portions of the Lancashire and Yorkshire, and Manchester and Southport Railways, in the East Lancashire Railway Company; Station Accommodation at Southport; connecting Lines at Southport and Lathom.)

IT is intended to apply to Parliament, in the next session thereof, for leave to introduce a Bill for the following among other purposes:

1. To vest in the East Lancashire Railway Company, jointly and equally with the Lancashire and Yorkshire Railway Company, or the Manchester and Southport Railway Company (as the case may be), the ownership of so much of the Manchester and Southport Railway as lies between and to the westward of the East Lancashire Railway, in the township of Lathom and parish of Ormskirk, and Southport, in Lancashire, with the stations, approaches, works, land, and conveniences connected therewith, and also to vest in the East Lancashire Railway Company, jointly and equally with the Lancashire and Yorkshire Railway Company, the ownership of the station of the Lancashire and Yorkshire Railway at Clifton, in the township of Clifton and parish of Eccles, in Lancashire, and also so much of the Lancashire and

Yorkshire Railway as lies between the junction therewith of the East Lancashire Railway at Clifton aforesaid and the joint station of the two Companies at Salford, in Lancashire, with the stations, approaches, works, land, and conveniences connected with the said portion of railway.

2. To provide for the joint use, management, and maintenance, by means of a joint committee or joint committees, of the railways, stations, and works which will become the joint property of the East Lancashire and Lancashire and Yorkshire Railway Companies, or the East Lancashire and Manchester and Southport Railway Companies, by virtue of the said Bill; and also the joint station of the Lancashire and Yorkshire and East Lancashire Railway Companies at Salford aforesaid, and likewise to provide for the receipt and distribution of tolls and other charges payable to the said Companies, and to confirm and carry into effect the provisions of an agreement entered into between the said Lancashire and Yorkshire, and East Lancashire Railway Companies, on the 9th day of July, 1853, and all and every other agreements which may have been or may be entered into by and between the said three Companies, with reference to the foregoing matters.

3. To enable the East Lancashire Railway Company to construct a station at Southport, in the township and parish of North Meols, in Lancashire, on the north-east side of the existing station there, of the Liverpool, Crosby, and Southport Railway, together with a short line of railway to communicate between the said intended station and the Manchester and Southport Railway, now in course of construction in the said township, and which work will commence by a junction with that railway, in the said township of North Meols, in a certain field called the House Field, near to Gorse-ey-lane, now or formerly occupied by Mary Ball; and will terminate on the south-easterly side of certain property belonging to William Godfrey, in or near London-street (Southport), in the said township of North Meols; and also to construct another short line of railway to connect the East Lancashire Railway, in the township of Lathom aforesaid, with the Manchester and Southport Railway, which short line of railway will commence by a junction with the East Lancashire Railway, on the western side thereof, about sixteen chains to the northward of the point where the same is intersected by the line of the Manchester and Southport Railway, as now staked out, and will terminate by a junction with the last-named railway, on the northern side thereof, near to the point where that railway is intended to cross the turnpike road, at Burscough Bridge, the whole work being situate in the said township of Lathom; and for the foregoing purpose to repeal such of the provisions of "The Manchester and Southport Railway Act, 1847," as will interfere with the construction of the said work by the East Lancashire Railway Company.

4. To enable the East Lancashire Railway Company to use the station of the Liverpool, Crosby, and Southport Railway Company, at Southport, on such terms and conditions as the said Bill may define; and to confer on the East Lancashire Railway Company the same powers with respect to the same station at Southport as are conferred on the Manchester and Southport Railway Company by virtue of "The Liverpool, Crosby, and Southport Railway Amendment Act, 1850," and to enable the East Lancashire, the Lancashire and Yorkshire, the Manchester and Southport, and the Liverpool, Crosby, and Southport Railway Companies, to enter into agreements with each other as to the appropriation, use,

management, and repairs of the station accommodation at Southport, belonging to all or any of the said companies.

5. To enable the East Lancashire Railway Company to raise additional capital, whether by shares or on mortgage, for all or any of the purposes aforesaid; and also to enable them to attach to the additional capital so to be raised such advantages and priority or guarantee of dividend or interest as the said Bill may declare. The Bill will contain powers for the East Lancashire Railway Company to take lands, houses, and other property, compulsorily for the purposes aforesaid, and to vary or extinguish all rights and privileges attaching to such property; it will also contain powers to levy tolls, rates, and duties with respect to the works to be authorized thereby, and also with respect to the railway stations, and works vested jointly in the East Lancashire and Lancashire and Yorkshire Railway Companies, or the East Lancashire and Manchester and Southport Railway Companies.

Plans, showing the lands intended to be taken for the station at Southport, and also showing the line and situation of the short lines of railway hereinbefore described, and the lands and property through which the same will be constructed; sections showing the level of the said lines of railway; books of reference, containing the names of the owners, lessees, and occupiers of the lands shown on the said several plans; published maps, showing the lines of the proposed railway, and a copy of this notice, will be deposited for public inspection at the office of the Clerk of the Peace for Lancashire, at Preston, before the first day of December next; and before the same day copies of so much of the said plans, sections, and books of reference as relates to each parish in which the works are intended to be made, will also, together with a copy of this notice, be deposited for public inspection with the clerk of that parish, at his residence. The Bill will also extend and amend, alter or repeal, some of the powers and provisions of the Acts relating to the East Lancashire Railway Company, namely: "The East Lancashire Railway Acts, 1844, 1845, 1845, (No. 2);" "The East Lancashire Deviation and Branch Railways Act, 1845;" "The Blackburn and Preston Railway Acts, 1814, 1845, and 1846;" and "The East Lancashire Railway Amalgamation Act, 1846;" "The Liverpool, Ormskirk, and Preston Railway Act, 1846;" "The East Lancashire Railway Deviations and Rawtenstall Coal Branch Act, 1847;" "The East Lancashire Railway Act, 1847 (Preston Extension);" and "The East Lancashire Railway Acts, 1849, 1851, and 1853." Also of the following Acts relating to the Lancashire and Yorkshire Railway Company, namely: "The Manchester and Leeds Railway Acts, 1836, 1837, 1839, 1841, 1844, No. 1, 1845, No. 2, 1845, 1846, No. 1, 1847, No. 2, 1847, No. 3, 1847;" "The Lancashire and Yorkshire Railway Acts, 1848, 1849, 1850, and 1852;" "The York and North Midland and Lancashire and Yorkshire Arrangement Act, 1852;" "The Ashton, Stalybridge, and Liverpool Junction Railway Act, 1844, and 1845;" "The Manchester and Bolton and Bury Canal and Railway Acts, 1831, 1832, 1835, 1838, and No. 2, 1846;" "The Manchester, Bolton, and Bury, and Manchester and Leeds Canal and Railway Act, 1846;" "The Liverpool and Bury Railway Acts, 1845, and 1846;" "The Liverpool and Bury, and Manchester and Leeds Railways Act, 1846;" "The Huddersfield and Sheffield Junction Railway Act, 1845;" "The Huddersfield and Sheffield Junction and Manchester and Leeds Railways Act, 1846;" "The West

Riding Union Railways Act, 1846;" "The Wakefield, Pontefract, and Goole Railway Act, 1845;" "The Wakefield, Pontefract, and Goole Railway Branches Act, 1846;" "The Wakefield, Pontefract, and Goole Railway and Port of Goole Act, 1846." And also an Act passed in the session of Parliament held in the ninth and tenth years of the reign of her present Majesty, intitled, "An Act for vesting in the Grand Junction Railway Company, and the Manchester and Leeds Railway Company the North Union Railway, and all the works, property, and effects appertaining thereto;" an Act passed in the same session of Parliament, intitled, "An Act for making certain lines of railway in the West Riding of the county of York, to be called the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway;" "The Leeds Central Railway Station Act, 1848;" "The Lancashire and Yorkshire and London and North-Western Railways (Preston and Wyre Railway, Harbour, and Dock Vesting) Act, 1849;" and also "The Manchester and Southport Railway Act, 1847;" "The Liverpool, Crosby, and Southport Railway Act, 1846;" "The Liverpool, Crosby, and Southport Railway (sale or lease) Act, 1850;" and "The Liverpool, Crosby, and Southport Railway Amendment Acts, 1850 and 1853."

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons before the 1st day of January, 1854.

Dated this 10th day of November, 1853.

T. A. and J. Grundy, Solicitors.

The Cannock Railway.

(Railway from Wednesbury to Cannock; Powers to Great Western, and to Derbyshire, Staffordshire, and Worcestershire Junction Railway Companies.)

APPPLICATION is intended to be made to Parliament, in the next session thereof, for a Bill to incorporate a Company, and to enable that Company to make and maintain a railway, either of the broad or narrow gauge, or of both gauges, with all proper stations, sidings, approaches, works, and conveniences connected therewith, commencing at or near the town of Wednesbury, by a junction with the authorised line of the Birmingham, Wolverhampton, and Dudley Railway, near to the point where that railway crosses the turnpike-road from Wednesbury to Dudley, in the parish of Wednesbury, in the county of Stafford, and terminating by a junction with the line authorized to be made by the Derbyshire, Staffordshire, and Worcestershire Junction Railway Act, 1847, in the parish of Cannock, in the county of Stafford, at or near a certain field called Hill-field, near White-hill, and adjoining the highway leading from Cannock to Rugeley; which proposed railway will pass from, in, through, or into, or be situate within, the several parishes, townships, and extra-parochial places following, or some of them (that is to say): Cannock, Hednesford, Hednesford with Leacroft, Hatherton, Huntington, Leacroft, Churchbridge, Cannock Wood, Cannock Chase, Wyrley, Great Wyrley, Little Wyrley, Brevood, Aldridge, Great Barr, Wyrley Bank, Landywood, Cheslyn Hay, Saredon, Great and Little Saredon, Shareshill, Hilton, Featherstone, Norton, Norton Canes, Norton-under-Cannock, Brown Hills, Bloxwich, Great Bloxwich, Little Bloxwich, Birch Hills, Rushall, Pelsall, Walsall, Walsall Foreign, Essington, Sneyd, Essington-Wood, Bushbury, Old Fallings, Bentley, Wednesfield, Willenhall, Bilston, Wolverhampton, Darlaston, Delves, Bescot, Pleck, Wednesbury, Sedgley, Tipton, and Westbromwich, or some of them, all in the county of Stafford:

Also a railway commencing from and out of the before-mentioned intended railway, in the parish of Wednesbury, at or near the point where the turnpike-road from Wednesbury to Bilston crosses the private tramway, from the Old Park Collieries and Iron Works, to the Walsall Level of the Birmingham Canal, and terminating in the township of Bilston, in the parish of Wolverhampton, at or near the point where the Birmingham, Wolverhampton, and Dudley Railway crosses the turnpike-road from Gospel Oak to Bilston; which intended railway will pass from, in, through, or into, or be situate within, the several parishes, townships, and extra-parochial or other places following, or some of them: (that is to say) Wolverhampton, Bilston, Sedgley, Tipton, Darlaston, Moxley, Bradley, and Wednesbury, all in the county of Stafford:

Also, a railway commencing at or near the point lastly above described, in the township of Bilston, and terminating by a junction with the line of the Oxford, Worcester, and Wolverhampton Railway, in the parish of Sedgley, in the county of Stafford, at or near the point where the public carriage road from Prince's-end to Coseley Church crosses the Oxford, Worcester, and Wolverhampton Railway; which intended railway will pass from, in, through, or into, or be situate within, the several parishes, townships, and extra-parochial or other places following, or some of them: (that is to say) Wolverhampton, Bilston, Sedgley, Tipton, Darlaston, Moxley, Bradley, and Wednesbury, all in the county of Stafford:

The Bill will take powers for the purchase of lands and buildings, by compulsion, for the purposes of the intended railways and works, and will vary or extinguish, all existing rights or privileges connected with the said lands and buildings, or which would interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges; it will also enable the Company to levy tolls, rates, and charges, for and in respect of the use of the said intended railways and works, and to grant exemptions from such tolls, rates, and charges:

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, will be deposited on or before the thirtieth day of November instant, with the Clerk of the Peace for Staffordshire, at his office in Stafford; and a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railways and works are proposed to be made, and also a copy of this notice, will be deposited on or before the same day, with the parish clerk of each such parish, at his residence; and as to so much or such part of Cheslyn Hay as may be extra-parochial, with the clerk of the adjoining parish of Cannock:

The Bill will enable the Great Western Railway Company, and the Derbyshire, Staffordshire, and Worcestershire Junction Railway Company, or either of them, to contribute towards the intended undertaking such portion of their respected corporate funds as shall be defined by the Bill, and to raise a further sum of money by the creation and issue of new shares in their respective undertakings, and by mortgage or bond; and to attach to the shares so to be created, such priority of dividend, or guarantee of interest, as the Bill may prescribe:

The Bill will also enable the Great Western Railway Company, and the Derbyshire, Staffordshire, and Worcestershire Junction Railway Company, or either of them, to complete the said intended railways and works, or such parts of the same as the Bill shall define, if the same shall not be completed within a specified time by the Com-

pany to be incorporated by the Bill; and it will also enable the Great Western Railway Company to use the said intended undertaking, with their own engines and carriages, and also to enter into arrangements with the intended Company, for the maintenance and working of the said undertaking by the Great Western Railway Company, and for the conveyance of traffic thereon, and for the conveyance and interchange of traffic common to the Companies, and the collection and apportionment of the tolls and other charges affecting all such traffic:

The Bill will also require the Derbyshire, Staffordshire, and Worcestershire Junction Railway Company, to grant the facilities described in the Bill, for the conveyance and accommodation, along their railway, and at their stations, of the carriages and waggons, and of the passengers, animals, and goods, coming from or destined for the intended railways, and for the passage along their railway of the engines, carriages, and waggons of the intended Company, or of the Company for the time being, working, or using, or having the control over the intended railways:

The Bill will, if need be, amend and enlarge some of the powers and provisions of the Acts following, relating to the Great Western Railway Company; (that is to say) local and personal, 5 & 6 Wm. IV., cap. 107; 6 Wm. IV., caps. 36, 38, 77, and 79; 1 Vict., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vict., cap. 27; 3 Vict., cap. 47; 3 & 4 Vict., cap. 105; 4 & 5 Vict., cap. 41; 5 Vict., sess. 2, cap. 28; 6 Vict., cap. 10; 7 Vict., cap. 3; 7 & 8 Vict., cap. 68; 8 & 9 Vict., caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Vict., cap. 14; 9 & 10 Vict., caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 & 11 Vict., caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 & 12 Vict., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Vict., caps. 6 and 7; 13 & 14 Vict., caps. 44, 98, and 110; 14 & 15 Vict., caps. 48 and 81; 15 & 16 Vict., caps. 125, 133, 140, 145, 147, and 168; and 16 & 17 Vict., caps. 121, 153, 175, and 212; it will also amend and extend certain of the provisions of "The Derbyshire, Staffordshire, and Worcestershire Junction Railway Act, 1847;"

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

Dated the 10th day of November, 1853.

W. O. and W. Hunt.

J. W. and G. Whateley.

Rhymney Railway.

(Incorporation of Company for making a Railway from Rhymney to the Llanciach Branch of the Taff Vale Railway, with Branches and a Deviation in the said Llanciach Branch, all in the county of Glamorgan.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, with all proper works and conveniences connected therewith and approaches thereto (that is to say):

First. A railway commencing at Rhymney, in the parish of Gelligaer, in the county of Glamorgan, at or near to the Store House belonging to the Rhymney Iron Company, situate in the hamlet of Brithdir, in the said parish of Gelligaer, in the said county of Glamorgan, and passing thence from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them (that is to say), Gelligaer, the hamlets of Brithdir, Hengoed, and Cefn, all in

the said parish of Gelligaer; Llanfabon, the hamlets of Garth and Glyn Rumney, in the said parish of Llanfabon, all in the said county of Glamorgan, and terminating by a junction with the Llanciach branch of the Taff Vale Railway, in the said hamlets of Garth or Glyn Rumney, in the said parish of Llanfabon, in the said county of Glamorgan, at or near to the Nelson Inn public-house, in the said hamlet of Glyn Rumney, and parish of Llanfabon, in the said county of Glamorgan.

Second. A branch railway commencing by a junction with the line of the firstly described main line of railway, at or near to the village of Pont Aber Bargoed, in the hamlet of Hengoed, in the said parish of Gelligaer, and county of Glamorgan, and passing thence from, in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them (that is to say), Gelligaer, the hamlets of Hengoed, Brithdir, and Ysgwyddgwyn, in the said parish of Gelligaer, all in the said county of Glamorgan, and terminating at or near to a place called Cil Heol, otherwise Cil Haul, in the said hamlet of Ysgwyddgwyn, in the said parish of Gelligaer, in the said county of Glamorgan.

Third. A branch railway commencing from and out of the firstly described main line of railway, at or near to a farm house, called Llan Rumney, in the said hamlet of Hengoed, in the said parish of Gelligaer, in the said county of Glamorgan, and passing thence from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Gelligaer and the hamlet of Hengoed, in the parish of Gelligaer, in the said county of Glamorgan, and terminating by a junction with the line of the Newport, Abergavenny, and Hereford (extension to Taff Vale) Railway, as authorized to be made, at or near to the westernmost end of the viaduct intended to be constructed across the River Rumney, in the said hamlet of Hengoed, and parish of Gelligaer, in said county of Glamorgan.

Fourth. A proposed deviation of the line of the Llanciach Branch of the Taff Vale Railway, commencing at or near to the Carpenter's Arms public house, in the hamlet of Garth, in the said parish of Llanfabon, and county of Glamorgan, and passing thence from, through, or into the several parishes, townships, extra-parochial or other places following, or some of them (that is to say), Llanfabon, and the hamlet of Garth, in the said parish of Llanfabon and county of Glamorgan, and terminating at or near to the present junction of the said Llanciach Branch with the main line of the Taff Vale Railway, in the hamlet of Glyncynon, in the parish of Llanwonno, and county of Glamorgan.

And it is proposed by such intended Act to incorporate a Company for the purposes of carrying into effect the said intended railway, branch railways, deviation, approaches, and works, or some of them, or some part or parts thereof, and to take powers for the purchase of lands and houses by compulsion or agreement, for the purposes of the railway, branch railways, deviation, approaches, and works so intended to be authorized as aforesaid, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands and houses proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway, branch railways, deviation, approaches, and works, and to confer other rights and privileges, and to take power to alter, divert, or stop up, whether temporarily or permanently, all turnpike and other roads, railways, tramways, aqueducts, bridges, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, and extra-parochial or other

places, or any of them, with which it may be necessary to interfere in the construction of the said intended railway, branch railways, deviation, approaches and works, and also to levy tolls, rates, and charges, for and in respect of the use of the said intended railway, branch railways, deviation, approaches, and works, and to grant exemptions from such tolls, rates, and charges.

And notice is hereby given, that maps, plans, and sections of the said intended railway, branch railways, deviation, approaches, and works, together with books of reference to such plans, and also a copy of this notice, as published in the London Gazette, will be deposited on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; and that a copy of so much of the said plans and sections, and books of reference as relates to each of the parishes in or through which the said intended railways, approaches, and works, are proposed to be made; and also a copy of the said Gazette notice will be deposited on or before the thirtieth day of November in the present year, with the Parish Clerk of each such parish at his residence, and in case of any extra-parochial place, with the Parish Clerk of an adjoining parish at his residence.

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

Dated this 7th day of November, 1853.

R. and W. G. Roy,

28, Great George-street, Westminster,
Solicitors for the Bill.

Conway and Llanrwst Railway.

(Construction of Railway from Conway to Llanrwst; Incorporation of Company.)

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 authorize the construction and maintenance of a railway, with all proper works and conveniences connected therewith, to commence by a junction with the Chester and Holyhead Railway near Conway, at or near to the 4th mile-post on the said last-mentioned railway, in the parish of Llangwstenin, in the county of Carnarvon, and to terminate in the township of Tre'r Dre, in the parish of Llanrwst, in the county of Denbigh, in a field belonging to Robert Owen Mouldsdale, Esquire, in the occupation of William Prichard, and called or known by the name of Scowlyn Bach, and situate near the Llanrwst Union Workhouse; which said railway works and conveniences will pass from, in, through, or into, or be situate within the several parishes, townships, and extra parochial, or other places following, or some of them; that is to say: Llangwstenin, Llanbedr, Caerhyn, Dolgarrog, Ardda Trevriw, Llanrhwchwyn, The Abbey Lands, and Maenan, all in the county of Carnarvon; Eglwysfach, partly in the county of Carnarvon and partly in the county of Denbigh, and Llansantffraid Glan Conway, Trallwyn, Trellan, Bodnod, Cefnycoed, Llanddoget, Tre'r Dre, and Llanrwst, all in the county of Denbigh. And it is intended by the said Bill to obtain all necessary powers for the purchase of lands and houses by compulsion or agreement; and also powers to stop up, alter, or divert all turnpike, and other roads and highways, tramways, aqueducts, canals, reservoirs, rivers, streams, brooks, waters, watercourses, and other works within the said several parishes, townships, or places, or any of them which it may be neces-

sary to stop up, alter, or divert, for the purposes of the said railway; and particularly powers to divert the waters of the river Conway from the existing navigation thereof into an intended navigation, to commence at a point in the said river, in or near to a field, part of the Abbey Lands, in the said county of Carnarvon, belonging to the Honourable Spencer Bulkeley Lord Newborough, and in the occupation of William Hughes, and to terminate at a point, in the said river, in the Abbey Lands aforesaid, opposite to the dwelling-house or mansion, called The Abbey, belonging to the said Lord Newborough; and also to divert water from the said river Conway into an intended cut, to commence at or near to the last-mentioned point, and to terminate in a field in the parish of Llanddoget, in the county of Denbigh, belonging to the proprietors of the Plasmadoc Estate, and in the occupation of Thomas Davies; and it is also intended by the said Bill to obtain all necessary powers for the purpose of levying tolls, rates, and duties, and to grant exemption from such tolls, rates, and duties, in certain cases, and to vary or extinguish all rights or privileges which would or might interfere with the construction, maintenance, or use of the said intended railway. And it is further proposed by the said Bill, to incorporate a Company for carrying the purposes aforesaid into effect.

And notice is hereby lastly given, that duplicate plans of the said intended railway, showing the line or situation thereof, and the lands in or through which the same is proposed to be made, together with the book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers, of such lands, and a published map with the line of the said intended railway delineated thereon, and duplicate sections describing the intended levels of the said proposed railway, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November, 1853, with the Clerk of the Peace for the county of Carnarvon, at his office at Carnarvon, in the same county; and with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin, in the same county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and extra parochial places in or through which the said railway is proposed to be made, and a copy of this notice as published in the said Gazette, will be lodged with the parish clerk of each such parish, or in case of any extra parochial place with the clerk of some parish immediately adjoining thereto; and that on or before the 31st of December, 1853, printed copies of the intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this tenth day of November, 1853.

H. Beaver Roberts, Bangor, Solicitor for the Bill.

Manchester Corporation Water Works.

(Extension of Limits for Supply of Water beyond the city; Power to construct Additional Works; Power to raise Money; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of "The Manchester Corporation Water Works Act, 1847," "The Manchester Corporation Water Works Act, 1848," and "The Manchester Corporation Water Works Second

Amendment Act, 1851," and to make or construct the following works, viz.:—A line of piping from and out of the open conduit, channel, sluice, or watercourse, of and belonging to the mayor, aldermen, and citizens of Manchester, at a point thereof at or near the westerly end of such open conduit, channel, sluice, or watercourse, between the Mottram Tunnel and the first cast-iron syphon nearest thereto, to and extending into the township of Hyde, at or near the place where the main pipe of the said mayor, aldermen, and citizens enters such township, from the township of Godley, so as thereby to effect a junction with any pipe or pipes or other works of or belonging to the owner or owners for the time being of the Hyde, Werneth, and Newton Water Works, and which said line of piping will pass through or enter the township of Godley, in the parish of Mottram-en-Longden-dale, in the county of Chester; and also to extend the limits within which the mayor, aldermen, and citizens of the city of Manchester may supply water to and over the several townships or extra-parochial places following; that is to say: Blackley, Burnage, Chorlton-cum-Hardy, Didsbury, Failsworth, Harpurhey, Levenshulme, Moss Side, Moston, Rusholme, Stretford, and Withington, or some of them, in the county of Lancaster, and to confer on the said mayor, aldermen, and citizens, or the council of the city for the time being, all necessary powers for supplying the inhabitants thereof with water, or which may be necessary or proper for enabling them to lay down and construct pipes and other works for affording such supply, and to enable the said mayor, aldermen, and citizens to charge and recover rents for the supply of water within the limits of the said intended Act, and to confer, vary, or extinguish exemptions from the payment of rents, and also to make better provision for the recovery of rents in respect of water supplied by the mayor, aldermen, and citizens, and also to enable the said mayor, aldermen, and citizens to raise a further sum of money for the completion and maintenance of their waterworks and otherwise, relating to the supply of water by mortgage, bond, or grant of annuity upon the credit of the borough rate or borough fund of the said city, and also upon the credit of the water rates or rents which they are, or may be authorised to demand, levy, and receive by virtue of the said recited Acts, and the said intended Act, or any or either of them, or by all or any of the means aforesaid, or by such other means as Parliament shall think fit, and as may be provided by the said intended Act.

And power will be taken by the said intended Act to alter and reduce the amount of compensation in water by the said recited Acts; or some or one of them, required to be provided for the owners and occupiers of mills and other works.

And notice is hereby also given, that on or before the 30th day of November instant, duplicate plans and sections of the before-mentioned works, together with books of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Lancaster, at his office at Preston; and with the Clerk of the Peace for the county of Chester, at his office at Chester; and also with the parish clerk of the said parish of Mottram-en-Longden-dale, at his residence.

And notice is hereby also 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 10th day of November, 1853.

Joseph Heron, Town Clerk,

Oxford, Worcester, and Wolverhampton Railway.
(Chipping Norton Branch.)

(Branch Railway from Bledington Road to Chipping Norton; Creation of New Capital; Arrangements as to Traffic and Tolls; 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 make and maintain a branch railway from and out of the Oxford, Worcester, and Wolverhampton Railway, with all proper works and conveniences connected therewith, commencing by a junction with the main line of the said Oxford, Worcester, and Wolverhampton Railway, at or near the point in the parish of Churchill, in the county of Oxford, where the said main line is crossed by the public carriage road from the village of Churchill, in the said county of Oxford, to the village of Bledington, in the county of Gloucester, and passing thence from, in, through, into, and to the several parishes, townships, and extra-parochial places following (that is to say): Churchill, Chipping Norton, Kingham, Cornwell, and Salford, all or some of them in the said county of Oxford, and terminating on the Great Common, in the parish of Chipping Norton aforesaid, at or near the turnpike road leading from Chipping Norton aforesaid to Moreton in the Marsh:

And it is intended to apply for the several powers following, or some of them (that is to say): To construct within the several parishes, townships, and extra-parochial places aforesaid, stations, communications, works, and other conveniences; to authorize junctions with any railway or railways at the commencement or termination of the line or course of the said branch railway, as before described; to deviate from the line and levels laid down on the plans and sections hereinafter mentioned; and to alter, divert, or stop up, whether permanently or temporarily, any turnpike roads, aqueducts, canals, navigations, and railways:

And it is also intended to apply for powers to levy tolls, rates, or duties for the use of the said 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 plans hereinafter mentioned, and also for 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 it is also intended by the said Bill to authorize and empower the Oxford, Worcester, and Wolverhampton Railway Company to make the said branch railway and works, and for that purpose to raise an additional and distinct capital by shares, or by mortgage of the revenue of such branch line, and to apply such additional capital for the purposes only of the said branch railway and the works connected therewith, and to apply the profits, or a proportionate part of the revenue arising upon and from the said branch railway and works, for the exclusive benefit of the holders of such new capital:

And it is further intended by such Bill to exempt the aforesaid branch railway, and the holders of such new capital, from any liability to the debts or engagements of the Oxford, Worcester, and Wolverhampton Railway Company, and to authorize such arrangements with respect to the maintenance, working, and using of the branch railway, and the apportionment of the revenue arising therefrom, as may be prescribed or authorized by the Bill, and to confer certain powers, authorities, and restrictions upon the holders of such new capital:

And it is also intended to authorize the said Oxford, Worcester, and Wolverhampton Railway

No. 21496.

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Company to maintain, work, and use such branch railway, and to take and regulate the tolls and charges to be made for the use thereof, and to charge separate and additional tolls for the use thereof, and to keep separate accounts of the money received in respect thereof, and to make and enter into such arrangements with respect to the proportion of such money for such maintenance and working as may be agreed upon, or as may be provided by the said Bill:

And it is also intended to alter, amend, and enlarge the provisions of the various Acts relating to the said 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;" "The Oxford, Worcester, and Wolverhampton Railway (Extensions of Time) Act, 1852;" and "The Oxford, Worcester, and Wolverhampton Railway (Branches and Extension) Act, 1853;" or some of them:

And notice is hereby also given, that duplicate plans and sections of the said branch railway showing the line and levels thereof, and the lands which will or may be taken, books 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 general course or direction of the intended branch railway marked 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 Oxford, at his office at Oxford, on or before the thirtieth day of November instant, and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes and extra-parochial places from, in, through, into, or to which the said intended branch railway and works are intended to be constructed; and a copy of this notice will, on or before the said thirtieth day of November instant, be deposited for public inspection with the parish clerks of each such parish, at his residence, or in the case of any extra-parochial place, then with the parish clerk of some adjoining parish, at his residence, and that printed copies of the said Bill will be deposited in the Private Bill Office on or before the said thirty-first day of December next.

Dated first day of November, 1853.

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

A. L. Rawlinson, Chipping Norton, Oxfordshire.

Oxford, Worcester, and Wolverhampton Railway.
(Cradley Loop Railway.)

(Construction of Railways from Stourbridge through Cradly to Netherton; Additional Capital; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to make and maintain the railways and works following, or some of them, or some part or parts thereof respectively (that is to say):

A railway, commencing by a junction with the Oxford, Worcester, and Wolverhampton Railway, at or near Stourbridge Station of such railway, in the townships of Stourbridge and Upper Swinford, or one of them, in that part of the parish of Old Swinford, which is situate in the county of Worcester, passing from thence, from, in, through, or into the several parishes, townships, and extra-

parochial places of Stourbridge, Upper Swinford, Lower Swinford, Old Swinford, Lye, Lye Waste, Cradley, Cradley Heath, Netherton, Cropthorne, Saint Andrew's Netherton, Bumble Hole, Musham, Dudley Wood, Dudley, Borough of Dudley, Saint James Dudley, Saint John Dudley, Saint Edmund Dudley, and Saint Thomas Dudley, or some of them, in the county of Worcester; Old Swinford, Cradley Heath, Brierly Hill, Kingswinford, Wordesley, Rowley, Rowley Regis, Saint Giles Rowley Regis, Rowley Regis overside, Rowley Regis lower side, Rowley Somery, Clent, Saint Leonard's Clent, Saint Luke's Reddall Hill, and Corngreaves, or some of them, in the county of Stafford, and terminating at or near the Netherton Station of such railway, in the township or district of Netherton and parishes of Dudley and Cropthorne, or some or one of them, in the said county of Worcester :

A railway from and out of such intended railway, commencing by a junction therewith at or near a road or footpath leading from Stourbridge to Lye, about two hundred and sixty yards east of the Oxford, Worcester, and Wolverhampton Railway, in the township of Stourbridge or Upper Swinford, or one of them, in that part of the parish of Oldswinford which lies in the said county of Worcester, passing through such townships, and parish, or some or one of them, and terminating in the said townships and parish, or some or one of them, by a junction with an intended new line of railway proposed to be made, in substitution of a part of the authorised Stourbridge Branch Railway, about one hundred and twenty yards west of the Oxford, Worcester, and Wolverhampton Railway :

A railway commencing by a junction with the proposed railway first hereinbefore described in the township or hamlet of Cradley or Cradley Heath, in the parish of Rowley Regis, at or near certain works called Cradley Forge, and terminating at or near certain other works called Corngreaves Ironworks, and which said railway will pass from, in, through, and into the several townships, parishes, and extra-parochial places of Cradley, Cradley Heath, Rowley Regis, and Corngreaves, or some of them :

A railway commencing by a junction with the proposed railway first hereinbefore described at or near the road leading from Cinder Bunk to Baptist End, in the said township or district of Netherton and parish of Dudley and Cropthorne, or some or one of them, and terminating at or near where the Oxford, Worcester, and Wolverhampton Railway crosses the Dudley Canal, in the said township, district, and parishes, or some or one of them, and which said railway will be wholly situated in such townships, districts, and parishes, or some or one of them :

And it is intended to authorise the Oxford, Worcester, and Wolverhampton Railway Company to make and maintain, work, and use the said railways and other works hereinbefore described, or any of them, and to take rates, tolls, and charges thereon, and to carry into effect the other objects and purposes of the Bill, and to exercise the several powers to be conferred upon them by the Bill, and to authorise such Company to raise for such purposes a new or distinct capital by the creation of new shares, and to raise money by mortgage or bond on the credit of the undertaking to be authorised by the Bill, or by either of such means, and to apply such new capital to the construction of the intended railways and works, and to keep the same capital and the revenue arising from the said intended undertaking separate and distinct from the general share capital and revenue of the Company and to divide the profits arising from or in respect of the intended railways and works amongst the holders of such new capital, or to incorporate the holders of such new capital, or confer upon

them certain powers, rights, and privileges, and to authorise the Oxford, Worcester, and Wolverhampton Railway Company to regulate and arrange the traffic on such new railways, and to apportion the revenue arising from the traffic upon such new railways, and also the revenue arising from the traffic having passed, or being intended to pass, both upon such new railways and the Oxford, Worcester, and Wolverhampton Railway, or any part thereof, and to apply the same respectively in such proportions and manner as may be provided by or be authorised by the said Bill :

And in the said Bill the following powers will be applied for (that is to say) : within the several parishes, townships, and extraparochial places aforesaid to construct stations, communications, works, and conveniences, to deviate from the line and levels laid down on the plans, and sections hereinafter mentioned, to cross over, under or on the level, or to divert, alter, or stop up, turnpike roads, canals, railways, navigations, streams and watercourses :

And it is intended to apply for power in the said Bill for the compulsory purchase of lands and houses for the construction of the said intended railways and the works connected therewith, to levy tolls, rates, and duties for the use of the said intended railways and other works, and to confer, vary, and extinguish exemptions from payment of tolls, and other rights and privileges :

And it is intended in the said Bill, so far as may be needful, to alter, amend, extend, repeal, or enlarge some of the powers and provisions of the several Acts relating to the Oxford, Worcester, and Wolverhampton Railway (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 "The Oxford, Worcester, and Wolverhampton Railway (Branches and Extension) Act, 1853."

And to enable the Oxford, Worcester, and Wolverhampton Railway Company, if they think fit, at any time hereafter, out of the general capital stock of the Company to redeem the shares to be created by the Bill, and to merge the intended new railways in the general undertaking of the Company, and to apply their capital or their money for such purposes :

And notice is hereby further given, that duplicate plans and sections describing the lines and levels of the said intended railways and works, and the lands which may be taken for the purposes thereof, with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses which may be taken under the powers of the Bill, and a published map, with the general course and direction of the intended railways marked 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 Stafford at his office at Stafford, and with the Clerk of the Peace for the county of Worcester at his office at Worcester, on or before the thirtieth day of November instant; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes and extra-parochial places from, in, through, or into which the said intended railways and works will pass or be situate, with a copy of this notice, will, on or before the said thirtieth day of November, be deposited for public inspection with the parish clerk of each such

parish at his residence, and in the case of an extra-parochial place, then with the parish clerk of some adjoining parish at his residence.

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

Dated this first day of November, 1853.

Burchell and Parson,

47, Parliament Street, London.

West Hartlepool Improvement.

(Appointment of Commissioners; General Improvements; Lighting, Cleansing, Markets and other Public Buildings; Cemetery; Police; Purchase of Lands; Rates, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to introduce a Bill, in order to obtain an Act for paving, lighting, watching, draining, watering, cleansing, and otherwise improving and regulating the town of West Hartlepool, and the township of Stranton, in the parish of Stranton, in the county of Durham, or such part of such township as shall be specified in the said intended Act, 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 incorporate such commissioners who are 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, for cleansing and sanitary purposes, and for baths and wash-houses, and watering the streets and roads, and to construct or purchase, or rent, hold, and maintain markets and market-places, or market-house, public baths and wash-houses, 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 to vest in such commissioners, and place under their control and management, the present and future streets, turnpike and other roads, and other public ways, passages, and places within the limits of the said intended Act in the said town and township, and to prevent the collection of any toll on any turnpike road within the said limits.

And it is also proposed by the said intended Act, to vest in the said commissioners power to erect a 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 by the said intended Act it is proposed to enable the said commissioners to take possession of, and compulsorily purchase, any houses or buildings, (together with any yard or other ground attached thereto, or theretofore occupied therewith); which may be deserted or unoccupied, or which may be in an unfinished or dilapidated state, or may be a nuisance to the neighbourhood, or prevent the carrying out of improvements to be

authorised by the said intended Act, and to remove, repair, or reinstate such houses or buildings, and sell the same and the materials thereof, and the land on which the same shall be situated, and any yard or other ground attached thereto, or theretofore occupied therewith, subject to such restrictions and regulations as in the said intended Act shall be provided.

And it is proposed by the said intended Act to authorise the said commissioners to contract with any party or parties for the use or purchase, either partially or wholly, of any springs, streams, or waters, or the right to use the same; and also any tanks, reservoirs, cisterns, pipes, and other works, or any interest therein, which may be convenient or suitable for the purpose of supplying the said town and township, or any part thereof, within the limits of the said intended Act, with water for cleansing and sanitary purposes, and for baths and wash-houses, and watering the streets and roads; 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 township or parish, or any part thereof.

And it is proposed by the said intended Act to make provision for the better protection, management, and regulation of the said town and township, within the limits of the said intended Act, by any present or future constabulary force, and if need be to establish a new police force, within the said town and township.

And it is also proposed by the said intended Act to authorise the commissioners to build, purchase, or take on lease a town hall, police stations, gaol, or lock-up, and other offices and places for or connected with the administration of justice, and to let or hire out the same, or any of them.

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 approaches, works, and conveniences annexed thereto, or connected therewith, and to levy and take rents, fees, and charges for the use of such cemetery, or cemeteries, and to make regulations for the government and management thereof, and to prevent interments, either wholly or partially, in the present and future churches, church-yards, and burial grounds attached thereto, within the limits of the said intended Act, within the said town and township, 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, and within the limits of a certain field, or piece, or parcel of land, within the said township of Stranton, now in the possession of Ralph Ward Jackson, Thomas Wilde Powell, and Robinson Watson, and which said field is bounded on the south side thereof by a highway leading from Stranton to Throston and Hart, in the said county of Durham, and on the east side or end by a highway leading from Stranton aforesaid to Hartlepool, and the eastern end of which said field is situate about 330 yards to the west of a certain water reservoir, belonging to the Hartlepool Gas and Water Company.

And it is also proposed by the said intended Act, to authorise and empower the said commissioners to contract with the owners, or lessees, of any gas works which may be now or hereafter constructed for supplying and lighting the said

town and township, within the limits of the said intended Act, with gas.

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 watercourses, and other water privileges, easements, rights and hereditaments, and to alter or extinguish all existing rights or privileges connected with such lands and houses and other property which would interfere with the proposed undertakings, 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, watercourses, 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 of the said intended Act, to levy tolls, rents, rates, and duties, within the limits of the said intended Act, within the said town of West Hartlepool and township of Stranton, 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 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 accommodations, at or within any market-house, market-place, or market, 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, sewage works, cemeteries or burial grounds, 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 Waterworks Clauses Act, 1847;" "The Towns Improvement Clauses Act, 1847;" "The Cemeteries Clauses Act, 1847;" "The Town Police Clauses Act, 1847;" "The Public Health Act, 1848;" and "The Public Health Supplemental Act, 1849;" 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 it is proposed by the said intended Act to enable the said commissioners to establish bye-laws, rules, and regulations touching all or any of the matters aforesaid, and for the regulation of their officers and servants.

And notice is hereby given, that copies of the Bill relating to the objects aforesaid will be

deposited, on or before the 31st day of December, 1853, in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1853.

Bell, Steward, and *Lloyd,* 59 Lincoln's Inn Fields, Solicitors for the Bill.

Congleton and Biddulph Valley Railway.
Incorporation of Company.

(Construction of Railways from Red Cross, in the parish of Biddulph, to join the North Staffordshire Railway, at or near the Congleton Station, and also from thence to the town of Congleton; Connection with the Macclesfield Canal near Congleton Station; Approaches at Congleton, and Contributions to Improvements of Approaches from township of Congleton; Powers to use the North Staffordshire Railway, and the Macclesfield Canal.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to make and maintain the railways and other works hereinafter mentioned, or some of them; that is to say:

A railway, with all proper works and conveniences connected therewith, and approaches thereto, commencing at or near to a certain field at Red Cross, in the township of Biddulph, in the county of Stafford, belonging to John Bateman, Esq., near to or adjoining a road leading from Red Cross to Mow Cop, and terminating by a junction with the North Staffordshire Railway, at or near the Congleton Station of such railway, in the township of Congleton, in the parish of Astbury, in the county of Chester.

Also a railway, commencing by a junction with the said first-described railway, at or near White-moor Cottage, in the said township of Biddulph, on land occupied by George Birks, and terminating at or near the Lea Colliery, in the same township of Biddulph, occupied by Samuel Gosling and others.

Also a railway, commencing by a junction with the said North Staffordshire Railway, at or near the north-eastern side of a wharf or yard belonging to the North Staffordshire Railway Company, at or near the said Congleton Station, and terminating at or near a certain field in the township of Congleton, in the said parish of Astbury, situate between Park-lane and Bramley-lane otherwise Bromley-street, in the borough of Congleton, belonging to Isaac Faulkner, Esquire, and occupied by Joseph Bullock, Esquire; which said railways and the works connected therewith will be situate in, or pass from, in, through, or into the townships, parishes, or places of Biddulph, Over Biddulph otherwise Overton, Middle Biddulph, and Nether Biddulph, in the county of Stafford, or some or one of them, and the township and borough of Congleton, and townlands of Congleton Moss, in the parish of Astbury, in the county of Chester.

Also a railway to connect the first-described railway with the Macclesfield Canal, commencing by a junction with the first-described railway, in or near a field on or near Congleton Moss, occupied by James Worth, and terminating at or near the Macclesfield Canal, in a piece of land occupied by Thomas Sherratt, all in the said township of Congleton and parish of Astbury.

And it is intended to improve the approaches to the said railway, at Congleton; and for such purposes to enable the Company to purchase by compulsion, take down and remove the houses and buildings on the southern side of a certain street, in the said township of Congleton and parish of Astbury, called Duck-street, and to widen such

street throughout the whole extent thereof; also to purchase by compulsion, take down and remove certain houses, buildings, and land, situate at and near the convergence of Lawton-street, Wallworth's Bank, and Park-lane, in the said township and parish; and to widen and improve the said streets, or any of them; and to enable the Surveyors of the Highways of the township of Congleton, with the consent of the inhabitants of such township, in vestry assembled, to contribute towards the expenses of such improvements in the said approaches, and to charge the highway rates of the said township with such contributions, and to raise money on the security of such rates for the purposes aforesaid.

And it is intended to apply for powers to make deviations from the line and levels of the proposed railways and works, shown upon the plans and sections hereinafter mentioned; and also to cross over, under, or on the level, or to alter, divert, or to stop up, whether temporarily or permanently, all such turnpike roads, streets, and other highways, streams, sewers, canals, navigations, rivers, bridges, railways, and tramroads, within the parishes, townships, and places aforesaid, or any of them, as it may be necessary to cross, pass over, or under, alter, divert, or stop up, for the purposes of the said railways and works respectively.

And it is intended by the said Bill, to take powers to incorporate a Company for the purpose of carrying into effect the proposed railways and works, and for the other purposes and objects set forth in this notice, or some part or parts thereof, or otherwise to delegate to the North Staffordshire Railway Company, the execution of all or any of the powers of the said Bill, and to authorize the said North Staffordshire Railway Company, out of their corporate or other funds, to make the aforesaid railways and works, or any part or parts thereof, or to take shares in, and to subscribe for, or towards the making, maintaining, working and using the said intended railways and works, or any part thereof, or to guarantee to the Company to be incorporated by the said Bill, such interest or profit upon their outlay as may be mutually agreed upon, and to raise money for the several purposes aforesaid, or any of them, and to increase their capital by the creation of new or additional shares, or by mortgage, or by such other ways or means as Parliament shall think fit.

And it is proposed by the said Bill, to empower the said Company so to be incorporated, to purchase by compulsion and also by agreement, lands, houses, tenements and hereditaments, for the purposes of such railways and works, and to vary or extinguish all rights and privileges in any manner connected with the lands, tenements and hereditaments so purchased or taken.

And it is also intended to empower the said Company to be incorporated by the said Bill, to levy tolls, rates or duties, for or in respect of the use of the said intended railways and works, and to confer, vary or extinguish, exemptions from the payment of tolls, rates or duties, and to confer, vary or extinguish, other rights and privileges.

And it is intended to take powers to enable the said Company to be incorporated by the said Bill, to use with their engines and carriages of every description, and with their boats upon payment of such tolls, rates and charges, or sums of money, and upon such other terms and conditions as shall be prescribed by the said Bill, the whole or any part of the lines of the North Staffordshire Railway, and also the Macclesfield Canal, and to use all the stations, wharfs, watering places, tramways, sidings, junctions, cranes, works and conveniences,

now or hereafter belonging to or connected with such last-mentioned railway and canal, or either of them, and to alter and regulate the rates and tolls authorized to be taken by the North Staffordshire Railway Company, upon their railway or any part thereof, or by the Manchester, Sheffield and Lincolnshire Railway Company, upon the Macclesfield Canal, or any part thereof, and to authorize the Company to run their engines and carriages along and upon the portion of the North Staffordshire Railway which may be situate between the junction of the intended railway first described, and the junction of the intended railway secondly described, upon the payment of such rates or tolls only, or upon such terms and conditions as may be authorized by the Bill. And for the purposes aforesaid, it is intended to alter and amend, as far as necessary, the several Acts relating to the North Staffordshire Railway Company, viz.: 9 and 10 Vict., cap. 85; 10 and 11 Vict., cap. 108; 11 and 12 Vict., caps. 66 and 83; 13 and 14 Vict., cap. 55; and 1 Wm. 4, cap. 55; and the Act passed in the 7th year of King George the Fourth, relating to the Macclesfield Canal, and the Acts relating to the Manchester, Sheffield and Lincolnshire Railway Company, with reference thereto, viz.: 12 and 13 Vict., cap. 81; 13 and 14 Vict., cap. 94; 15 and 16 Vict., caps. 83 and 144.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the said intended railways, improvements in the approaches and works, shewing the lines and levels thereof, and the lands which will or may be taken, together with a book of reference to such plans, containing the name of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, a published map shewing the general course and direction of the said railways, 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 Stafford, at his office at Stafford, in the said county, and with the Clerk of the Peace for the county of Chester, at his office at Chester, in the said county; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railways, improvements in the approaches and works, are proposed to be made, and also a copy of the said Gazette notice, will be deposited, on or before the 30th day of November instant, with the parish clerk of each such parish at his residence.

Printed copies of the intended 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 14th day of November, 1853.

John Wilson, Congleton,
Challinor, Badnall, and } Solicitors for
Challinor, Leek, } the Bill.

Newport Dock Company.

(Extension of Time for Purchase of Lands;
Further Works and Powers; Powers for various
Companies to Subscribe and lend Money;
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 Newport Dock Company to extend or enlarge their present dock, and to maintain such extended or enlarged dock. Also, to make and maintain new docks upon lands in the parish of Saint Woollos, and the township and borough of

Newport, in the county of Monmouth, adjacent to the present dock of the said Company ; together with all proper roads, approaches, tram-ways, rail-roads, bridges, locks, basins, gates, quays, wharfs, jetties, piers, warehouses, and other works and conveniences connected therewith. Also, to stop up and discontinue the use of a portion of the present occupation road or way, leading from the Dock Company's Bridge over the Monmouthshire Canal, at the south end of Dock-road, in the borough of Newport, towards or unto the Commercial Wharfs, on the river Usk ; and to make and maintain a new stone carriage road, with all convenient sidings and approaches, commencing from or at a point near to the said Dock Company's bridge, over the Monmouthshire Canal, on the east side of the said bridge and canal, and near to the Union Inn, near Jack's Pill, in the said borough of Newport, and terminating in the property of the said Company, at a point near to the south-west corner of the timber yard of Mr. William Young, in the said borough of Newport ; and to make and maintain a continuation of such last-mentioned new stone road, from the last-mentioned point on the said Dock Company's property, along the eastern boundary of the said Dock Company's property to a point terminating at or near to the north-western corner of the Cambrian Iron Works and Wharf, and the north-eastern corner of the Rhymney Iron Company's Wharf respectively, on the said river Usk.

Also to make and maintain an aqueduct from the river Ebbw, towards and into the said dock and works, commencing at or near to and at a point within one hundred yards above the present bridge, over the river Ebbw, in the parish of Saint Woollos, in the county of Monmouth, upon or over which bridge runs the present turnpike-road leading from Newport to Cardiff, together with a branch aqueduct or culvert, leading from and out of the stream, cut, feeder, or dam, by which the mill called the Ebbw Mill, near the said Ebbw Bridge, in the hamlet of Duffryn, in the parish of Bassalleg, in the said county of Monmouth, and communicating with the said before-mentioned aqueduct, at or near Ebbw Bridge aforesaid, and which said first-mentioned aqueduct is proposed to terminate at or near to the present northern entrance into the present dock of the said Company, and near the southern entrance of the proposed extended or new dock, at a point nearly opposite to the eastern end of Portland-street, in the said parish of Saint Woollos and township or borough of Newport, in the county of Monmouth, together with a weir or dam across the said river Ebbw, at or near to and within one hundred yards above the before-mentioned Ebbw Bridge, in the said hamlet of Duffryn, in the parish of Bassalleg, and in the parish of Saint Woollos respectively, both in the county of Monmouth ; and all necessary works for diverting the waters of the said river Ebbw, and of such stream, cut, feeder, or dam, towards and into the existing and intended docks of the Company. Also, to divert the waters of the said river Ebbw, and of such stream, cut, feeder, or dam, into the said existing and intended docks, by means of the aforesaid works. And also to divert, so far as may be necessary, any water from the Monmouthshire Canal into the said existing and intended docks. And also, for the purposes aforesaid, to make, lay down, erect, construct, and maintain all fit and proper mains, conduits, locks, aqueducts, tunnels, culverts, pipes, steam and other engines and works. Also to cross, break open, divert, alter, or stop up, either temporarily or permanently, the stone road leading across the present dock and works of the Company,

to certain wharfs on the banks of the river Usk, and all roads, streets, railways, tramways, bridges, footpaths, canals, aqueducts, sewers, drains, pipes, ways, streams, and watercourses, which it may be necessary to cross, break open, divert, alter, or stop up, for the purposes of the intended works. And which said intended works will be made in, or will pass from, through, or into the several hamlets, parishes, townships, and extra-parochial and other places after mentioned, or some of them ; that is to say : Duffryn, Bassalleg, Saint Woollos, and Newport, all in the said county of Monmouth.

And in which Bill powers are also intended to be inserted for the compulsory purchase of lands, houses, and hereditaments, required for the purposes of the said docks and works, or any of them, and for the purposes of the undertaking of the said Company ; and to vary and extinguish all rights and privileges connected with the lands, houses, hereditaments, and other property so purchased, and to enable the Company to deviate from the situation line, or course, of such docks, aqueducts, and other works, to the extent or within the limits defined on the plans to be deposited as hereinafter mentioned.

To enable the Company to raise a further sum of money to carry into effect the objects aforesaid, and to complete their authorized works, by the creation of new shares in their undertaking, with or without preference, or priority, or guarantee of interest or dividends, or other privileges, and by mortgage and bonds, or by any of the means aforesaid.

And in the said Bill powers will be contained authorizing the Monmouthshire Railway and Canal Company to contribute and take additional shares in the undertaking of the said Dock Company ; and also authorizing the South Wales Railway, and the Newport, Abergavenny, and Hereford Railway Companies respectively, to contribute and take shares in the said undertaking, and authorizing the said Companies, or any or either of them, to advance and lend money to the said Dock Company.

And notice is hereby given, that so far as may be necessary or desirable for the purposes of the Company, and of the said Bill, it is intended to alter, amend, and enlarge, or repeal the powers and provisions of the several Acts of Parliament following, relating to the Newport Dock Company ; that is to say : local and personal Acts 5 and 6 William the Fourth, chapter 75 ; 2 and 3 Victoria, chapter 74 ; 4 and 5 Victoria, chapter 51 ; and 7 and 8 Victoria, chapter 78 ; and to extend the time granted by such Acts, or some of them, for the compulsory purchase of lands, houses, and hereditaments, and for completion of such works ; and to extend the time within which the authorized works of the said Company may be constructed and completed.

And it is also intended by the said Bill (so far as may be necessary or desirable for any of the purposes thereof) to amend the following Acts, or some of them, relating to the Monmouthshire Railway and Canal Company, viz. : 32 George the Third, chapter 102 ; 37 George the Third, chapter 100 ; (local and personal Acts), 42 George the Third, chapter 115 ; 8 and 9 Victoria, chapter 169 ; 11 and 12 Victoria, chapter 120 ; 15 and 16 Victoria, chapter 126, and "The Monmouthshire Railway and Canal Act, 1853." Also the following Acts, or some of them, relating to the South Wales Railway Company, viz. : local and personal Acts, 8 and 9 Victoria, chapter 190 ; 9 and 10 Victoria, chapter 239 ; 10 and 11 Victoria, chapter 109 ; 13 and 14 Victoria, chapters 7 and 44 ; 14 and 15 Victoria, chapters 52 and 74 ; "The

South Wales Railway (Leasing) Act, 1853 ; "The South Wales Railway (Deviation) Act, 1853 ;" and "The South Wales Railway (Pembroke Line, &c.) Act, 1853 ;" and the following Acts, or some of them, relating to the Newport, Abergavenny, and Hereford Railway Company, viz. : local and personal Acts, 9 and 10 Victoria, chapter 303 ; 10 and 11 Victoria, chapters 86 and 177 ; "The Newport, Abergavenny, and Hereford Railway (Deviation at Hereford) Act, 1853 ;" and "The Newport, Abergavenny, and Hereford Railway (Taff Vale Extension) Act, 1853."

And notice is hereby further given, that duplicate plans and sections of the proposed 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 of the said county of Monmouth, at his office, at Newport, in the said county, on or before the thirtieth day of November instant ; and that a copy of so much of the said plans and sections as relates to each parish and extra parochial place in and through which the said 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 for public inspection, in the case of each such parish, with the parish clerk of such parish, at his residence ; and in the case of each extra-parochial place, with the clerk of some parish immediately adjoining thereto, at his residence, on or before the said thirtieth day of November instant ; and that on or before the thirty-first 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 eighth day of November, one thousand eight hundred and fifty-three.

Prothero and Fox, Solicitors for the Bill.

Derbyshire, Staffordshire, and Worcestershire
Junction Railway Company.

(Revival of Powers ; Extension to Colwich ;
Abandonment ; Power as to Cannock Rail-
way.)

IT is intended to apply to Parliament, in the next session, for a Bill to continue and extend and, if necessary, to revive the powers for the taking of land and construction of works granted by "The Derbyshire, Staffordshire, and Worcestershire Junction Railway Act, 1847," to the Company thereby incorporated, and to amend and extend the said Act in other respects ; or, if necessary, to repeal the same, and re-enact certain of the provisions thereof :

The portion of the undertaking authorized by the said Act, for which it is intended, if necessary, to revive the powers, commences at the southern terminus of the same railway, described in the said Act as at or near to Cannock Mill, in the parish of Cannock, in Staffordshire ; passes through Cannock, Rugeley, Colton, Blithfield, Abbots Bromley, Kington or Kinston, and Uttoxeter, in the same county, or some of them ; and terminates in the said parish of Rugeley, in or near a plantation in Cannock Chase called Moore's Gorse : and it is intended by the said Bill to abandon the formation of so much of the railway authorized by the said Act as was intended to be constructed between the last described spot and the northern terminus of the same railway, described in the said Act as a junction with the North Staffordshire Railway (Potteries line), near the Stoneyford Brook, in the parish of Uttoxeter, in Staffordshire.

It is also intended by the said Bill to enable the said Company to extend their railway from the

spot hereinbefore described at or near Moore's Gorse, and terminating by a junction or junctions with the North Staffordshire Railway, at about a quarter of a mile westward of the railway station at Colwich, and also, by a junction with the London and North Western Railway at or near the same station, the said railway will pass through Rugeley, Cannock, Cannock Chase, Cannock Wood, Great Haywood, Little Haywood, Hammerwick, Norton Canes, Brereton, Farewell, Longdon, Bednal, Acton, Acton Trussel, Baswich or Berkswich, Wolseley, Armitage, Handsacre, Armitage and Handsacre, Mavesyn Ridware, Hill Ridware, Pipe Ridware, Hampstall Ridware, Bellamore, Bishton, Colton, Stowe, Colwich, and Stowe and Colwich intermixed, all in the county of Stafford.

Plans and sections showing the line and levels of the railways, for the construction of which powers are intended to be revived or to be granted by the said Bill, and showing, also, the lands for the taking of which powers will be sought ; a published map showing the general course of the said railways ; a book of reference to the plans, giving the names of the owners, lessees, and occupiers of the said lands ; and a copy of this notice, will, before the 1st day of December next, be deposited for public inspection at the office of the Clerk of the Peace for Staffordshire, at Stafford ; and a copy of so much of the said plans, sections, and book of reference as relates to each parish in which the works are intended to be constructed, will, together with a copy of this notice, be deposited for public inspection with the clerk of that parish, at his dwelling ; and with respect to extra-parochial places, those documents will be deposited with the clerk of an adjoining parish :

It is also intended by the said Bill to alter the tolls, rates, and charges which the Company are authorized by the said Act to take : and also to enable the Company to levy tolls, rates, and charges, in respect of their undertaking ; and to take lands and houses by compulsion, for the purposes of the same undertaking :

It is also intended by the said Bill to enable the Derbyshire, Staffordshire, and Worcestershire Junction Railway Company to apply their corporate funds to the construction of the extended railway hereinbefore described, and also towards the construction and maintenance of an intended railway, to be called the Cannock Railway, for the construction of which powers are about to be sought from Parliament ; and for the purpose of such contribution, and also for the purposes above-described, the Bill will enable the same Company to raise additional capital, by shares and by loan or by mortgage of their undertaking ; and to attach to those shares such priority of dividend or guarantee of interest as the Bill may define :

The Bill will also enable the first-named Company, and the Company who may be authorized to construct, or who may for the time being have controul over, the Cannock Railway, to enter into mutual agreements for the maintenance, use, and working of the same railway and works by the first-mentioned Company, and for the interchange of traffic between the Cannock Railway and the Derbyshire, Staffordshire, and Worcestershire Junction Railway, and for the conveyance and accommodation over the Cannock Railway, and at the stations thereof, of the traffic coming from or destined for the undertaking of the Derbyshire, Staffordshire, and Worcestershire Junction Railway Company, and of the carriages and waggons of the same Company, and for the use by either Company or their lessees or assigns, with their

engines, carriages, and waggons, of the railway stations and works of the other Company, and with respect to the collection and apportionment of the tolls and charges in respect of such traffic and of such use, conveyance, and accommodation.

Printed copies of the 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 14th day of November, 1853.

Exeter and Exmouth Railway.
(Power to make a Railway from Exeter to Exmouth.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to authorize the construction and maintenance of a railway, with all proper stations, works, approaches, and conveniences connected therewith, commencing at or near the south-east end of the Exeter-quay, at or near a counting-house and premises in the occupation of John Vickary, Ironfounder, in the parish of the Holy Trinity, in the county of the city of Exeter, and terminating at or near a tree called the Round Tree, in the town of Exmouth, dividing the parishes of Littleham and Withycombe Rawleigh, which said intended railway will pass from, through, in, or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say: Exeter, Holy Trinity, St. Leonard, St. Thomas, Heavitree, Alphington, Exminster, Topsham, Clyst St. George, Ebford, Exton, Woodbury, Nutwell, Lymptone, Withycombe Rawleigh, Littleham, otherwise Littleham and Exmouth, and Exmouth, in the county of Devon, or county of the city of Exeter, or one of them.

And it is also proposed by the said intended 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 or near the aforesaid parishes, townships, and 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 also proposed by the said intended Act to incorporate a Company for the purpose of carrying the said intended undertaking into effect, and to take powers for the purchase of lands and buildings, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties.

And it is further proposed by the said intended Act to vary or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And notice is hereby further given, that, on or before the 30th day of November instant, maps, plans, and sections, describing the direction, line, and levels of the said intended railway, and the lands which may be taken for the purposes of the same, 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 such lands, 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 Devon, at his office at the Castle of Exeter, and with the Clerk of the Peace for the county of the city of Exeter, at his office in Bedford Circus, in the city of Exeter; and that, on or before the same day, a copy of so

much of the said plans, sections, and book of reference as relates to each of the parishes and extra-parochial places in or through which the said intended railway is proposed to be made, together with a copy of this notice, will be deposited as follows; that is to say: in the case of parishes, with the parish clerks of such parishes respectively, at their residences; and in the case of any extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence; and that copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December next.

Dated this 12th day of November, 1853.

Robert Wreford, Solicitor for the Bill.

Radcliffe and Pilkington Gas Company.
(Amendment of Act; Increase of Capital.)

NOTICE is hereby given, that it is intended to apply to Parliament, in the next session thereof, for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of "The Radcliffe and Pilkington Gas Act, 1846;" and to enable the Company thereby incorporated to increase their share capital and borrowing powers. And it is intended to take power to attach to the additional shares so to be created, certain privileges and advantages to be stated in the Bill. Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 31st of December next.

Dated the ninth day of November, 1853.

T. A. and J. Grundy, Solicitors.

The United Guarantee and Life Assurance Company.

(Extension of Powers; Alteration of Deed of Settlement; Change of Company's Name; and Authority for Government and Public Functionaries and Courts of Justice to accept the Company's Guarantees.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to alter, amend, and extend the terms and provisions of the deed of settlement of the United Guarantee and Life Assurance Company, and to confer additional powers on the said Company, and particularly to change the Company's name to enable it to prosecute its objects, collectively or separately, at home or abroad; to appoint local agents and local boards of directors; to purchase the business of other Companies; to increase the capitals, and to alter the amount and denomination of the shares in the capital of the Company by the creation and issue of four £5 shares in exchange for every £20 share, and to create and issue new shares of £5 each; to extend the periods for holding ordinary courts of directors; to hold lands in mortmain within prescribed limits; and also to confer authority upon Government and public functionaries and courts of justice in the United Kingdom or in the British Colonies; to accept the guarantees of the Company's policies in lieu of or together with other suretyship.

And notice is hereby further given that, (if the said Bill should be introduced into the House of Commons in the first instance) printed copies of the said Bill will on or before the 31st day of December, 1853, be deposited at the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1853.

Maberlys and Beachcroft, 17, King's-road, Bedford-road, London, Solicitors for the Bill.

Kingston-upon-Hull Improvement.

(Alteration and Increase of Powers of Rating, and other Powers of Local Board of Health; and Repeal of certain Exemptions from Rates, Gasworks, and Cemeteries; and Purchase of Existing Gasworks and Cemeteries; and Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament, in the ensuing session, for an Act to make further and better provision for the improvement and regulation, and for the paving, lighting, cleansing, and draining of the municipal borough of Kingston-upon-Hull, and for the prevention and removal of nuisances, and for the levying of rates within the said borough, and to authorize the construction of additional gasworks and cemeteries, and the purchase of the existing gasworks and cemeteries within, or adjoining, or near to the said borough, and to confer additional powers upon the Town Council of the said borough, acting as the Local Board of Health for the said borough, with reference to the several purposes of the said intended Act.

And it is proposed by the intended Act to amend the powers and provisions of the several Acts followings, relating to the town of Kingston-upon-Hull; that is to say: 28 George II., chapter 27; 2 George III., chapter 70; 4 George III., chapter 74; 23 George III., chapter 55; and local and personal Acts, 41 George III., chapter 30; 50 George III., chapter 41; and 3 Victoria, chapter 76; and to repeal some of those powers and provisions, and to substitute other provisions in lieu thereof; and also to amend the powers and provisions, as applied to the said borough, of "The Public Health Act, 1848," and the several Acts passed for amending the same, and also to amend the provisions of the provisional order under which, as confirmed by Act of Parliament, the said Public Health Act was applied to the said borough.

And it is also intended to effect the objects following, or some of them; that is to say:

To extinguish exemptions of property within the said borough from liability to be rated for the purposes of the said Public Health Act, and of the intended Act, and whether such exemptions arise under the provisions of the said Public Health Act, or otherwise howsoever, and to provide that property within all parts of the said borough shall be liable to be rated by, or in the rates authorized for the time being to be levied, by the said Local Board of Health, in the same manner as property in any parish is liable to be rated for the relief of the poor.

To empower the said Local Board to levy general or special district rates for the repairs or cleansing of highways or streets within the said borough, or to levy highway rates in lieu thereof, and also to levy one rate over the borough, or any rate or rates over any part or parts thereof, for paving, flagging, cleansing, watering, draining, and lighting, and the general purposes of the said Local Board; also to levy special district rates on the owners of property within the said borough, for the first cost of paving and flagging streets, and the first cost of draining and sewerage of streets, and for the repairs of drains and sewers.

To empower the said Local Board to pay out of the general or special district rates for the time being, authorized to be levied by them, or out of the sums raised upon the security of the said rates, the purchase moneys of any lands, or hereditaments to be purchased, or taken by the said Local Board, under the authority of the said several Acts hereinbefore mentioned, or any of

them, or of the said intended Act, and to make further and better provision with respect to the taking of any such lands, tenements, or hereditaments, and with respect to the summoning of the jury or other mode for assessing the value thereof.

To empower the said Local Board to make and enforce regulations for the prevention and removal of nuisances, and for the effectual abatement and prevention of the nuisance of smoke from the furnaces of manufactories, mills, or other buildings whatsoever, used for the purpose of trade or manufacture, and from the furnaces of steam-boats and steam-engines within the said borough, and for the imposition and recovery of special and additional penalties for those purposes, and also to empower the said Local Board to close cellars and other places used as dwellings, and being injurious to health, and also to regulate the mode of erection, construction, and alteration of buildings within the said borough, and also to make and enforce regulations for the prevention of frauds in the sale and delivery of coals within the said borough.

To empower the said Local Board to purchase, either by agreement or upon terms to be settled by arbitration, at the instance of the said Local Board, all or any of the existing gasworks situate within, and supplying gas to the public lamps and to private consumers in any portion of the said borough, and to empower and require the owners of such several gasworks to sell the same; and to amend, or if necessary, by reason of such purchase, to repeal the Act (local and personal) 2 George IV., chapter 45, relating to the Kingston-upon-Hull Gaslight Company, and to dissolve the same Company, and also to empower the said Local Board to construct one or more gasworks, and to manufacture and supply gas for use and for sale within the limits of the said borough.

To empower the said Local Board to purchase, either by agreement or upon terms to be settled by arbitration, at the instance of the said Local Board, all or any of the existing cemeteries or burial-grounds situate within the said borough, or within the distance of one mile from the boundary thereof, and which are now used for the interment of the bodies of persons who have died in the said borough; and to empower and require any company or persons being the owners of such cemeteries or burial-grounds, or any of them, to sell the same to the said Local Board, subject to the rights in vaults and graves, and other subsisting rights which may have been granted therein to any persons by such owners respectively.

Also to empower the said Local Board to construct, form, and maintain and regulate cemeteries for the use of the said borough; or any part thereof; and to take fees thereat, or in respect thereof; and particularly to empower the said Local Board to construct the cemeteries hereinafter mentioned, in the borough of Kingston-upon-Hull, or some or one of them; that is to say:

A cemetery upon land or ground belonging to the heirs or devisees of the late Reverend Charles Constable, clerk, deceased, situate in the parish of Holy Trinity, in the said borough, and on and adjoining to the north side of the turnpike-road leading from Kingston-upon-Hull to Hessle, bounded on the north by another close of land of the said heirs or devisees, on the south by the said turnpike-road, on the east by land of William Liddell, Esquire, and on the west by land of Miss Sophia Broadley, a cemetery upon land or ground belonging to Miss Sophia Broadley, situate in the said parish of Holy Trinity, and on and adjoining

to the south side of the said turnpike-road, bounded on the north by the same turnpike-road, on the south by the Hull and Selby Railway, on the east by other land of the said Sophia Broadley, and on the west by an open drain or sewer, a cemetery upon land or ground belonging to the York and North Midland Railway Company, situate in the said parish of Holy Trinity, and on and adjoining to the north side of the turnpike-road leading from Kingston-upon-Hull to Anlaby, bounded on the north by a close of land of the said Sophia Broadley, on the south by the said last-mentioned turnpike-road, on the east by other land of the said York and North Midland Railway Company, and on the west by a road leading from the same turnpike-road to or near to the Derringham or Spring-bank, a cemetery upon land or ground belonging to the said Sophia Broadley, situate in the township of Southcoates and parish of Drypool, in the said borough, and on and adjoining to the turnpike-road leading from Kingston-upon-Hull to Holderness (commonly called the Holderness-road), bounded on or towards the north and east by other lands of the said Sophia Broadley, on or towards the south by land late of William Henry Bell, deceased, but now of William Hodge and Henry Hodge, and on or towards the west by the said last-mentioned turnpike-road, a cemetery upon land or ground belonging to, or held by, the overseers of the poor of the township of Southcoates, or certain overseers or trustees in trust for the poor of the township of Southcoates, situate in the said township of Southcoates, and on and adjoining to the said last-mentioned turnpike-road (or Holderness-road), and bounded on or toward the north-east by land now or late of Wilkinson Matthews, on or towards the south-west by land now or late of Robert Martin Craven, on or towards the south-east by an occupation road, and on or towards the north-west by the said Holderness-road, a cemetery upon land or ground (formerly in one close, but now divided by the new turnpike-road leading from Kingston-upon-Hull to Hedon), belonging to the mayor, aldermen, and burgesses of Kingston-upon-Hull, situate in the said parish of Drypool, and bounded on the north by land of Oswald Grimston, Henry Estouteville Grimston, and Emma Grimston, on the south by the embankment of the River Humber, on the east by land now or late of Samuel Lightfoot, and on the west by land now or late of Sir Tatton Sykes, Baronet, in part, and by land now or late of the Devises of William Voase, Esquire, deceased, in other part. And to empower the said Local Board to take fees at or in respect of such cemeteries respectively, and to empower the said Local Board to have and exercise the powers conferred or to be conferred by any Act of Parliament upon any burial board.

To empower the said Local Board to purchase by compulsion and by agreement lands, tenements, and hereditaments for all or any of the purposes aforesaid, and also for the improvement and widening of the streets within the said borough, and for the purposes of making sewers, and drains, and outfalls for drainage, and for sites for the collection of sewage, and for pumping stations for sewage, and for the other purposes of the said intended Act, and also to vary and extinguish all rights and privileges in any manner belonging to or connected with the lands, tenements, or hereditaments to be taken, or which might interfere with the carrying into complete effect the several purposes of the said intended Act.

To empower the said Local Board to levy rates,

fees, and duties, and to alter existing rates, fees, and duties, and to confer, vary, and extinguish exemptions from the payment of rates, fees, and duties, and to confer, vary, and extinguish other rights and privileges; also to empower the said Local Board to raise money by bond, mortgage, or annuity, on the credit of rates, fees, and duties, for the purpose of carrying into effect the several objects of the intended Act.

And it is intended to incorporate, with the said intended Act, the provisions of the several Acts following, or some of them, or some part or parts thereof; that is to say: "The Lands Clauses Consolidation Act, 1845;" "The Towns Improvement Clauses Act, 1847;" "The Town Police Clauses Act, 1847;" "The Gas Works Clauses Act, 1847;" and "The Cemeteries Clauses Act, 1847." And also to insert in the said intended Act such other provisions as are usual in Acts of a similar character, or as may be necessary or desirable for carrying more completely into effect the several objects and purposes thereof.

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

Dated this 9th day of November, one thousand eight hundred and fifty-three.

Robert Wells, Solicitor for the Bill.

East Lancashire Railway.

(Dock Branch and Lines at Liverpool; Diversion of Road at Preston; Tolls on North Union Railway at Preston.)

IT is intended to apply to Parliament in the next session for a Bill for the following or some of the following among other purposes:

To revive, extend, and amend the powers granted to the East Lancashire Railway Company, as purchasers from the Liverpool, Ormskirk, and Preston Railway Company, for the construction of a branch railway (known as the Dock Branch), authorized by "The Liverpool, Ormskirk and Preston Railway Act, 1846," which said branch railway will commence by a Junction with the Lancashire and Yorkshire (heretofore the Liverpool and Bury) Railway, in the township of Kirkdale, in the parish of Walton-on-the-Hill, and will terminate at or near to the southerly side of Walter-street, in the township and parish of Liverpool, passing through the said townships of Kirkdale aforesaid and Liverpool, all in Lancashire; together with all necessary stations, sidings, approaches, works, and conveniences connected therewith:

To construct two short branch railways, with the necessary works and conveniences, commencing in the township of Liverpool aforesaid, by junctions with the branch railway hereinbefore described, between Walter-street and Blackstone-street, in Liverpool, crossing Blackstone-street and Boundary-street, uniting near to Boundary-street, and terminating at or near the westerly side of Regent Road, opposite the Sandon Dock, in the said township of Kirkdale.

And also to construct a short line of railway, commencing on the westerly side of Great Howard-street, in the said township of Liverpool, and terminating on the westerly side of the Regent Road in the same township, nearly opposite the Nelson Dock: all which railways, and the works connected therewith, will be situate in the said township and parish of Liverpool, and the said township of Kirkdale, and parish of Walton-on-the-Hill, all in Lancashire.

To stop up so much of a certain road in the borough of Preston, commonly called the Syke-

road, as lies between the northerly end of the East Cliffe-road and the East Lancashire Railway in Preston, and in the stead thereof to make a new road in the said borough, commencing at or near the northerly end of the East Cliffe-road, and terminating in the line of the Syke-road, near the spot where the East Lancashire Railway crosses the last-mentioned road: all which new road and the works connected therewith will be situate in the township and parish of Preston, in Lancashire.

And for the foregoing purpose the Bill will alter and amend the provisions of "The East Lancashire Railway Act, 1847 (Preston Extension)," and especially the 7th section of that Act.

To revive and extend the time, and to obtain further powers for the compulsory purchase of lands, houses, and other property, for the purpose of constructing the said railways, stations, works, and conveniences.

To levy tolls, rates, and charges, for the use of the said railways, stations, and works, and to alter the tolls and other charges authorized to be taken by the before-mentioned Act upon the first-mentioned branch railway.

To confer upon the Lancashire and Yorkshire Railway Company, jointly or severally, with the East Lancashire Railway Company, the ownership of the branch railway first hereinbefore described, and also a joint and separate interest in the stations, conveniences, approaches, sidings, and works connected with the said branch railway, and also in the other railways hereinbefore described, and the works and conveniences connected therewith, on such terms and conditions as have been or may be agreed upon between the said Companies.

To enable the East Lancashire Railway Company to raise further sums of money, by shares and by mortgage, and to attach to such shares a preference or priority of dividend, or a guarantee of interest or other advantages.

Plans showing the line and situation of the proposed railways, road and works, and sections showing the levels of the said railways, road, and works; books of reference to such plans, containing the names of the owners, lessees, and occupiers of the property, for the taking of which powers will be sought; a copy of this notice, and a published map, whereon the lines of railway will be shown, will be deposited for public inspection at the office of the Clerk of the Peace for Lancashire, at Preston, before the first day of December next; and a copy of so much of the said plans, sections, and books of reference as relates to each of the before-mentioned parishes, with a copy of this notice, will, before the same day, be deposited with the respective parish clerks of such parishes, at their respective places of abode, and in case of extra-parochial places, with the parish clerk of an adjoining parish.

To declare the toll or other charge which may be demanded and received by the proprietors for the time being of the North Union Railway for traffic passing to and from the East Lancashire Railway, and using so much of the North Union Railway branches, sidings and works at Preston, as lie between a point one hundred yards to the southward of the spot at which the Ribble Branch Railway unites with the North Union Railway on the one hand, and the Lancaster and Preston Railway and the Lancaster Canal on the other hand, and to vary the toll or other charge which may now be so demanded and received, or to grant an exemption from such toll or other charge in respect of traffic passing to and from the East Lancashire Railway, and using the said portions of the North Union Railway branches, sidings, and works; and

for the purposes aforesaid to amend, vary, and repeal certain of the provisions 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 for vesting in the Grand Junction Railway, and the Manchester and Leeds Railway Company, the North Union Railway, and all the works, property, and effects appertaining thereto," and of any other Act which may authorize the said proprietors to demand and receive tolls, rates or charges for the use of the said portion of railway.

The Bill will extend and amend, alter or repeal, some of the powers and provisions of the following Acts relating to the East Lancashire Railway Company, namely, "The East Lancashire Railway Act, 1844;" "The East Lancashire Railway Act, 1845;" "The East Lancashire Railway Act, 1845 (No. 2);" "The East Lancashire Deviation and Branch Railways Act, 1846;" "The Blackburn and Preston Railway Acts, 1844, 1845, and 1846;" and "The East Lancashire Railway Amalgamation Act, 1846;" "The Liverpool, Ormskirk, and Preston Railway Act, 1846;" "The East Lancashire Railway Deviations and Rawtenstall Coal Branch Act, 1847;" "The East Lancashire Railway Act, 1847 (Preston Extension);" "The East Lancashire Railway Acts, 1849, 1851, and 1853;" also of the following Acts relating to the Lancashire and Yorkshire Railway Company, viz.: "The Manchester and Leeds Railway Acts, 1836, 1837, 1839, 1841, 1844, No. 1 1845, No. 2 1845, 1846, No. 1 1847, No. 2 1847, No. 3, 1847;" "The Lancashire and Yorkshire Acts, 1848, 1849, 1850, and 1852;" "The York and North Midland and Lancashire and Yorkshire Arrangement Act, 1852;" "The Ashton, Staleybridge, and Liverpool Junction Railway, Acts, 1844 and 1845;" "The Manchester, Bury, and Bolton Canal and Railway Acts, 1831, 1832, 1835, 1838, and No. 2 1846;" "The Manchester, Bolton, and Bury, and Manchester and Leeds Canal and Railway Act, 1846;" "The Liverpool and Bury Railway Acts, 1845, 1846;" "The Liverpool and Bury and Manchester and Leeds Railways Act, 1846;" and "The West Riding Union Railways Act, 1846."

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, before the 1st of January, 1854.

Dated this 9th day of November, 1853.

T. A. & J. Grundy, Solicitors.

Torquay and South Devon Extension Railway. (Incorporation of Company for making a Railway from the Pier or Harbour at Torquay to the Torquay branch of the South Devon Railway, and a branch to a point near Livermead House; Power to the South Devon Railway Company to subscribe, &c.; Amendment of Acts of that Company.)

NOTICE is hereby given that application is intended to be made to Parliament, in the session of 1854, for an Act to incorporate a Company, and to enable such Company to make and maintain a railway and branch railway with all proper stations, works, approaches, and conveniences connected therewith respectively, the railway to commence at and from the Torquay branch of the South Devon Railway, near the north end of the Torquay Station, at or near Torr, in the parish of Tormoham, otherwise Tormohun, in the county of Devon, to pass thence through, or into the parishes or places of Tormoham otherwise Tormohun, Torre, otherwise Torr, Tor-Abbey, Torquay, and Cockington, in the county aforesaid, and to terminate at or near the western quay or

pier of the harbour of Torquay, in the said parish of Tormoham otherwise Tormohun, and the branch railway to commence by a junction with the said intended railway at a point on the sea shore about five furlongs in a westerly direction from the western side of the Torquay harbour, to pass thence through, or into the parishes or places of Tormoham otherwise Tormohun aforesaid, Cockington, and Tor-Abbey, or some of them, and to terminate near Livermead House, in the parish of Cockington, by a junction with a projected line of railway from the South Devon Railway, to Brixham and Dartmouth.

And it is proposed by the said intended Act, to take power for the purchase of lands and buildings by compulsion or agreement, for the purposes of the said intended railways and the works connected therewith; and to vary or extinguish all existing rights and privileges in any manner connected with the lands and buildings proposed to be taken as 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 payment of tolls, rates, or duties, and other rights and privileges.

And it is also proposed by the said intended Act, to take power to cross, divert, alter, or stop up, either temporarily or permanently, all such turnpike and other roads, footways, streets, rivers, streams, piers, quays, sewers, pipes, canals, navigations, bridges, railways, or tram roads, within or adjoining the said parishes, or places, or any of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said intended railways and works.

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections, showing the direction, line, and levels of the said intended railways and 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 with the Clerk of the Peace for the county of Devon, at his office at the Castle of Exeter, in the said 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 in or through which the railway 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 such parish, at his place of abode.

And it is also proposed by the said Act to authorise the South Devon Railway Company to subscribe and contribute towards the said undertaking, and to apply any capital or funds, now or hereafter belonging to them, or under the control of their directors; to that purpose, or to raise additional capital by the creation of new shares in their undertaking, either with or without preference or priority in payment of interest or dividend, or by borrowing on mortgage or bond, and to enable the said South Devon Railway Company to vote at meetings of the said Company to be incorporated as aforesaid, and to appoint directors of that Company, and to enable the said South Devon Railway Company, and the Company to be incorporated as aforesaid to enter into mutual arrangements with respect to the several matters aforesaid or any of them, or for the working of the said intended railways by the South Devon Railway Company, and otherwise with respect to the said railways, and to confirm all or any such arrangements as may have been entered into prior to the passing of the said intended Act; and it is also proposed by the said Act to autho-

rise the Company thereby incorporated to use with their engines and carriages the South Devon Railway and the stations, approaches, sidings, watering places, and works connected therewith upon such terms as may be agreed upon or be provided for by the said Act.

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.

And it is proposed by the said intended Act to alter, amend, extend, vary, or repeal the following Acts of Parliament, relating to the South Devon Railway Company (that is to say): local and personal Acts—7 and 8 Vic., cap. 68; 9 and 10 Vic., caps. 238 and 402; 10 and 11 Vic., cap. 242; and 14 and 15 Vic., cap. 53.

Dated this eleventh day of November, 1853.

Kennaway and Buckingham, Exeter;

W. and C. Kitson, Torquay;

Solicitors for the Bill.

Cheltenham Waterworks Company.

(Amendment or Repeal of Acts, Construction of New Works, further supply of Water to Cheltenham, Charlton Kings, Leckhampton, Swindon, and Presbury, otherwise Prestbury, in Gloucestershire; Creation of Additional Capital.)

NOTICE is hereby given, that application will be made to Parliament, in the ensuing session, for leave to introduce a Bill to empower the Cheltenham Water Works Company to further supply with water the several parishes of Cheltenham, Charlton Kings, Leckhampton, Swindon, and Presbury, otherwise Prestbury, all in the county of Gloucester.

It is intended to alter, amend, enlarge, and extend the powers and provisions of an Act of the 5th year of the reign of King George the Fourth, chapter 132, intituled "An Act for better supplying the town and neighbourhood of Cheltenham, in the county of Gloucester, with water;" and of another Act of the 2nd year of the reign of Her present Majesty, chapter 25, intituled "An Act for enabling the Cheltenham Water Works Company to enlarge and extend their works, and for amending the Act relating thereto;" and of another Act of the 10th year of the reign of Her present Majesty, chapter 8, intituled "An Act for authorising the Cheltenham Water Works Company to raise a further sum of money," and if need be to repeal the same Acts and to make further and other provisions in lieu thereof.

It is also intended to apply for powers to authorise the construction and maintenance of the reservoirs and aqueducts hereinafter mentioned, with all proper and necessary embankments, sluices, drains, roads, weirs, watercourses, gauges, tunnels, conduits, pipes, and other works and conveniences connected therewith respectively, that is to say,—

Firstly—A reservoir and other works appurtenant thereto, at or near to a certain mill called Syreford Mill in the parish of Whittington in the said county of Gloucester, for the purpose of receiving and collecting the waters of a certain spring or springs now issuing or flowing into the mill pond or dam of the said mill.

Secondly—An aqueduct, main-pipe, or conduit, commencing at the last-mentioned reservoir, and thence continuing in, through or into the several parishes, townships or extraparochial places of Whittington, Dowdeswell, Withington and Charlton Kings, or some of them, all in the said county of Gloucester, and terminating at a certain existing reservoir of the said Company situate in the

said parish of Charlton Kings, and at or near to a certain turnpike or toll-gate called Hewlett's Turnpike-gate.

Thirdly—A compensation reservoir, or reservoirs and other works appurtenant thereto, situate upon or near the course of the river Colne, and upon certain lands called Broadhay, Burnham, and Hornham, some or one of them forming part of a farm called the Manor Farm, and upon other lands adjacent thereto, all situate within the parish of Withington aforesaid.

And it is intended to take powers to obtain water from the spring or springs aforesaid, for the supply of the said parishes of Cheltenham, Charlton Kings, Leckhampton, Swindon, and Presbury, otherwise Prestbury, and to impound the flood and other waters of the said river Colne for the purpose of affording compensation to the owners, lessees, and occupiers of the mills and lands situated upon and near to the said river, and to other persons or parties interested in the waters of the said river, and which spring or springs and waters, or some of them, directly or derivatively flow or proceed or are supposed to flow or proceed directly or derivatively into the following cuts, canals, reservoirs, aqueducts, or navigations, or some of them; that is to say: the River Isis, the River Thames, the Thames and Isis Navigation, the Basingstoke Canal, the River Wey Navigation, the Grand Junction Canal, the Paddington Canal, the Regent's Canal, the Grand Surrey Canal, the Thames and Severn Canal, the Oxford Canal, the Gloucester and Berkeley Canal, the Hereford and Gloucester Canal, the Stroud River, the Stroud otherwise the Stroudwater Canal or Navigation, the Wilts and Berks Canal or Navigation, the North Wilts Canal or Navigation, the Kennett and Avon Canal, the River Kennett Navigation, the River Avon, the Somerset Canal, the Somerset Coal Canals, the Coventry Canal, the reservoirs of the Southwark and Vauxhall Water Company, of the West Middlesex Water Works Company, of the Lambeth Water Works Company, of the Governor and Company of Chelsea Water Works, and of the Grand Junction Water Works Company.

And also to make, lay down, complete, and maintain from, in, through, or into private lands, and from, in, through, or into the streets, roads, lanes, bridges, and public places within the said parishes, townships, and extraparochial or other places hereinbefore mentioned, or some of them, all necessary mains, pipes, and other works connected therewith, for carrying out the objects of the said intended undertaking.

And it is intended by the proposed Bill to take powers to deviate in the construction of the said several works from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to the extent to be defined on the said plans and sections, and specified in the proposed Bill; and also 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 extraparochial or other places, or any of them, for the purposes of the proposed Bill, and to take all or some of the powers and provisions contained in the "Water Works Clauses Act, 1847."

Powers will be sought to enable the Company to purchase or take by compulsion, lands, houses, and other hereditaments, for the purposes of the proposed Bill, and to levy and receive tolls, rates, rents, and remunerations in respect of the supply of water within the intended limits thereof, and to confer, vary, or extinguish exemptions from the

payment of tolls, rates, rents, 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 Bill.

And it is intended to empower the Company to raise a further sum of money for the purposes of the proposed Bill, and otherwise incidental thereto, and to increase the capital of the Company, by the creation of new shares in such manner and upon such terms and conditions, as may be determined upon by the Company, or as may be authorized by the proposed Bill, or by mortgage of the undertaking of the Company, or by bond or other means, and to vary the number of the Committee of Management of the Company, and generally to regulate the capital, dividends, and other arrangements of the Company; also to authorize the Company and "The Cheltenham Improvement Commissioners" for the time being, to make and carry into effect contracts for the supply by the Company of water, either in bulk or otherwise, for public purposes, and for the use of certain classes of persons.

Plans and sections in duplicate of the proposed works, 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 proposed to be taken for the purposes of such works, 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, in Gloucester, in the same county, on or before the 30th day of November instant; and 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, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, on or before the said 30th day of November, with the parish clerk of each such parish, at his place of abode; and in the case of any extraparochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode; and 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 9th day of November, 1853.

J. C. Stratford, Solicitor to the Company, Cheltenham.

Great Western Railway. Stratford Line, &c. (Branch from Birmingham and Oxford Junction Railway to Stratford-upon-Avon; Provision as to Brittle-street, Birmingham, and Additional Land at Birmingham, and at Wolverhampton; Increase of Capital; Alteration of Tolls; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next ensuing Session, for an Act to enable the Great Western Railway Company to make and maintain a railway, with all proper stations, approaches, works, and conveniences connected therewith, commencing by two junctions with the Birmingham and Oxford Junction Railway, one of such junctions in the parish of St. Mary, Warwick, in the county of Warwick, at or near the distance-post thereon denoting 108½ miles from London, and the other of such junctions in the parish of Budbrook, in the same county, at or near the distance-post thereon denoting 110 miles from London, and terminating by a junction with the Stratford-upon-Avon Branch of the Oxford, Worcester, and Wolverhampton Railway, as at present authorized, near

to and on the west side of the town of Stratford-upon-Avon, in the county of Warwick, and on the north side of and adjoining to the public carriage-road from Stratford to Shottery, in the parish of Old Stratford, in the said county of Warwick; which intended railway and works will pass from, in, through, or into, or be situate within, the several parishes, townships, and extra-parochial or other places following, or some of them: (that is to say) Hatton, Saint Mary Warwick, Budbrook, Hampton-on-the-Hill, Norton Lindsey, Longbridge, Sherbourne, Barford, Fulbroke, Wasperton, Hampton-Lucy, or Bishops Hampton, Charlecote, Alveston, Tiddington, Snitterfield, Old Stratford, Stratford-upon-Avon, Welcombe, Bridgetown, Clopton, Bishopston, Shottery and Luddington, all in the county of Warwick:

And it is also proposed by the said intended Act to make further provision with reference to the stopping up and discontinuing the street in Birmingham called Brittle-street, and the making and maintaining and lighting, as provided by "The Birmingham and Oxford Junction (Birmingham Extension) Railway Act, 1846," a passage for the convenience of foot-passengers, in the direction of the line of Brittle-street aforesaid, and for repealing or amending some of the provisions of the said Act in relation thereto:

And it is intended by such Act to enable the Great Western Railway Company to purchase lands and buildings, by compulsion or agreement, for the purposes of the railway and works so proposed to be constructed as aforesaid; and also to purchase, by compulsion or agreement, certain other property in the parish and borough of Birmingham, in the county of Warwick, lying adjacent and near to the line of the Birmingham, Wolverhampton, and Dudley Railway, and between Icknield-street and the Soho branch of the Birmingham Canal; and also certain property situate in the parishes and townships of Wolverhampton and Bushbury, in the county of Stafford, lying near to or adjoining the Shrewsbury and Birmingham Railway, and extending from Victoria Basin, at Wolverhampton, northwards to a point about four furlongs to the north of the Oxley Viaduct of the Shrewsbury and Birmingham Railway; and also to enable the Great Western Railway Company to levy tolls, rates, and duties for and in respect of the use thereof, and to grant exemptions from such tolls, rates, and duties:

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

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

And notice is hereby given, that maps, plans, and sections of the said intended railways and works, and showing the lands intended to be purchased or taken under the powers of the intended Act, together with books of reference to such plans, and also a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November, in the present year, with the Clerk of the Peace for the county of Warwick, at his office in Stratford-upon-Avon; and with the Clerk of the Peace for the county of Stafford, at his office in Stafford; 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 railway and works are proposed to be made, and within which such lands are situate, and also a copy of the said Gazette notice, will be deposited on or before the 30th day of November in the present year, with the Parish Clerk of each such parish, at his residence; and, as regards any extra-parochial place, with the Clerk of some adjoining parish:

And it is also intended by such Act to enable the Great Western Railway Company to apply to the purposes of the said intended Act, or some of them, such portion of their corporate funds as they shall think expedient, and to raise a further sum of money for all or any of such purposes by the creation and issue of new shares in their undertaking, either with or without preference or priority in the payment of dividends or other special privileges, or by mortgage or bond, or by such other means as Parliament shall authorize or direct:

And it is also proposed by the said intended Act to alter the tolls, rates, and charges now leviable or demandable upon the Great Western Railway or some part or parts thereof, and to authorize the levying of other tolls, rates, and charges upon the said railway; and to alter, amend, extend, and in part repeal certain of the provisions of the Acts affecting the Great Western Railway Company hereinafter mentioned, relative to the levying of tolls, rates, and charges upon or in respect of the use of the Great Western Railway and the traffic thereon, and to the conduct and management of such traffic:

And it is also proposed by the said intended Act, if need be, to alter, amend, and extend, all or some of the powers and provisions of the several Acts following, or some of them, directly or indirectly relating to or affecting the Great Western Railway Company (that is to say): Local and Personal Acts, 5 & 6 William IV., cap. 107; 6 William IV., caps. 36, 38, 77, and 79; 1 Victoria, caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Victoria, cap. 27; 3 Victoria, cap. 47; 3 & 4 Victoria, cap. 105; 4 & 5 Victoria, cap. 41; 5 Victoria, Session 2, cap. 28; 6 Victoria, cap. 10; 7 Victoria, cap. 3; 7 & 8 Victoria, cap. 68; 8 & 9 Victoria, caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Victoria, cap. 14; 9 & 10 Victoria, caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 & 11 Victoria, caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Victoria, caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Victoria, caps. 6 & 7; 13 & 14 Victoria, caps. 44, 98, and 110; 14 & 15 Victoria, caps. 48 and 81; 15 and 16 Victoria, caps. 125, 133, 140, 145, 147, and 168; and 16 & 17 Victoria, caps. 121, 153, 175, and 212:

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

Dated this tenth day of November, 1853.

W. O. and W. Hunt.

J. W. and G. Whateley.

Carmarthen and Cardigan Railway, and Cardigan Harbour Improvement.

(Incorporation of Company for making a Railway from Carmarthen to Cardigan, with Branches to Gorsgoch and Kidwelly, and a Pier and Breakwater at Cardigan.)

NOTICE is hereby given that application is intended to be made to Parliament, in the ensuing session, for an Act to make and maintain the Railways following, or some, or one of them, with all proper works and conveniences connected

therewith, and approaches thereto respectively ; that is to say :

1. A railway commencing by a junction with the South Wales Railway at or near the station thereon in the parish of Llangunnor, in the county of Carmarthen, and passing thence through or into the several parishes, townships, extra-parochial, or other places following, or some of them ; that is to say : Saint Peter's, in the county of the borough of Carmarthen, and Llangunnor, Abergwily, Newchurch, otherwise Llannewydd, Llanpumpsaint, Conwill in Elvet, otherwise Conwil Elvet, Llanfihangel-ar-arth, otherwise Llanfihangel-yeroth, Llangeler and Cenarth, otherwise Kenarth, in the county of Carmarthen, and Bangor, Llanfair Orllwyn, Henllan and Llandyfriog and Llandygydd, in the county of Cardigan, and Manerdivy, Cilgerran, otherwise Kilgerran, and Saint Dogmells, otherwise Llandidock, in the county of Pembroke, and terminating in the said parish of Saint Dogmells, otherwise Llandidock, at a point adjoining the sea-coast, and about ten chains from Alltycoed, and about fifty chains from Penrhyn Castle, and about fourteen chains from Kemmes Head there, in the said county of Pembroke.

2. A branch railway commencing by a junction with the South Wales Railway, at or near the said station thereon in the parish of Llangunnor aforesaid, and passing thence through or into the several parishes, townships, extra-parochial, or other places following, or some of them ; that is to say : Llangunnor, Llandefeilog, Llangendierne, Llanarthney, Llanddarog, and Llanon, all in the county of Carmarthen, and terminating at a certain place called Gorsgoch in the parish of Llanarthney, at or near the present terminus of the mineral branch of the Llanelly Railway there.

3rd. A branch or junction railway, commencing by a junction with the above secondly described railway at or near a place in the parish of Llanddarog aforesaid, adjoining the turnpike-road, being a distance of thirty chains from the junction of the two roads leading to Llanon and Cross Hands respectively, at a point about half-a-mile to the south of the inn, known as the "Mansel's Arms" there, and being about half-way between the said inn and the end of the New Road, leading to the Cross Hands Inn, in the said parish of Llanon, and passing from the said point through or into the several parishes, townships, extra-parochial, or other places following, or some of them ; that is to say : Llanddarog, Llangendierne, Kidwelly, and Saint Mary's in Kidwelly, all in the county of Carmarthen, and terminating by a junction with the South Wales Railway, at or near the station thereon in the parish of Saint Mary's, in Kidwelly aforesaid.

And it is also intended by such Act to enable the said Company to make and maintain at or near the said proposed terminus of the said railway, firstly hereinbefore described, adjoining the sea-coast, about ten chains from Alltycoed, and about fifty chains from Penrhyn Castle, and about fourteen chains from Kemmes Head, in the said parish of Saint Dogmells, otherwise Llandidock, with all proper works and approaches connected therewith respectively, a pier extending from the sea-shore there into the sea, and a breakwater nearly opposite to the said pier, standing and being insulated at about one thousand and eighty yards from the sea-shore there, which said pier and breakwater are severally intended to be wholly situate within the said parish of St. Dogmells, otherwise Llandidock, and that part of the estuary of the River Tivy, otherwise Teifi, adjacent thereto.

And it is proposed by such intended Act to incorporate a Company for the purpose of carrying

into effect the said intended works, or some of them, and to obtain powers to make lateral deviations from the line of the proposed works, to the extent or within the limits to be defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, either temporarily or permanently, all such turnpike and other roads, rivers, aqueducts, bridges, streams, canals, railways, and tramways, within or adjoining the said parishes, townships, extra-parochial, or other places, or some of them, as may be necessary to cross, divert, alter, or stop up for the purposes of the said works, or any of them, or which would in any manner impede or interfere with the objects aforesaid.

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

And notice is hereby further given, that duplicate plans and sections of the said intended railways, pier, breakwater, and works, together with books of reference to the said plans, with a published map, with the lines of the said proposed works delineated thereon, and also a copy of this notice, as published in the London Gazette, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace for the said county of the borough of Carmarthen, with the Clerk of the Peace for the county of Carmarthen, at their respective offices at Carmarthen, with the Clerk of the Peace for the county of Pembroke, at his office at Haverfordwest, and with the Clerk of the Peace for the county of Cardigan, at his office at Aberystwith, and also on or before the said thirtieth day of November instant, a copy of the said plans and sections will be deposited at the office of the Board of Admiralty in London, 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 relate to each parish, in or through which the said intended works are proposed to be made, and also a copy of this notice, will be deposited with the parish clerk of each such parish, at his place of abode, and where there is no parish clerk in any such parish, chapelry, or place, then with the churchwarden of such parish at his place of abode.

And notice is also given, that printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the thirty-first day of December, 1853.

Dated this 4th day of November, 1853.

Carnsew and Whitelock, 4, Raymond-buildings, Gray's Inn, Solicitors for the Bill.

Chesterfield Market.

(Incorporation of Company for the Construction of a Market Hall and other Buildings ; Purchase of Toll, and Transfer of Powers to levy the same.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act for the establishment, maintenance and regulation of a Market, in the borough of Chesterfield, in the county of Derby.

And it is intended by such Act to take powers

for the construction, in connection with the said Market, of a Market Hall or Place, or Market Halls and Market Places, with all necessary rooms, buildings, approaches, works and conveniences; and also rooms or houses, to be hired or let for the transaction of the public business of the said borough, and to make byelaws and other regulations with respect thereto, and as to the placing and removing of carts, stalls, standings, and other causes of obstruction in the public streets and ways, caused by the exposure of goods, wares, and merchandize, and provisions, within the borough, township, and parish of Chesterfield, and to prevent the hawking and vending thereof, otherwise than in the said Market Places, so proposed to be authorized by the intended Act.

And it is also proposed by the said Act to apply for powers to stop up, alter, and divert, whether temporarily or permanently, all streets, ways, roads, highways, sewers, drains, and pipes within the said borough, townships, and parish as may be necessary for effecting the objects aforesaid; and also powers for the purchase, by compulsion or agreement, of all such lands, houses, and other property within the said borough, township, and parish as may be required for the before named purposes, and to vary or extinguish all rights and privileges relating thereto.

And it is also proposed by the said intended Act to incorporate a Company for the purpose of carrying the provisions thereof into execution, and to take powers to purchase all tolls, rates, rents, dues, stallages, and charges now leviable or payable within the said borough, and to levy and receive tolls, rents, rates, dues, stallages, and charges in respect of the said market, market-hall or place, rooms, and buildings, and to confer, vary, or extinguish exemptions from the payment thereof, and to raise capital for the purposes of the said Act, and to confer upon the Company to be so incorporated as aforesaid, power to sell or lease the undertaking, or part or parts thereof, and also all such other rights and privileges as may be necessary for carrying into full and complete effect the object of the said Act.

And notice is hereby further given, that printed copies of the Bill for effecting the purposes 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 ninth day of November, 1853.

C. S. B. Busby, Chesterfield and Derby;
Shipton and Hallewell, Chesterfield;
Solicitors for the Bill.

The Leeds New Gas Company.

(Increase of Capital; Consolidation and Amendment of Acts; and 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 alter, amend, and extend the Act 5 and 6 Will. IV., cap. 86, intituled "An Act for better lighting with gas the town and neighbourhood of Leeds, in the borough of Leeds, in the West Riding of the county of York;" also the Act 7 Vic., cap. 38, intituled "An Act for extending and amending some of the powers and provisions of the Act relating to the Leeds New Gas Company," or wholly to repeal the said Acts, and consolidate some of the provisions thereof, and to grant to the said Company additional and other powers, and particularly to reincorporate the said Company; and to vest in them the lands, property, and works of the existing Company, and the benefit of all powers and privileges conferred upon the existing Company by any Act relating to any other Com-

pany, body, or persons, and to confer upon the reincorporated Company, powers to light with gas the town and neighbourhood of Leeds, in the said borough of Leeds; also powers to purchase and hold additional lands, to construct and maintain works for the manufacture and storing of gas, to lay down mains and pipes within the said borough, to receive and recover rents for the gas supplied by the Company, to alter the amount and distribution of the capital of the Company, and to raise further moneys by shares and by mortgages or bonds, or by either of those means, or by any other means to be provided by the said Bill, and to enable the Company, if it shall be deemed expedient so to do, to confer upon any new shares or stock to be created by the Company, a preference or priority in the payment of dividend or interest, and any other privileges or advantages which may be thought proper; and also powers to convert all or any part of the share capital for the time being of the Company into stock, and to confer upon such stock or any part thereof, if they shall think fit, any preference or priority in the payment of dividend or other special privileges; also powers for altering and regulating the number and qualification of the directors and the management, meetings, and proceedings of the Company, for the protection of the meters and fittings belonging to the Company, and all such other powers as may be deemed necessary for effecting the objects and purposes of the said Bill, and to incorporate in such Bill all or some of the clauses and provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Gas Works Clauses Act, 1847;" in lieu of all or some of the several provisions of the said existing Acts, whether affecting the said Company, or any other Gas or Water Company, Navigation Company, the mayor, aldermen, and burgesses, or Town Council of Leeds, or any other Companies, bodies, and persons mentioned in the said Acts, or now entitled to exercise the powers thereof, and to subject the re-incorporated Company, and the works and capital and profits thereof, to the provisions of the said consolidation Acts, and to amend and extend the provisions so to be incorporated, and to repeal, alter, vary, or extinguish all existing powers, rights, privileges, and exemptions now vested in any of the said Companies, bodies, or persons, whether inconsistent with the provisions of the said Acts or not provided for therein, or which would in any way impede or interfere with any of the objects or purposes to be authorized by the said Bill, and to confer, vary, or extinguish other rights, privileges, or exemptions.

And it is also intended by the said Bill to alter, amend, extend, or repeal all or any of the powers and provisions of "The Leeds Gas Light Company's Act, 1853," of the 5th and 6th Vic., cap. 104, for better lighting, cleansing, sewerage, and improving the said borough of Leeds; and of "The Leeds Improvement Amendment Act, 1848," and of any other Act in force within the said borough, the provisions of which will in any manner interfere with the objects and powers of the said Bill, and which it may be necessary to alter or repeal for the purposes of the said Bill.

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

Dated this 8th day of November, 1853.

Snowdon and Emmet, Leeds, Solicitors for the Bill.

Lymington and Brockenhurst Junction Railway. (Incorporation of Company; Powers to construct Railway and Landing-place, with approaches at Lymington, and to agree with the London and South Western Railway, for working, management, and maintenance, and to enable that Company to subscribe and raise Capital; Powers to use part of the Southampton and Dorchester Branch Railway; Alteration of wharfage, tolls, and river dues, payable to the Corporation of Lymington, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company, and to give such Company power to make and maintain the railway and landing-place and approaches hereinafter mentioned, with all necessary and proper works, and conveniences connected therewith, that is to say:

A railway commencing at or near the Town Quay, in the borough and parish of Lymington, in the county of Southampton, numbered 64 in the said parish, on the plans deposited as hereinafter mentioned, and thence passing in, through, or into the several parishes, extra-parochial and other places of Lymington, Boldre, Brockenhurst, and Rhinefield Walk in the New Forest, or some of them, all in the county of Southampton, and terminating in the said parish of Brockenhurst by a Junction with the rails of the Southampton and Dorchester Branch, of the London and South Western Railway, at a point distant two furlongs or thereabouts, westward from the point at which the said branch railway crosses the highway from Marlpit Oak to Brockenhurst.

A landing-place or quay for the landing and embarking of passengers, goods, animals, and other traffic, at or near the terminus of the said railway at the Town Quay in Lymington, and extending over the said Town Quay and into and on the shore and bed of the Lymington River to such extent as will be shewn on the plans to be deposited as hereinafter mentioned, with all proper and convenient stairs and other works connected therewith, the whole of which said landing-place and works will be situate in the said parish of Lymington, and on the bed and shore of the said river.

An approach or road commencing from and out of the street in Lymington, called Captain's Row, at a point about 70 yards southward from the entrance of the King's Head Inn, and thence proceeding eastward to, and terminating in Quay Street, opposite and near to the said Town Quay, the whole of which said approach will be situate within the said parish of Lymington.

And it is also intended by the said Bill to take power to divert so much of the highway called Mill Lane, in the parish of Lymington, as is situate between the road, in the said parish of Lymington, called Bridge Road, and the north-eastern corner of a field belonging to Miss Catherine Beckwith, No. 57 on the said deposited plans, and to abandon and use for the purposes of the said railway so much of the said highway called Mill Lane as will be rendered unnecessary by the formation of the intended new line of road.

And it is proposed by the said Bill to take power to form a junction with the Southampton and Dorchester Branch of the London and South Western Railway, in the said parish of Brockenhurst, and otherwise to interfere with the said railway and the works thereof. Also to lay down tramways upon the Town Quay, at Lymington, and to make communications between the same and the said intended railway.

And it is also intended by the said Bill to take powers to deviate, in constructing the said proposed railway, landing-place, approaches and works, from

the line or lines laid down on the plans thereof, to be deposited as hereinafter mentioned, to such an extent as is, or will be defined upon the said plans, and to alter and vary the situation or construction of the said landing-place, and other works in connection therewith, to the extent and within the limits defined on the said plans.

And it is also intended by such Bill to take powers for the compulsory purchase of the lands and houses required for the purposes of the said intended railway, landing-place and works, and also for the levying of tolls, rates, and duties, for or in respect of the use of the said intended railway, landing-place, and works, and to grant exemptions from all or any of 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 Bill.

And it is also intended by the said Bill to vary and alter, or reduce and repeal the wharfage tolls, river dues, and other payments now demanded by, or payable to the mayor, aldermen, and burgesses of the Borough of Lymington, for the use of the Town Quay, and the cranes and landing-places thereon, and in respect of the landing and embarking of passengers, goods, and animals thereat, and in respect of vessels entering in and anchoring, or mooring or departing from the said river, and to enable the said mayor, aldermen, and burgesses to take other tolls, dues, and payments in lieu thereof, and to enter into arrangements with the said intended Company for altering, reducing, or abolishing the same or any of them in respect of all or any traffic to or from the said intended railway and landing-place, or either of them.

And it is also intended by the said Bill to take powers to embank and inclose so much as may be required of the bed and shore of the Lymington River opposite to and near to the Town Quay, at Lymington, as may be necessary for the purpose of forming the proposed landing-place, with all necessary stairs and conveniences connected therewith, and of enabling passengers, goods, animals, and other traffic to be landed and embarked thereat at all states of the tide.

And it is also intended by such Bill to take powers to cross on the level several public highways, and to cross, alter, vary, stop up, or divert, whether temporarily or permanently, all turnpike and other roads, streets, causeways, slipways, highways, railways, tramways, aqueducts, canals, streams, rivers, waters, mill-dams, waterworks and other works, situate within or adjoining the aforesaid parishes, townships, and extra-parochial or other places, or any of them, with which it may be necessary to interfere in the construction of the said intended railway, landing-place, approaches, and works, or any of them.

And it is also intended by such Bill to vary, repeal, or extinguish all existing rights, privileges, or exemptions, in any manner connected with the lands and houses, or other property, or works proposed to be purchased, or taken, or interfered with, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway, landing-places, approaches, and works, or any of them, and to confer other rights, privileges, and exemptions.

And it is intended by the said Bill for the purpose of carrying into effect the said intended railway, landing-place, approaches, and works, to create a joint stock or capital, and to confer on the said Company so to be incorporated, and to make applicable to the objects of the said Bill, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," "The

Harbours, Docks, and Piers Clauses Act, 1847," and all other necessary powers and provisions.

And notice is hereby further given, that duplicate plans and sections of the said intended railway, landing-place, approaches, and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands and houses, and a copy of this notice, as published in the London Gazette, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Southampton, at his office, in the city of Winchester; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes or extra-parochial place in or through which the said intended railway, landing-place, approaches, and works, are intended to be made, and also a copy of the said Gazette notice will be deposited, on or before the said thirtieth day of November, with the parish clerk of each such parish, at his residence; and that a copy of so much of the said plans and sections as relates to the extra-parochial place of Rhinefield Walk, 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 said thirtieth day of November, with the parish clerk of the adjoining parish of Brockenhurst, at his usual place of abode.

And notice is hereby also given, that it is intended by the said Bill to take powers to enable the Company to be thereby incorporated, or any other persons lawfully using the said intended railway, to run and pass over with their own engines and carriages, or with the engines and carriages of such other persons using or passing over the said intended railway, that portion of the line of the Southampton and Dorchester Branch of the London and South Western Railway, which lies between the proposed point of junction therewith, near the Brockenhurst station thereon, and the said station at Brockenhurst; also powers to use the said station at Brockenhurst, and the booking-office, waiting rooms, water and watering-places, and other conveniences at or connected with the said station, or on the line of or adjoining the said railway, so to be used or run over by the said intended Company, and to fix and determine the amount of rate, toll, or charge which shall be paid by the said intended Company, or such other persons for the use by them of the said railway stations, booking-office, waiting rooms, water, watering-places, works, and conveniences, or any of them; and also if necessary to alter and limit the tolls, rates, and charges now authorized to be levied and demanded by the London and South Western Railway Company for the use of the said portion of their said railway, station, booking-offices, waiting rooms, water, watering-places, warehouses, works, and conveniences, or any of them, and to require or compel the London and South Western Railway Company upon such terms as shall be agreed upon, or as shall be determined by the Board of Trade, or otherwise as Parliament shall direct, to book through and forward all passengers, goods, animals, and other traffic, and to afford all necessary facilities for the passage and transmission of passengers, goods, animals, and other traffic over their said railway to and from the said intended railway, and to enable the said intended Company to carry passengers, goods, animals, and other traffic on the railways of the said London and South Western Railway Company, and of other Companies and persons, and to charge tolls and rates in respect thereof.

And it is also intended by the said Bill to enable the said intended Company to sell or let, and trans-

fer the said intended railway and landing-place, and other works, or any part thereof, and all or any powers of such Company in connection therewith, or in relation thereto, to the London and South Western Railway Company, and to enable the said last mentioned Railway Company to purchase or rent the said intended railway, landing-place, and works, or any part thereof, and to exercise such powers, or any of them, and also to contribute funds for or towards the construction, maintenance, and use of the said intended railway, landing-place and works, and to hold shares in the capital of the said Company, and to apply their corporate funds, and if necessary to raise additional capital by the creation of new shares or stock, for all or any of the said purposes, and to enable the London and South Western Railway Company, and the Company so to be incorporated, to enter into and carry into effect such agreements as they may think fit, in respect of the working and use by the London and South Western Railway Company, of the said intended railway, landing-places, and works, and the regulation and management by such Company or otherwise, of the traffic upon or over the said intended railway, landing-place, and works, or any part thereof, and the payment, and also the division, or apportionment, between the said two Companies, of the tolls, rates, and duties, received in respect of such traffic.

And it is also intended by the said Bill to alter, amend, or repeal, so far as may be necessary for the purposes thereof, all or some of the powers and provisions of the several Local and Personal Acts of Parliament hereinafter mentioned, directly or indirectly relating to, or effecting the London and South Western Railway Company, or its undertakings, that is to say:—4th and 5th William 4, cap. 88; 1st Vic., cap. 71; 1st and 2nd Vic., cap. 27; 2nd and 3rd Vic., cap. 28; 4th and 5th Vic., caps. 1 and 39; 7th and 8th Vic., caps. 5, 63, and 86; 8th and 9th Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9th and 10th Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10th and 11th Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11th and 12th Vic., caps. 75, 85, 87, 89, 125, and 157; 12th and 13th Vic., caps. 33 and 34; 13th and 14th Vic., cap. 24; 14th and 15th Vic., cap. 83; and "The London and South Western Railway (Basingstoke and Salisbury) Act, 1853;" and any other Act or Acts of Parliament relating to or affecting the said London and South Western Railway Company, or their property and their interests.

And notice is hereby given, that on or before the thirty-first 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 twelfth day of November, 1853.

James Brown, Lymington.

Solicitor for the Bill.

Durnford and Co., 39, Parliament-street.
Parliamentary Agents.

Bradford Glebe Lands and Vicarage Trust Estates.

(Powers to sell, exchange, or let, on Building or other Leases all the Glebe Lands and Trust Estates, including the present Vicarage-house; to build a new Vicarage-house; or to purchase a House suitable for the residence of the Vicar; to incorporate the Trustees of the Trust Estates; or to vest such Estates in the Vicar, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to empower the vicar of Bradford for the time being, with the consent of the immediate patrons of the living, and the ordinary, or with such other consent as shall be provided by

the Act, to sell, or exchange, or lease for terms of years, all or any part of the glebe lands and buildings belonging to the vicarage of Bradford, in the county of York and within the diocese of Ripon, and to invest the proceeds of such sales and any monies to be received for equality of exchange, or for premiums on such leases or otherwise, for or in respect of the said glebe lands and houses, except the rents and recurring profits thereof, in the purchase of other lands and houses, to be settled on, or to the use, and for the benefit of the vicar of Bradford and his successors. And to incorporate the trustees of the estates and property, situate in the parish of Bradford, in the west riding of the county of York, long since granted in trust for the vicar of Bradford and his successors, or to vest such estates in the vicar and his successors, and confirm the title thereto, and to enable the trustees or vicar for the time being, with any consent which may be required by the Act to sell, or exchange, or grant leases for terms of years, of all the said trust estates and property, including the present vicarage-house and the site thereof, and to invest the proceeds of such sale and any monies to be received for equality of exchange of any such estates or property, or for premiums on such leases or otherwise for or in respect of the said trust estates and property, except the rents and recurring profits thereof, in the purchase of other lands or houses, to be settled upon or in trust for the said vicar and his successors, or on such other trust as may be provided by the said intended Act; and provision will be made by the said Act for varying and extinguishing all rights and privileges in relation to the said glebe lands and vicarage trust estates respectively, which would impede or interfere with the execution of the purposes aforesaid; and for the investment of the monies to be produced by sale, or exchange, or otherwise as aforesaid, in the meantime and until the same shall be respectively laid out as aforesaid. And notice is also hereby given, that in the said Act so to be applied for, powers will also be inserted for the following purposes, namely, to authorise the trustees or other persons or corporation in whom the said trust estates may for the time being be vested, to make compulsory purchases of land and houses or other buildings immediately adjoining to the same estates, or any part thereof, and proper to be sold or let therewith, and to sell or exchange or let the same, and to defray the cost and expenses of such purchases out of the monies to be produced by the sale or exchange of the said trust estates, or of any land and houses so to be purchased; to authorise the building of a new vicarage-house upon the trust estates or other land convenient for the purpose, or the purchase of a house suitable for the residence of the vicar; to apply a portion of the proceeds arising from the sale of the said trust estates and property in or towards the building of such new vicarage-house, or in or towards the purchase of a house suitable for the residence of the vicar; to authorise the sale and the granting of leases of the glebe lands and vicarage trust estates for the time being respectively, and the investment of the proceeds in the purchase of other estates; to enable the said vicar and the said trustees or trustee for the time being of the said trust estates, with such consent as aforesaid, to form streets, drains, and sewers, and to appropriate any part of the said glebe lands and trust estates for the time being respectively, which they may be respectively authorised to sell or lease for the purpose of forming such streets, drains, and sewers, or otherwise, for the general improvement of the said glebe lands and trust estates respectively or either of them, and the accommodation of the respective lessees thereof, and for otherwise improving the said glebe lands and trust estates; also, to authorise the borrowing

of money on the security of the said trust estates, for the purpose of building such new vicarage-house, or of purchasing a house and premises suitable for the residence of the vicar, and of rebuilding, repairing, and generally improving the said trust estates, and for other purposes concerning the same, (and if need be) to alter, vary, and extend the trusts and administration, and to enlarge the uses, extend the objects, and regulate the application of the rents and profits of the said glebe lands and trust estates respectively.

Dated this eighth day of November, 1853.

Hailstone and Payne, Bradford, Yorkshire, Solicitors to the said Vicar and Trustees.

Symes, Teesdale, and Sandilands, 33, Fenchurch-street, London, Solicitors to the said Patrons.

Axholme Railway.

(Incorporation of Company, and Powers to make Railways between Manchester, Sheffield, and Lincolnshire, Great Northern, and Lancashire and Yorkshire Railways, at Gainsborough, Doncaster, and Askern).

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to authorize the construction and maintenance of the railways hereinafter mentioned, with all proper works, approaches, and conveniences connected therewith respectively (that is to say):—

A railway commencing by a junction with the line of the Manchester, Sheffield, and Lincolnshire Railway, at or near to Bole, in the county of Nottingham, at or near to the south-west corner of a certain close or parcel of land there belonging to and in the occupation of John James Barrow, Esq., in the parish of West Burton, in the said county of Nottingham, and terminating by a junction with the line of railway of the South Yorkshire and River Dun Company at or near Doncaster; at or near the south-west corner of a plot or parcel of ground belonging to the South Yorkshire Railway and River Dun Company, in the occupation of Edward Taylor, in the borough and parish of Doncaster, in the West Riding of the county of York, which said intended railway and the works connected therewith, will pass from, in, through, or be situate within, the several parishes, townships, and extra-parochial or other places following, that is to say—Doncaster, parish, township, and borough, Bentley with Arksey parish and township, Wheatley, Kirk Sandall parish and township, Long Sandall, Barmby upon Dun parish and township, Owston parish and township, Kirk Bramwith, Thorpe in Balne, Campsall parish and township, Sutton Askern, Haywood, Burghwallis parish and township, Langthwaite with Tilts, Moss otherwise Moseley, Trumfleet, Kirkhouse Green, Braithwaite, Sand Bramwith, Bramwith, Woodhouse, Fishlake parish and township, Lykehouse Stainforth, Hatfield parish and township, Thorne parish and township, and the Moors in the West Riding of the county of York, the Moors, Enland, Crowle parish and township, Belton parish and township, Epworth parish and township, Owston parish and township, Haxey parish and township, Low Burnham otherwise Nether Burnham, Craiselound otherwise Graizelound, Eastlound and West Woodside in the parts of Lindsey in the county of Lincoln, Gringley on the Hill parish and township, West Stockwith, Misterton parish and township, Walkeringham parish and township, Beckingham parish and township, Misson parish and township, Walkerith, Saundby parish, and township, West Burton parish and township, and Bole, in the county of Nottingham.

Also a railway from and out of the said intended railway, commencing by a junction therewith in

the parish of Owston, in the said West Riding of the county of York, at or near to the south end of a certain close or parcel of land there, belonging to the trustees of the late Peter Thelluson, Esq., in the occupation of Robert Taylor, and terminating by a junction with the line of the Lancashire and Yorkshire Railway, within the said parish of Owston, in the said west riding of the said county of York, at or near the west end of a certain close or parcel of land in the said parish of Owston, belonging to Philip Davies Cooke, Esq., and in the occupation of Henry Fearby, which said intended railway, and the works connected therewith, will pass from, in, through, or be situate within, the parish and township of Owston, in the said west riding of the said county of York.

And it is proposed by the said intended Act to take power to stop up, alter, or divert temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within or near the aforesaid parishes, townships, and places, or any of them, which it may be necessary so to stop up, alter, or divert, by reason of the construction of the said intended works, or any of them.

And it is also proposed by the said intended Act to incorporate a Company for the purpose of carrying the said intended undertaking into effect, and to take powers for the purchase of lands and buildings, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties, and to vary or extinguish all existing rights or privileges in any manner connected with the lands so 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, or either of them, and to confer other rights and privileges.

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections, describing the direction, line, and levels of the said intended railways and works, and the land which may be taken for the purposes of the same, 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 such lands. 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 west riding of the county of York, at his office in Wakefield, in the said riding, with the Clerk of the Peace for the borough of Doncaster, in the said west riding of the said county of York, at his office in Doncaster, in the said borough, with the Clerk of the Peace for the county of Nottingham, at his office in Newark, in the said county of Nottingham, and with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln, at his office, in Spilsby, in the said parts of Lindsey, in the said county of Lincoln. And that on or before the same day, a copy of so much of the said plans and sections, and book of reference, as relates to each of the parishes 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, will be deposited as follows, that is to say—In the case of parishes with the parish clerk of such parish, at his residence, and in case of any extra parochial place with the parish clerk of some parish adjoining thereto at his residence.

And it is further proposed by the said intended Act to authorize the following existing Railway Companies (that is to say), the Great Northern Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the South Yorkshire Railway Company, and the Lancashire and Yorkshire Railway Company respectively, or some

or one of them, to contribute funds towards the construction of the said intended railways and works, and for that purpose to apply monies belonging to them, or to raise money by the creation of preference or guaranteed shares, or otherwise.

And it is also proposed by the said intended Act to authorize the Company to be incorporated thereby to use with their engines and carriages the line of the Great Northern Railway Company, in and between Askern and Doncaster, and the line of the Manchester, Sheffield, and Lincolnshire Railway Company, in and between Bole and Gainsborough, and the bridge over the River Trent, and the line of the South Yorkshire Railway Company in Doncaster, and the line of the Lancashire and Yorkshire Railway Company in Askern, and the stations, works, and conveniences upon, or connected with, the lines so to be used, and to enable the said intended and existing Railway Companies, or some or one of such existing Railway 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 such existing Railway Companies, or some or one of them, of the said intended railways, or one of them, or some part or parts thereof respectively, and the regulation and management by such Companies, or some or one of them, of the traffic upon or over the said intended railways, or one of them, or some parts or part thereof respectively, or for facilitating the transmission of traffic from and to the said intended railways, or one of them, of and from the railways of the said existing Railway Companies, or some or one of them, and for the division or apportionment in any of the above-mentioned cases between the said intended and existing Railway Companies, of tolls, rates, or duties received by such Companies respectively in respect of the traffic traversing the lines of the said existing Railway Companies, to be used as hereinbefore is mentioned, or as the case may be, of the traffic upon the said intended railways, or passing from or to the same, to or from the railways of the said existing Companies, or any of them.

And it is also proposed by the said intended Act to alter and amend, as far as may be necessary for the purposes of such Act, the provisions of the several Acts of Parliament following, relating to the said existing Railway Companies respectively (that is to say), the several Acts relating to the Great Northern Railway Company—namely, the 9 and 10 Victoria, chap. 71; the 10 and 11 Victoria, chaps. 143, 146, 148, 248, 272, 286, and 287; the 11 and 12 Victoria, chaps. 65 and 114; the 12 and 13 Victoria, chap. 84; the 13 and 14 Victoria, chap. 61; the 14 and 15 Victoria, chaps. 45 and 114; and Great Northern Railway Company's Increase of Capital Act, 1853; also the several Acts relating to the South Yorkshire Railway and River Dun Company—namely, the South Yorkshire, Doncaster, and Goole Railway Act, 1847; the South Yorkshire, Doncaster, and Goole Railway (Deviation and Extension of Elsecar Branch) Act, 1850; the South Yorkshire Railway and River Dun Act, 1852; and the South Yorkshire Railway and River Dun Company's Transfer Act, 1852; also the several Acts relating to the Lancashire and Yorkshire Railway Company, namely: the Lancashire and Yorkshire Railway Act, 1848; the Lancashire and Yorkshire Railway Act, 1849; the Lancashire and Yorkshire and London and North Western Railways (Preston and Wyre Railway Harbour and Dock vesting) Act, 1849; the Lancashire and Yorkshire Railway Act, 1850; and the Lancashire and Yorkshire Railway Act, 1852. Also the several Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, namely: the 12 and 13 Vic-

toria, chap. 81; the 13 and 14 Victoria, chap. 94; and the 15 and 16 Victoria, chaps. 83 and 144; the Manchester, Sheffield, and Lincolnshire Railway (Debenture Stock) Act, 1853; and Manchester, Sheffield, and Lincolnshire Railway (Barnsley Branch Extension) Act, 1853.

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

Dated the 7th day of November, 1853.

John Collinson,

Richard Dawson,

Solicitors for the Bill.

Bowling Water Works.

(New Works for better supplying certain portions of the Townships of Bradford, Bowling, and Horton, in the Parish of Bradford, in the County of York, with Water; Powers to enter upon Streets and Roads, and to lay and levy Water Rents.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to empower Edward Ripley, of Bowling-lodge, in the township of Bowling, in the parish of Bradford, in the West Riding of the county of York, and Henry William Ripley, of Lightlife, in the township of Hipperholme-cum-Brighouse, in the parish of Halifax, in the said West Riding of the said county of York, to supply more effectually with water for domestic, manufacturing, and other purposes, the townships of Bradford, Bowling, and Horton, in the said parish of Bradford, or some portions thereof, respectively—

And for the purpose of such supply to construct and maintain conduits, the aqueducts, and water-courses hereinafter mentioned, together with such cloughs, sluices, pipes, conduits, by-channels, overfalls, valves, tanks, drains, lodges, filters, and other works and conveniences in and near to the lines of such aqueducts or conduits, or any of them, as may be proper and necessary for effectually securing the said objects, that is to say, an aqueduct or conduit commencing at or near the north end of the easternmost of three reservoirs, called the Springwood reservoirs in the township of Bowling aforesaid, situate on the lands of the said Edward Ripley and Henry William Ripley, and terminating by a junction with the aqueduct next hereinafter described, at a point in Bridge-street near St George's-hall there, in the said town of Bradford, which said aqueduct or conduit and the works connected therewith, will pass through or into or be made within the said townships of Bowling and Bradford, in the said parish of Bradford.

Also an aqueduct or conduit commencing at or near the north end of the said Springwood reservoirs and terminating by a junction with the aqueduct hereinbefore mentioned at a point in Bridge-street, near Saint George's-hall there, in Bradford aforesaid, which said aqueduct or conduit, and the works connected therewith, will pass through or into or be made within the several townships of Bowling, Horton, and Bradford, in the said parish of Bradford.

Also an aqueduct or conduit commencing at or near the north end of the said Springwood reservoirs, and terminating by a junction with the aqueduct firstly hereinbefore mentioned at a point in Bridge-street, near St. George's-hall there, in Bradford aforesaid, which said aqueduct or conduit and the works connected therewith, will pass through or into or be made within the several townships of Bowling, Horton, and Bradford in the said parish of Bradford. And it is proposed by the said intended Act, to take powers to enter into and upon all and every the several streets, lanes,

or roads, and all other thoroughfares which do now exist, or which shall or may at any time hereafter exist within the townships aforesaid for the purposes of the said intended Act.

And it is proposed by the said intended Act to take powers to sell and supply water to all such persons, companies, and corporations within the townships aforesaid, as shall or may be willing to take, accept, and receive the same, and also from time to time to open up all or any of the said streets, lanes, or roads, now existing as aforesaid, or which shall or may at any time hereafter exist or be made in and within the townships aforesaid, for the purpose of laying or connecting pipes for conveying or supplying water as aforesaid.

And it is also proposed by the said intended Act to take power to lay and levy rents and water or other rates to grant exemptions from the payment thereof and to alter existing rates.

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

And it is also proposed by the said intended Act to empower the said Edward Ripley and Henry William Ripley, their heirs or assigns, to purchase, by compulsion or agreement, all such lands, houses, and other property, and to make, maintain, vary, extend, and enlarge such works and conveniences, as may be requisite for the purposes of the said intended Act, or any of them, and also to vary and extinguish any rights and privileges connected with such lands, houses, and other property as impede or interfere with any of the objects of the said intended Act, and to confer other rights and privileges, and so far as may be necessary for any of the objects and purposes aforesaid, to alter, amend, extend, enlarge, or repeal all or any of the powers and provisions of "The Bradford Improvement Act, 1850."

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the said proposed works, showing the line and levels thereof, and the lands in or through which the same are to be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield, and that on or before the said 30th day of November a copy of the said plan, section, and book of reference, and Gazette notice will be deposited at the residence of the parish clerk of the parish of Bradford.

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

Dated this first day of November, 1853.

Jno. Taylor, Solicitor, Bradford.

Manchester and Salford Cattle Markets and Slaughterhouses.

(Incorporation of Company, and Power for the Corporations of Manchester and Salford, or either of them, to purchase the Undertaking.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to introduce a Bill to incorporate a Company, and to authorize such Company to purchase, lease, erect, and maintain a market for the sale of cattle, and also slaughter-

houses for the slaughtering and dressing of cattle, sheep, swine, and other animals for public consumption; and also layers for cattle, sheep, swine, and other animals, within the townships of Salford and Newton, in the parish of Manchester, or in one or both of such townships; and to make and construct such sheds and other buildings, approaches, and conveniences as may be necessary or convenient for those purposes.

And the Company also propose to establish, in connection with such markets and slaughterhouses, a market or markets for the sale of raw hides and skins, and also buildings and places for the deposit and manufacture of offal, blood, tallow, garbage, and other products from animals, and all necessary storehouses, standings, weighing-machines, and buildings.

And it is intended to enable the Company to take tolls, rates, and rents for the use of any of the markets, slaughterhouses, layers, buildings, weighing-machines, and other conveniences proposed to be established by the Company, and to alter the existing tolls, rates, and rents now leviable or receivable in the market hereafter mentioned as being in the occupation of, or under lease to, the mayor, aldermen, and burgesses of the borough of Salford, hereinafter called the corporation of Salford, and to farm or lease such tolls, rates, and rents, and to lease stalls, storehouses, and other conveniences to any persons whomsoever, and to enable the Company to contract and agree for the sale or lease of their undertaking, or some portions thereof, to the mayor, aldermen, and citizens of the city of Manchester, hereinafter called the corporation of Manchester, and to the corporation of Salford, both or either of them, and to enable the said corporations, or either of them, to purchase, or take on lease the said undertaking, or some portions thereof, and if necessary, to raise money for those purposes.

And it is intended to prohibit the establishment of any other market for the sale of cattle within five miles from the market or markets to be established by the Company, or within such other as distances may be defined by the proposed Bill, and to prohibit the slaughtering and dressing of cattle, swine, sheep, or other animals for public consumption within the city of Manchester and borough of Salford, and within a distance of one mile from the boundaries of such city and borough respectively, other than at the places to be provided by the Company, and also to prohibit within the last mentioned limits other than at the places to be provided by the Company, the deposit, preparing, and manufacture of offal, blood, tallow, garbage, and other products from animals, and the melting of tallow, and provision will be made in regard to the carcasses of animals introduced in whole or in part for sale within the last-mentioned limits, which animals shall not have been slaughtered at the slaughterhouses established by the Company, so as to prevent any evasion of the use of such slaughterhouses, by levying rates in respect of such carcasses, or parts thereof, or by adopting such other means as Parliament may sanction; and it is intended to provide that all blood, dung, and other refuse arising from the markets and from the slaughtering and dressing of cattle, and from the cleansing and manufacturing the offal and other products of the animals, shall belong to the Company.

And it is intended to enable the Company to take, by compulsion or agreement, the cattle market situate in Cross-lane, in the said township of Salford, now in lease to, or in the occupation of, the corporation of Salford, or their tenants or sub-lessees, and also to take by compulsion such other lands and houses within the said townships of Salford and Newton, and elsewhere, as may be necessary for

the enlargement of such market, and for the other objects and purposes of the Company.

And it is intended to authorize the corporations of Manchester and Salford respectively to inspect the markets, slaughterhouses, and other buildings and places to be provided by the Company, and to make bye-laws to be enforced within the said city and borough respectively for the more completely preventing the nuisances arising from the sale and slaughtering of cattle and other animals within the said city and borough respectively, and the dressing and manufacture of carcasses, offal, and other products therefrom.

And it is intended, so far as may be necessary, to amend, extend, and enlarge, or partially repeal "The Manchester New Streets Act, 1853," and the several Acts therein recited, and "The Salford Extension and Improvement Act, 1853," and the several Acts therein recited.

And it is intended to confer upon the Company the powers contained in "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Markets and Fairs Clauses Act, 1847;" and other powers.

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

Dated this 11th day of November, 1853.

Cobbett and Wheeler, Solicitors, Manchester.

Runcorn Waterworks.

(Incorporation of Company, and Construction of Works for supplying Runcorn and the Neighbourhood with Water.)

NOTICE 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 town of Runcorn, and the several townships of Runcorn, Weston, Halton, and Norton, in the parish of Runcorn, all in the county of Chester, and for that purpose it is intended by the said Act to incorporate a Company, and to enable them to exercise amongst others all or some of the following powers:—

To make and maintain a reservoir, with all necessary works and conveniences connected therewith, near a place called Preston-on-the-Hill, in the township of Preston-on-the-Hill, in the said parish of Runcorn, upon lands shown upon the plans hereinafter mentioned, and belonging to Miss Yates, a ward in Chancery, and now or late in the occupation of Samuel Broome, William Higginson, and Joseph Whitlow, or some or one of them.

To make and maintain a reservoir or reservoirs, filter beds, and other necessary works, and to construct engines and conveniences in connection therewith, on a certain brook flowing into the Big Pool, in the townships of Halton and Clifton, otherwise Rocksavage, in the said parish of Runcorn, upon lands belonging to the Marquis of Cholmondeley, and now or late in the occupation of Joseph Cookson and Richard Janion. And another reservoir, with all necessary works and conveniences in connection therewith, on Beacon-hill, near a place called Higher Runcorn, in the said township and parish of Runcorn, on the common lands of the manor of Runcorn.

To lay a conduit or line of pipes, with the necessary works connected therewith, commencing at or near the reservoir intended to be constructed on the brook, running into the Big Pool as aforesaid, in the said townships of Halton and Clifton, otherwise Rock Savage, and terminating at or near to the reservoir intended to be constructed on Beacon-hill as aforesaid, at or near the said place called Higher Runcorn, in the said township of Runcorn.

Also another conduit or line of pipes, com-

mencing at the said intended reservoir to be made on the brook flowing into the Big Pool aforesaid, and terminating in the street or road called Bridge-street, at or near the Egerton-arms Inn, Irwell-lane End, in the town of Runcorn, and in the townships of Runcorn and Halton, or one of them. And another conduit or line of pipes, commencing at or near the said intended reservoir on Beacon-hill aforesaid, and being wholly situate in the said township of Runcorn, terminating therein, in the street or road called High-street, at or near to Devonshire-buildings, in the town and township of Runcorn.

A catchwater drain, commencing at the Halton Brook in the township of Halton, at or near a place called Tanhouse-wood, on lands belonging to the Marquis of Cholmondeley, and now or late in the occupation of William Pearson and William Tipping, or one of them, and terminating at the said intended reservoir, to be made on the said brook, flowing into the Big Pool aforesaid.

Also a catchwater drain, commencing in the township of Runcorn, at another stream, flowing into the Big Pool, shown on the plans hereinafter mentioned, at a point shewn on the said plans on lands belonging to George Orred, and now or late in the occupation of Thomas Rogers and Elizabeth Savage, or one of them, and terminating at the said reservoir on the brook, flowing into the Big Pool aforesaid. All which said intended reservoirs, conduits, catchwaters, drains, and other works will be situate in, or pass from, through, or into, the several parishes, townships or other places following, or some of them; that is to say: Runcorn, Weston, Halton, Clifton, otherwise Rock Savage, Kekewick, otherwise Keckwick, Newton, otherwise Newton by Daresbury, and Preston-on-the-Hill, all in the county of Chester.

And it is proposed by the said intended Act to empower the Company to divert into the said intended works the waters, or some part of the waters of the streams flowing from, into, and down the Preston Brook, the Halton Brook, the Big Pool Brook, and other, the streams or brooks, situate and being in the said several parishes, townships, or places, or any of them, and which waters or some of them, or some part thereof, now flow into or supply the Trent and Mersey, or Grand Trunk Canal, the Duke of Bridgewater's Canal, the Old Quay Canal, the Mersey and Irwell Navigation, the Weston Canal, or River Weaver Navigation, the Runcorn and Weston Canal, and the river Mersey; and it is intended so far as may be necessary or desirable for the purposes of the said intended Act, to amend the provisions of the several Acts following, or some of them relating to the said canals and navigations; that is to say: the Acts 7 Geo. 1st, cap. 10; 10 Geo. 2nd cap. 9; 32 Geo. 2nd, cap. 2; 33 Geo. 2nd, cap. 2; 33 Geo. 2nd, cap. 49; 2 Geo. 3rd, cap. 2; the Acts of the 6th Geo. 3rd; 31 Geo. 3rd, cap. 78; 35 Geo. 3rd, cap. 44; 59 Geo. 3rd, cap. 105; 47 Geo. 3rd, cap. 82; 6th Geo. 4th, cap. 29; 10 Geo. 4th, cap. 70; and the 16 Vic., cap. 37.

And it is proposed by the said intended Act to empower the Company to construct all such other reservoirs, embankments, conduits, culverts, cuts, catchwater and other drains, sluices, engines, and other works in the said several parishes, townships, or places, as may be necessary for carrying into execution the objects and purposes of the intended Act.

And it is also intended by the said intended Act, to empower the Company to lay pipes, conduits, and other works, in, through, and under, and for that purpose to cross, alter, break up, divert, or stop up, either temporarily or permanently, streets,

lanes, roads, bridges, and other public passages and places, sewers, drains, pipes, railways, tramways, ways, and watercourses, in the parishes, townships, or places aforesaid, to purchase compulsorily and otherwise, or to take on lease lands, tenements, springs, streams, and hereditaments, for the purposes of the said intended waterworks, and to alter, vary, or extinguish all or any rights or privileges connected with, or incident to, any such property, and all other rights and privileges 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 waterworks, and to confer exemptions from the payment thereof.

And notice is hereby also given, that the plans and sections, showing the said reservoirs, conduits and works connected therewith, with books of reference to such plans, and a copy of this notice as published in the London Gazette will, on or before the 30th day of this instant, November, be deposited for public inspection, at the office of the Clerk of the Peace for the county of Chester, at Chester; and on or before the same day a copy of so much of the said plans, sections, and books of reference, as relate to any parish or extra-parochial place, in or through which the intended works, or any of them, will be made, together with a copy of this notice, as published in the London Gazette, will be deposited as regards each such parish with the parish clerk thereof, at his residence, and as regards each such extra parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence. And further, that printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 30th day of December next.

Dated this seventh day of November, 1853.

T. A. and J. Grundy, Solicitors,
Bury, Lancashire.

John H. Chorlton, Solicitor, Runcorn,
Cheshire.

The Burry Port Company.
(Additional Capital; Arrangements respecting Debts and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill, to alter, amend, and enlarge the powers and provisions of the Acts following; that is to say: An Act passed in the sixth year of the reign of His Majesty King George the Fourth, intituled "An Act for making and constructing a harbour and other works, in the parish of Pembrey, in the county of Carmarthen, and for making a canal and railway from the said harbour to the Kidwelly and Llanelly Canal, in the said county;" and an Act passed in the fifth year of the reign of His late Majesty King William the Fourth, intituled "An Act to enlarge the powers of the New Pembrey Harbour Act, to change the name of the harbour to that of Burry Port, and to enable the Burry Port Company to raise a further sum of money;" or to repeal the said Acts, both or either of them, or some part or parts thereof respectively, and to grant more effectual powers instead thereof:

And in such Bill provision is intended to be made to enable the Burry Port Company to increase their capital and raise further sums of money, and to convert their mortgage and other debts, or any part thereof, and any arrears of interest thereon into shares; and it is intended to regulate and determine the priority of the existing mortgage and other debts, and to authorize the Company, if they think fit, to attach to any shares to be created any preference or priority in payment

of dividends, and to make further and other provisions and arrangements with reference to the augmentation of the share and loan capital of the Company :

And it is intended to alter the provisions of the said Acts, with reference to the constitution, meetings, and powers of the Company and of their directors, and the number and election of such directors, and the number of shares authorized to be held by each shareholder, and to alter existing rates, tolls, and duties, and to confer other powers upon the said Company.

Printed copies of the intended 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 11th day of November, 1853.

Sutton, Ommanney, and Prudence,
6, Basinghall-street, London, Solicitors.

Warrington and Stockport Railway.
(Extension to Whaley Bridge.)

THE Warrington and Stockport Railway Company intend to apply to Parliament, in the session of 1854, for leave to introduce a Bill for the following, or some of the following, among other purposes, namely:

1st. To authorise them to extend their railway from the borough of Stockport, to or near to Whaley Bridge, in the counties of Chester and Derby, or one of them; and to construct all necessary stations, approaches, and works in connection with that extension. The extension will commence by a junction with the authorised Warrington and Stockport Railway, on land belonging to Wilbraham Egerton, Esquire, situate between George's-road, in the township of Heaton Norris, in the parish of Manchester, in Lancashire, and within the borough of Stockport, and the railway of the London and North-Western Railway Company, in the same township, parish, and borough, will pass through Heaton Norris, Reddish, Manchester, and Stockport, in Lancashire; Stockport, Brinnington, Bredbury, Romiley, Marple, Disley, Disley Stanley, Taxal, Yeadsley-cum-Whaley, and Whaley, in Cheshire; and Glossop, Mellor, Beard, Ollerset, Thornset, Whitle, Chapel-en-le-Frith, Bugworth, Chinley, Brownsie, and Bradshaw Edge, in Derbyshire; and will terminate in Whaley otherwise Yeadsley-cum-Whaley, in the parish of Taxal, in the county of Chester, by a junction there with the Cromford and High Peak Railway, at or near to the bridge which carries the Manchester and Buxton Turnpike-road over the River Goyt.

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

3rd. To amend and extend the powers of the "Warrington and Altrincham Junction Railway Act, 1851," and the "Warrington and Stockport Act, 1853."

A plan and section of the said extension, a book of reference to the plan, a published map on which the proposed extension will be laid down, and a copy of this notice, will, before the first day of December next, be deposited at the office, at Chester, of the Clerk of the Peace for Cheshire, and at the office, at Preston, of the Clerk of the Peace for Lancashire, and at the office, at Derby, of the Clerk of the Peace for Derbyshire; and copies of so much of the plan, section, and book of reference, as relates to each parish in which the intended works are to be constructed, will, together with a copy of this notice, be deposited,

before the same day, at the residence of the parish clerk of that parish; and with respect to extra-parochial places, at the residence of the parish clerk of an adjoining parish.

Copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons, before the 1st day of January, 1854.

Dated this 15th day of November, 1853.

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

Dudley, Halesowen, and Bromsgrove District of Roads.

(Continuation of Term 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 continue and extend the term, and alter, amend, and enlarge the powers and provisions of an Act passed in the fifty-sixth year of the reign of his Majesty King George the Third, intituled "An Act for enlarging the term and powers of certain Acts for repairing several roads in the counties of Worcester and Warwick, so far as relate to the road leading from the town of Bromsgrove to the town of Dudley, in the county of Worcester, and for making a more commodious road near the town of Dudley," and also the several Acts relating to the said roads and referred to in such recited Act, namely, the Acts distinguished in the Queen's Printers' copies of the Local and Personal Acts as 13 Geo. I., cap. 15; 15 Geo. II., cap. 7; 13 Geo. III., cap. 106; 34 Geo. III., cap. 136, or to repeal the said several Acts or some of them, or some part or parts thereof respectively, and grant further, better, and more effectual powers instead thereof; and to vest and place under the control and management of the trustees to be nominated and appointed in and under the powers of the intended Bill, the road leading from Dudley to Halesowen towards Bromsgrove, and the road leading from Halesowen to or towards Bromsgrove, and the road diverging from and out of such first-mentioned road opposite to a certain malthouse known as Tibbett's malthouse, and at or near a place called Old Hill, in the parish of Rowley Regis, in the county of Stafford, and terminating in the turnpike road from Birmingham to Stourbridge, at or near to the Forge Pool, in the parish of and near to the town of Halesowen, in the county of Worcester.

And in the said Bill provision will be made for all or any of the purposes following; that is to say: to levy tolls upon the said roads, to alter or vary the tolls authorized to be taken by the said Acts or any of them, or which can now be collected upon the said roads, to confer, vary, and extinguish exemptions from payment of tolls, to alter the application of the money arising from such tolls, and to confer, vary, or extinguish other rights or privileges. To alter the rate of interest now payable, and to fix the rate of interest to be hereafter paid in respect of the debt due and owing upon the credit of the tolls or the proportion of the tolls to be applied in payment of interest and principal, and to make 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.

Printed copies of the intended 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 12th day of November, 1853.

Bourne and Wainwright, Dudley,
Solicitors for the Bill.

Lowestoft Improvement.

(Repeal or Amendment of the local and personal Acts 50th George the 3rd, cap. 42, and 54th George the 3rd, cap. 38, and of the private Act 9th and 10th Victoria, cap. 28; Improvement and Regulation of Lowestoft, Kirkley otherwise Kirtley, and Pakefield, or some or one of them, or parts thereof respectively; Formation of public parks; Formation of new streets; Transfer of Lamp Lands to the Commissioners; rating and borrowing powers, &c.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing session for leave to introduce a Bill to authorise the application, with such additions and alterations (if any) as may be deemed necessary, of the provisions of "The Commissioners Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," and "The Town Police Clauses Act, 1847," and of the provisions of such other public and general Acts passed or to be passed for improving the public health, as may be deemed expedient to the parishes and places of Lowestoft, Kirkley otherwise Kirtley, and Pakefield, all in the county of Suffolk, or to some one or more of such parishes and places, or to some parts thereof respectively; and to provide for the election of Commissioners for executing the proposed Act, and (if necessary) to divide the districts and places within the limits of the proposed Act into wards, and to nominate the first Commissioners to act in execution of the proposed Act, or to provide for their election after the passing of the proposed Act; and to vest in the Commissioners acting under the proposed Act all the property and powers of the Commissioners acting in execution of an Act (local and personal) of the 50th year of the reign of George the 3rd, cap. 42; and also all the property and powers of the trustees of the Lamp Lands in Lowestoft aforesaid; and for the purposes of the proposed Act to alter, amend, or repeal wholly or partially the provisions of the said Act of the 50th year of George the 3rd, cap. 42; and also the provisions of an Act (local and personal) of the 54th year of George the 3rd, cap. 38; and of an Act (private) of the 9th and 10th years of Queen Victoria, cap. 28, and to make other provisions in lieu thereof; and also to alter and amend the provisions of certain grants or deeds relating to the said Lamp Lands, or some of them, dated respectively the 5th April, 1795, 20th March, 1801, and 27th February, 1805, and to provide for the regulation and disposition of the said Lamp Lands, and of all moneys which are now in the hands or under the control of the said trustees arising from the sale of any portion thereof, and of the future revenue arising therefrom respectively; so that the same may be applied for the benefit of the inhabitants or rate-payers of the said parish of Lowestoft, or otherwise, as may be provided for in the proposed Act.

And powers will be sought to enable the Commissioners acting under the proposed Act, to effectually drain, sewer, pave, light, watch, cleanse, and otherwise improve the parishes and places aforesaid, some or one of them or some portions thereof respectively, and to widen and improve the roads, streets, and other public passages and places therein, and to provide slaughter-houses, and to regulate the slaughtering of cattle, and to remove and prevent nuisances, annoyances, and obstructions therein, and to make bye-laws, and otherwise to provide for the good management, regulation, and sanitary condition thereof, and to appoint police constables to act within the limits of the proposed Act, and to define the duties of, and regulate such police constables, and all such other powers as are usually comprised in Acts for the Improvement of Towns.

And it is intended to vest in the Commissioners

No. 21496.

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acting in execution of the proposed Act, a certain piece of land in the parish of Lowestoft aforesaid, called the Battery Green; and to authorise the Commissioners to raise, embank, extend, improve, and regulate the same for the purpose of being used as a place of recreation for the inhabitants, and, if deemed expedient, to vest in such Commissioners the control and regulation of the beach within the limits of the proposed Act; and (if need be) the property in the same, in order that it may be improved and freed from nuisances and annoyances, and maintained for the use of the inhabitants.

And it is intended to enable the Commissioners acting under the proposed Act, to purchase, or otherwise acquire, land for public parks and gardens in the said parishes and places, or some or one of them, or in any parish or place adjoining thereto respectively, and to maintain the same out of any funds, for the time being, in their hands.

And it is intended to apply for powers for the construction and maintenance of the several roads or streets hereinafter mentioned, (that is to say); a public carriage-road and embankments connected therewith, commencing at or near the south-west corner of certain property called the Grove, in the parish of Lowestoft aforesaid, occupied by Mrs Rodham, and thence extending to or along the Beach and the Battery Green aforesaid, and terminating at or near certain property called Marine-terrace, in the parish of Lowestoft aforesaid, belonging to Mr Joseph Fisher, and which said road will be situate wholly within the said parish of Lowestoft; another public carriage-road commencing upon certain open lands called The Denes, at or near the property, in the parish of Lowestoft aforesaid, belonging to the Reverend Doctor Whewell, and thence continuing to a point at or near the Look-out Station, in the parish of Corton, in the county of Suffolk, and which said public carriage-road will be situate wholly within the parishes of Lowestoft, Gunton, and Corton, in the said county of Suffolk; another public carriage-road commencing at a point in the parish of Lowestoft aforesaid, at or near to the Harbour Inn, in the occupation of Mr Samuel Howett, and thence proceeding along a certain road or way called the Esplanade, and extending thence to or near to the village of Pakefield, and terminating at or near to the north-east end of the main street in that village, and which public carriage-road will be situate wholly within the said parishes of Lowestoft, Kirkley otherwise Kirtley, and Pakefield; the alteration, widening, and improvement of the road or street leading from the town of Lowestoft to the Lowestoft Station of the Norfolk Railway, such alteration, widening, and improvement to commence at or near to a house and buildings in the town of Lowestoft, in the occupation of — Cook, Bread Baker, and thence extending to the south-west corner of the said property, in the occupation of Mrs Rodham, and which work will be situate wholly within the said parish of Lowestoft.

And it is intended to authorise the Commissioners, acting under the proposed Act, to enter upon and take by compulsion, lands, houses, and other hereditaments, for the purposes thereof, and to levy and to receive tolls, rates, duties, and other payments, and to alter existing tolls, rates, duties, and payments, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and payments, and other rights and privileges, and to enable them to raise money for the purposes of the proposed Act, upon the security of the tolls, rates, duties, payments, lands, and other property which may become vested in them under the provisions of the proposed Act.

And notice is hereby also given, that duplicate plans and sections of the proposed works, showing

the lines and levels thereof, and the lands in or through which the same are to be made, together with a book of reference to such plans, containing the names of the owners and reputed owners, lessees and reputed lessees, and of the occupiers thereof; and a copy of this notice as published in the "London Gazette," will be deposited on or before the thirtieth day of November instant, with the Clerk of the Peace of the county of Suffolk, at his office in Bury St. Edmund's in the same county; and on or before the same thirtieth day of November, a copy of so much of the said plans and sections, and book of reference, as relates to each parish in or through which the said intended works are proposed to be made, or will be situate, with a copy of this notice, as published in the "London Gazette," will be deposited with the parish clerk of each such parish, at his place of abode.

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

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

John Oddin Taylor, Lowestoft and Norwich,
Solicitor for the Bill.

Darlington Gas and Water Company.
(Construction of New Works; Increase of Capital; Amendment of Act; and 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 repeal, alter, amend, extend, and enlarge some of the powers, and provisions of "The Darlington Gas and Waterworks Act, 1849;" or otherwise wholly to repeal the said Act, and to grant to the Darlington Gas and Water Company, herein called the Company, further and additional powers for carrying out the objects and purposes of the Company; and powers will also be applied for in the said Bill, to make and maintain, the new and additional works, and to effect the several objects hereinafter mentioned, or some of them, that is to say:—

To make and maintain a reservoir, or reservoirs, with all necessary approaches, embankments, and other works connected therewith, in or upon certain fields belonging to Christopher Watkin, and now in the occupation of him, the said Christopher Watkin, or his undertenants, and situate immediately adjoining, or near the existing reservoirs and works of the Company, at Tees-cottage, at or near Darlington, and wholly in the township and parish of Darlington, in the county of Durham; and to make and maintain a conduit or line of pipes from the said intended reservoir or reservoirs, to the existing reservoirs, filtering beds and mains, or conduits of the Company, or to any other conduits or mains to be constructed by the Company, under the powers of their said Act, or the powers to be conferred by the said Bill.

To divert into the said existing and intended reservoirs, and to take and use, and to continue to divert, take, and use, for the purposes of the Company, and for the better supply of the works of the Stockton, Middlesbrough, and Yarm Water Company, already supplied by them, water from the river Tees, the water of which said river Tees, flows, or proceeds to, or into a certain other part of the said river, formerly called, or known as the River Tees Navigation, but now under the control of the Tees Conservancy Commissioners, acting under "The Tees Conservancy and Stockton Dock Act, 1852;" and to supply, and to continue to supply with water, the district, companies, bodies, and persons now supplied, or authorised to be supplied, by the Company.

To make and maintain embankments, filtering

beds, dams, sluices, cuts, channels, drains, pipes, wells, tanks, engines and other works and conveniences necessary for collecting, cleansing, and storing up the waters of the said river, and the water now supplied by the Company, which said intended works will be wholly made, and pass in and through the said township and parish of Darlington.

To lay down and maintain pipes, culverts, and other works, in, under, over, or across, and to break up, open, alter, or stop up, either temporarily or permanently, any turnpike and other roads, highways, streets, public places, bridges, railways, sewers, drains, rivers, streams, brooks, and watercourses in the said parish of Darlington.

To purchase by compulsion or otherwise, or take grants or easements over any lands, houses, springs, streams, waters, and other hereditaments, as may be requisite or desirable for the purposes aforesaid, and to vary, or extinguish any rights or privileges connected with such lands, houses, springs, streams, and waters, or the river Tees, or any of its tributary streams.

To levy rates, rents, and other payments for the water supplied, and to be supplied by the Company, to alter existing rates, rents, and other charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and other charges.

To alter the amount and distribution of the capital of the Company, and for constructing the proposed works, and paying off the existing debts of the Company, and other purposes, to raise further capital and monies by shares and by mortgages, or bonds, or by either of those means, or by any other means to be provided by the said Bill, and to enable the Company, if it shall be deemed expedient so to do, to convert all or any of part of the share capital, for the time being of the Company, into stock, and to confer upon the Company, other powers as to the distribution and application of its capital.

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

To confer on the Company all other powers usually conferred in such cases, or which may be necessary or expedient for effecting the objects of the Company.

And notice is hereby also given, that duplicate plans describing the proposed reservoirs, conduits, mains, and other works to be authorised by the said Bill, and also the lands proposed to be taken for such works, and also duplicate sections to such plans, together with 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, in or through which such works will pass or be made, or which will be taken for the purposes of the said Bill; and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Durham, at his office in the city of Durham; and that, on or before the said 30th day of November, a copy of the said plans, sections, and books of reference, and also a copy of this notice, as published in the London Gazette, will also be deposited for public inspection, with the parish clerk of the parish of Darlington, at his place of abode.

And notice is hereby given, that it is intended by the said Bill, in cases where it may be deemed necessary so to do, with reference to the objects and purposes of such Bill, or any of them, or otherwise to alter, amend, repeal, enlarge, or extend the powers and provisions of all, or some, or one of the several Acts of Parliament following (that is to say): "The Public Health Act, 1848;" "The

Public Health Amendment Act, 1849;" and "The Public Health Supplemental Act, 1850, No. 3;" so far as the same are in force within the said township of Darlington; the local and personal Acts, 2 and 3 Wm. 4, cap. 22; relating to the turnpike-road leading from Boroughbridge to Durham, the 5 and 6 Wm. 4, cap. 25; relating to the turnpike-road leading from Darlington to West Auckland, and the turnpike-road from Cockerton-bridge to Staindrop, the 6 Geo. 4, cap. 13; relating to the turnpike-road from Stockton to Barnard-castle, the 12 and 13 Vic., cap. 54; and other Acts therein recited and now in force, with respect to the Stockton and Darlington Railway, "The Tees Conservancy and Stockton Dock Act, 1852;" and "The Stockton, Middlesbrough, and Yarm Waterworks Act, 1851."

And notice is hereby also given, that printed copies of the said 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 eleventh day of November, 1853.

John S. Peacock, Darlington, Solicitor for the Bill.

Durnford and Co., Parliamentary Agents, 39, Parliament-street.

Penrith and Cockermouth Roads.

(Amendment or Repeal of Act, and New Roads.)

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 altering, amending, and enlarging some of the powers and provisions of the local and personal Act, fifth George the Fourth, chapter four, relating to the road from Penrith to Cockermouth, and several other roads therein mentioned, or to repeal such Act, and to grant more effectual powers instead thereof; and in such Bill power will be applied for to make and maintain the following roads, and also to widen, divert, and improve the whole or some part of such several roads, or highways; and to convert into and make the same turnpike, (that is to say):—

1.—A branch road, commencing in Scott-lane, opposite to Mr. Thomas Lowthian's-house, in the parish of Penrith, in the county of Cumberland, and extending from thence in a south-westerly direction unto the bridge across the Lancaster and Carlisle Railway, near the Penrith Railway station, in the said parish of Penrith, at the point where the same forms a junction with the road next hereinafter mentioned, leading from the Castlegate, in the town of Penrith, in the said parish of Penrith, to the village of Greystoke, in the parish of Greystoke, in the said county of Cumberland; and which said branch road will be wholly situate in the said parish of Penrith, in the said county of Cumberland.

2.—A branch road, commencing by a junction with the present turnpike-road, at or near to a place called Castlegate, in the town of Penrith, in the said parish of Penrith, extending from thence over the said bridge, across the Lancaster and Carlisle Railway, in the said parish of Penrith, and by the obelisk or pillar, [commonly called The Greystoke Pillar, through the villages of Greystoke and Motherby, and terminating by a junction at Motherby-lane End, with such turnpike-road, at or near to a place called Becksis, in the township or district of Hutton Soil, in the parish of Greystoke, and which said branch road will be situate in, or pass from and through, or into, the several parishes, townships, or districts, and extra-parochial, or other places of Penrith, Newton, Dacre, Hutton Soil, Great Blencowe, Greystoke, Newbiggin, and Motherby and Gill, in the several parishes of Penrith, Greystoke, Newton

Reigny, and Dacre, all in the county of Cumberland.

3.—A branch road, commencing by a junction with the present turnpike-road, at or near to a place called High-hill-gate, in the township of Underskiddaw, in the parish of Crosthwaite, extending from thence unto and terminating at a place called the Castle-inn, in the parish of Bassenthwaite, and which said last-mentioned branch road will be situate in, or pass from and through, or into the several townships or districts, of Underskiddaw and Bassenthwaite, in the several parishes of Crosthwaite and Bassenthwaite, in the county of Cumberland.

4.—A diversion of the said present turnpike-road, or a new line of road, commencing at or near to a place called Keswick-mill, on the north-east side of the town of Keswick, and terminating at or near the George-inn, in the main street, in the town of Keswick aforesaid; which said diversion, or new line of road, will be wholly situate in the said township of Keswick, in the said county of Cumberland.

And in which Bill powers will be applied for to collect and levy tolls for the use of such branches and diversions, or new lines of roads, and also to alter some of the tolls now authorized to be collected and levied upon the roads comprised in such existing Act, and to confer exemptions from the payment of such tolls.

Also to purchase by compulsion and otherwise, all lands, houses, and hereditaments, required for the purposes of such branches and diversions, or new lines of roads, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

And notice is hereby also given, that duplicate plans and sections of such intended branches and diversions, or new lines of roads, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands intended to be taken, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection at the office of the Clerk of the Peace for the said county of Cumberland, at Carlisle, on or before the thirtieth day of November, instant; and on or before such thirtieth day of November a copy of so much of the said plans, sections, and book of reference, as relates to each of the several parishes or divisions hereinbefore 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 the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

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 Bill Office of the House of Commons.

Dated this twelfth day of November, 1853.

W. and F. Bleaymire, } Joint Solicitors
Edward Bowe Steel, } for the Bill.

Dyson and Company, 24, Parliament street,
Parliamentary Agents.

The Royal Conical Flour Mill Company.
(Incorporation of Company with Limited Liability;
Power to purchase and work Patents; to hold
Lands, and 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 incorporate a Company to be called "The Royal Conical Flour Mill Company," or by such other name as Parliament may sanction, and to authorise the sale and transfer to such Company of the following letters patent or some of them, or some parts, shares, or interests therein, or the privileges

thereby granted, or the granting to such Company of licences to work or use the same; that is to say: Letters Patent under the Great Seal of the United Kingdom, bearing date at Westminster, on or about the 24th day of January, in the 13th year of the reign of Her present Majesty, granting unto Walter Westrup of Wapping, in the county of Middlesex, Miller and Biscuit Baker, and his executors, administrators, and assigns, the exclusive right and privilege of making, exercising, using, and vending his inventions of "Improvements in cleaning and grinding corn or grain and in dressing meal or flour," in England and Wales, and Berwick-upon-Tweed, in the islands of Jersey, Guernsey, Alderney, Sark, and Man, and Her said Majesty's Colonies, during the term of 14 years from the date of the same letters patent. Also certain other letters patent, under the seal ordained by the Treaty of Union, to be used in Scotland instead of the great seal thereof, and also certain other letters patent, under the great seal of Ireland, respectively granting to the said Walter Westrup, his executors, administrators, and assigns, the exclusive right and privilege of making, using, exercising, and vending the said invention within Scotland and Ireland respectively, during the said term of fourteen years.

And it is intended by the said Bill to empower the said Company to purchase and acquire the said letters patent, and also any other letters patent heretofore, or hereafter to be granted, to any person or persons for any part of Her Majesty's dominions at home or abroad in respect of any invention relating to or connected with conical flour mills, or any machinery or apparatus applicable thereto, and to empower the said Company to purchase and acquire any partial or other interest in, or exclusive, or other licences, under or in any such letters patent, and to make, use, exercise, practise, and vend the inventions in respect whereof such letters patent are or shall be granted, and to empower the said Company to make all necessary contracts and arrangements with the proprietors of such letters patent, and to accept or grant exclusive or other licenses under the same.

And it is also intended to enable the said Company to raise for the purposes thereof, a joint stock or capital divided into shares, transferable without the express consent of all the co-partners, and to restrict the liability on such shares to the amount of such shares respectively, and to enable the said Company to sue and be sued in the name of such Company, and to facilitate its legal rights and remedies.

And notice is also hereby given, that powers will be inserted in the said Bill to enable the said Company to purchase, hold, and dispose of lands and hereditaments in Great Britain and Ireland and in Her Majesty's colonies, and to purchase, erect, and hold mills, warehouses, and other buildings for the purposes of the said Company, and to exempt the said Company from the operation of the provisions of the Act for the registration, incorporation, and regulation of Joint Stock Companies, or some of them, and to subject the said Company to the provisions of "The Companies Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Act, 1845," or some of them, and to enable the said Company to avail themselves of the provisions of the last-mentioned Acts, and also to confer on the said Company all usual and necessary and other powers for the constitution and regulation of the said Company, and the management of the affairs and business thereof, and to confer, vary, alter, and extinguish rights, privileges, and exemptions.

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 22nd day of November, 1853.

Durnford and Co., 39, Parliament Street,
Parliamentary Agents.

Birmingham Canal Navigations.
(Additional Canals and Tramways, and further Powers 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 confer further powers upon the Company of Proprietors of the Birmingham Canal Navigations, and to enable that Company to construct and maintain the works and effect the purposes following, or some of them; that is to say: A canal from the Wednesfield Canal, near Pelsall-common, by Norton, Cannock, and Hednesford, to a point at or near to Brereton, commencing by a junction with the Wednesfield Canal, near Pelsall Ironworks, in the township of Pelsall and parish of Wolverhampton, in the county of Stafford, and terminating in or near a field belonging to the Right Honourable Earl Talbot, situate near Chetwynd Coppice, in the township of Brereton, in the parish of Rugeley, in the said county of Stafford. An extension canal from a branch canal belonging to the said Company, called Lords Hayes Branch, being part of the said Wednesfield Canal, to or near to a place called Wyrley Bank, commencing by a junction with the same branch canal, in the foreign of Walsall, in the parish of Walsall, in the said county of Stafford, at a point near New Town, in the parish of Bushbury, in the said county of Stafford, and terminating at or near Wyrley Bank aforesaid, in the same county, and to take water for the use of the said intended canals from the Wednesfield Canal, and from any springs or streams on or near to the course of the said intended canals or either of them. A tramway or railway, commencing by a junction with the said first-mentioned intended canal, in or near to a field called Red Lion, in the parish of Norton Canes, otherwise Norton-under-Cannock, and terminating at or near a point called Norton Springs, on Cannock Chase, in the parish of Cannock, all in the said county of Stafford. A tramway or railway commencing by a junction with the said first-mentioned canal, in or near to a field called Allport's Piece, in the township of Hednesford, in the parish of Cannock, and terminating near a place called Littleworth, in the township of Hednesford aforesaid, all in the said county of Stafford; and which said intended canals, tramways, or railways, and other works, will be made 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: Norton Canes, otherwise Norton-under-Cannock, Rugeley, Bushbury, Cannock, Wolverhampton, Walsall, Walsall borough, Walsall foreign, Bloxwich, Pelsall, otherwise Pelshall, Wyrley, Little Wyrley, Brownhills, Great Wyrley, Leacroft, Hednesford, Brereton, and Essington, all in the said county of Stafford. And for the purposes aforesaid it is intended to apply for powers to make and maintain all necessary gates, quays, locks, weirs, wharfs, warehouses, tunnels, pipe-tracks, sluices, embankments, aqueducts, cuts, or channels of communication, tanks, culverts, engines, mains, pipes, drains, flood-gates, stations, and other conveniences for the effectual construction, use, and maintenance of the said intended canals, tramways, or railways, and works, and to remove any existing works which may interfere with the due construction or use

thereof. Also to cross, divert, break up, alter, or stop up, either temporarily or permanently, any turnpike or other roads, highways, footways, tunnels, bridges, streets, railways, tramroads, rivers, navigations, streams, brooks, watercourses, drains, pipes, and sewers within the parishes or places before mentioned, so far as may be necessary or desirable for the purposes of the said intended works, or any of them. To purchase by compulsion and by agreement, all lands, houses, and other hereditaments requisite or desirable for the purposes of the said intended canals, tramways, or railways, and other works, or any of them, and to vary or extinguish all rights and privileges connected with such lands, houses, and hereditaments. To deviate from the lines of the intended canals, tramways, or railways, and other works, to the extent or within the limits defined upon the plans to be deposited as hereinafter mentioned. To levy tolls, rates, and duties upon and for the use of the intended canals, tramways, or railways, and other works, and to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rates and privileges. To raise money for the purposes aforesaid, and also for the general purposes of the Company's undertaking. And notice is hereby further given, that it is intended to alter, amend, or repeal the provisions, or some of the provisions, of the several Acts of Parliament following, or some of them; that is to say: local and personal Acts, 5 William IV., chapter 34; 2 and 3 Victoria, chapter 61; 3 and 4 Victoria, chapters 24 and 56; 7 and 8 Victoria, chapter 11; and 9 and 10 Victoria, chapters 244 and 269, relating to the Birmingham Canal Navigations; and the local and personal Acts 3 and 4 William IV., chapter 36; 5 and 6 William IV., chapter 56; 1 Victoria, chapter 64; 2 and 3 Victoria, chapter 39; 6 and 7 Victoria, chapter 64; 8 and 9 Victoria, chapter 156; 9 and 10 Victoria, chapters 67, 80, 82, 152, 182, 183, 184, 193, 204, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396; 10 and 11 Victoria, chapters 73, 107, 114, 118, 121, 132, 139, 147, 159, 178, 188, 228, 236, 238, 270, 271, 278, and 294; 11 and 12 Victoria, chapters 60 and 130; 12 and 13 Victoria, chapters 41 and 74; 13 and 14 Victoria, chapters 6 and 36; 14 and 15 Victoria, chapters 28 and 94; 15 and 16 Victoria, chapters 98 and 105; "The Hampstead Junction Railway Act, 1853;" "The London and North Western (Crewe and Shrewsbury Extension, &c.) Act, 1853;" "The London and North Western Railway (Northampton and Market Harborough, &c., Branches) Act, 1853;" "The London and North Western Railway (Oldham Branch Deviation, &c.) Act, 1853;" "The London and North Western Railway (Saint Alban's Branch) Act, 1853;" "The London and North Western (Haydon-square Depot) Act, 1853;" and "The London and North Western Railway (Buckinghamshire Extension) Act, 1853;" relating to the London and North Western Railway Company.

And notice is hereby lastly given, that on or before the 30th day of November next, duplicate plans and sections of the intended works, with a book of reference to such plans, a published map, with the lines of the said railways, or tramways, 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 said county of Stafford, at his office at Stafford, in that county; and that on or before the same day a copy of so much of the said plans and sections as relates to each parish and extra-parochial place in or through which the said proposed 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 for public inspection with the parish clerk of each such parish, 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 intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 31st day of October, 1853.

Ingleby, Wragge, and Ingleby, Solicitors,
Birmingham.

Radstock and Buckland Dinham Roads.

(Repeal or Amendment of Act, and New Road.)
NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to continue and extend the term, and alter, amend, and enlarge some of the powers and provisions of an Act passed in the eleventh year of the reign of His Majesty King George the Fourth, intituled "An Act for more effectually Repairing and otherwise Improving several Roads from Radstock to Buckland Dinham, Kilmersdon, Babington, and Hallatrow, and from Norton Down to Norton Saint Philip, in the county of Somerset;" or to repeal the said Act, and to grant further and more effectual powers for the maintenance and repair of the roads now maintained and repaired under or by virtue of such Act.

And notice is hereby also given, that it is intended to apply for powers to make, improve, and maintain a line of road, commencing by a junction with the present turnpike-road at or near the Fir Tree Inn, in the parish of Writhlington, in the said county of Somerset, and terminating by a junction with the Bath turnpike-road at or near Huddock's Hill, in the parish of Wellow, in such county, and for such purpose it is intended to use a certain portion of an existing highway in the said parish of Writhlington, commencing near a place called Green Parlour, and terminating near Writhlington Lower Coal Works; and also of an existing highway in the said parish of Wellow, commencing near the roadway leading to Bray's Down Coal Pit, and terminating near Huddock's Hill aforesaid, and which said line of road is intended to pass from, through, or into the several parishes and townships, or other places, of Writhlington, Shoscombe, Woodborough, Whittox Mead, and Wellow, or some of them, all in the said county of Somerset. And in such Bill powers will be applied for to continue the tolls levied upon the roads now maintained and repaired under or by virtue of such Act, or to alter or vary such tolls, or the tolls which can now be collected upon such roads, and to authorize tolls to be levied and collected upon such proposed line of road; also, to confer, vary, and extinguish exemptions from payment of tolls, and to confer, vary, or extinguish other rights or privileges; and powers will also be applied for in such Bill to effect the purposes following; that is to say: to make lateral deviations from the line of such proposed road to the extent, or within the limits, defined upon the plans hereinafter mentioned, to purchase, by compulsion and otherwise, all lands and other property required for the purposes of such road, and to vary or extinguish any rights or privileges connected with such lands and property; to borrow money on mortgage of the tolls by such Bill to be continued and granted.

And notice is hereby further given, that duplicate plans and sections of such proposed line of road, with a book of reference to such plans, con-

taining the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of the lands intended to be taken, and a copy of this notice, as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Somerset, at Wells, in the same county; 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 each of the parishes hereinbefore mentioned, and a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of such parish, at his place of abode.

And notice is hereby also given, that, on or before the 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 first day of November, 1853.

Wickham and Cruttwell, Frome, Somerset,
Solicitors for the Bill.

Birkenhead Dock Company.

(Additional Powers with reference to Walls of or adjoining Company's Property, and Powers affecting Birkenhead Dock Trustees, and other Powers and Amendment of Acts.)

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 effect the objects following, or some of them, (that is to say):—

To amend or repeal the powers and provisions, or some of the powers and provisions of the several Acts of Parliament following, or some of them, (that is to say) Local and Personal Acts, 8 and 9 Vic. cap. 60,—11 and 12, Vic. caps. 9 and 42, and "The Birkenhead Dock Company's Act, 1853," relating to the Birkenhead Dock Company; also the several Acts following, or some of them, that is to say, Local and Personal Acts, 7th and 8th Vic., cap. 79—8 and 9 Vic., cap. 4—10 and 11 Vic., caps. 264 and 265; 11 and 12 Vic. cap. 144; 13 and 14 Vic., cap. 100; and the Birkenhead Dock Trustees' Act, 1853, relating to the Birkenhead Dock Trustees.

To vest in the said Birkenhead Dock Company all such sea or wharf walls along the south side of the Wallasey Pool at Birkenhead as are now constructed, or may be in the course of construction, in front of, upon, along, or adjoining the property of the said Company, or which may hereafter be constructed in front of, upon, along, or adjoining any of the property, for the time being, of the said Company, together with all gates and entrances, quays, wharfs, embankments, cranes, sheds, and other works now, or at any time hereafter in, upon, or connected with the said sea or wharf walls, together with powers of maintaining, preserving, altering, pulling down, and rebuilding such walls and other works and conveniences, or any part thereof, and also of making entrances and communications through or over the said walls, or other works, into Wallasey Pool, or into any of the lands now vested, or which may hereafter be vested in the said Birkenhead Dock Company.

To confirm all powers, rights, and privileges vested in the said Birkenhead Dock Company, or conferred upon that Company, under, or by the said Acts relating to the said Company, or any of them, or under, or by any other Act or Acts relating to the said Company, and to make effectual provision for the exercise and enjoyment by the said Company of all such powers, rights, and privileges as aforesaid, and also of the powers, rights, and privileges to be conferred by the said intended Bill, and to repeal all provisions and

restrictions contained in the said Acts, or any of them, which might interfere with, or restrict in any manner the exercise or enjoyment by the said Company, of such powers, rights, or privileges, or any of them. And to empower the said Company to exercise all such powers, rights, and privileges, notwithstanding that certain portions of the authorised works of the Company have not been, or may not be made, or completed by the said Company.

To extinguish or alter all powers, rights, or privileges of the Trustees of the Birkenhead Docks which might interfere with the exercise by the said Company of the before-mentioned powers or rights, or with any of the purposes of the said intended Bill.

To declare and make provision for the exercise by the Company of the rights of the said Company to make and maintain docks, cuts, and other works and conveniences upon the property of the said Company.

To levy and collect rates, dues, and charges; to alter existing rates, dues, and charges, and to confer, vary, or extinguish other rights and privileges.

And notice is hereby 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 the 12th day of November, 1853.

Stephens and Hadow, 30 Bedford Row,
London, Solicitors for the Birkenhead Dock Company.

In Parliament, Session 1854.

Eastern Union Railway Company.

(Sale or Lease to, or Amalgamation with, the Eastern Counties Railway Company.)

THE Eastern Union Railway Company will apply to Parliament, in the next session, for a Bill to enable them to sell or to grant a lease of their undertaking, or of any part thereof, to the Eastern Counties Railway Company, and to enable the last-named Company to accept such lease, or to effect such purchase, or to authorise the amalgamation of the Eastern Union Railway Company with the Eastern Counties Railway Company; or such Bill will by its own provisions, and upon terms and conditions, and with powers to be therein defined, authorised, or granted, either effect such amalgamation absolutely, or else vest the said undertaking in the said Eastern Counties Railway Company, either for a term of years or in perpetuity; so that all the rights, powers, and privileges (and among them the power of levying tolls), and all the debts, duties, contracts, and liabilities of the Eastern Union Railway Company may be transferred to, and exercised by, the Eastern Counties Railway Company, or by the amalgamated Company, as the case may be, and that all the lands, tenements, and hereditaments, navigation, railways, and undertakings, property, estate, and effects of the said Eastern Union Railway Company, or so much thereof as the said Bill may define, may during the continuance of the proposed lease or for ever, and either by virtue of some agreement, lease, or conveyance to be authorised by the Bill, or immediately by the provisions of the Bill, be vested in, and be managed, held, and enjoyed by the Eastern Counties Railway Company, or by the amalgamated Company, as the case may be; and the said Bill will confirm any agreements already made between the said Companies for these purposes, and will enable the said Companies to enter into agreements for the same purposes.

It is also proposed by the said Bill to alter, amend, and enlarge, or to repeal, or consolidate,

the powers and provisions of the Acts following; that is to say: the 7th and 8th Vic., cap. 85; the 8th and 9th Vic., caps. 94 and 97; the 9th Vic., cap. 53; the 9th and 10th Vic., caps. 97 and 280; the 10th Vic., cap. 19; the 10th and 11th Vic., caps. 137, 174, and 225; the 12th and 13th Vic., cap. 92; the 13th and 14th Vic., cap. 54; the 14th and 15th Vic., cap. 58; the 15th and 16th Vic., cap. 148; and the 16th and 17th Vic., cap. 221, relating to the Eastern Union Railway Company; also, the 6th and 7th William 4, caps. 103 and 106; 1st and 2nd Vic., cap. 81; 2nd and 3rd Vic., caps. 77 and 78; 3rd Vic., cap. 52; 4th Vic., caps. 14 and 21; 4th and 5th Vic., cap. 42; 6th Vic., cap. 28; 7th Vic., caps. 19, 20, and 35; 7th and 8th Vic., caps. 62 and 71; 8th and 9th Vic., caps. 85, 110, 201, and 203; 9th and 10th Vic., caps. 97, 205, 258, 345, and 367; 10th and 11th Vic., caps. 92, 156, 157, 158, and 235; 15th and 16th Vic., caps. 30, 33, 51, and 108; and the 16th and 17th Vic., caps. 87 and 117, relating to the Eastern Counties 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, 1854.

Dated this 9th day of November, 1853.

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

Eastern Union Railway Company.

(Branches to Wymondham and Eye.)

APPPLICATION is intended to be made to Parliament, in the next session thereof, for a Bill to give to the Eastern Union Railway Company power to make and maintain both or either of the two branch railways hereinafter mentioned, with all proper works, stations, approaches, and conveniences connected therewith; viz., one of such branch railways to commence by a junction with the Eastern Union Railway at or near a certain highway called Wood-lane, in the parish of Tharston, to pass through or into Forncett Saint Mary, Forncett Saint Peter, Tharston, Wacton, Tacolneston otherwise Tacolnestone, Hapton, Flordon, Hethel, Bracon Ash, Ashwelthorpe, Fundenhall, Wrenningham, and Wymondham otherwise Wyndham, or some of them, all in the county of Norfolk, and to terminate by a junction or junctions with the Norfolk Railway or Railways, at the Wymondham otherwise Wyndham station, at or near to the existing junction between the main line of the said Norfolk Railway and the Dereham branch thereof, in the said parish of Wymondham, otherwise Wyndham; and the other of such branch railways to commence by a junction with the Eastern Union Railway at or near the goods warehouse of the Mellis station of the said Eastern Union Railway Company, in the parish of Mellis, to pass through or into Mellis, Yaxley, Thrandeston, Broome, and Eye, or some of them, all in the county of Suffolk, and to terminate at or near the junction of the public roads leading from Eye aforesaid to Broome, and from Eye aforesaid to Yaxley, being near or adjacent to Chandos-lodge, in the said parish of Eye.

The said Bill will empower the Eastern Union Railway Company to purchase by compulsion the lands, houses, and other property which may be required in the construction of the said branch railways, 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 railways.

And it is intended by the said Bill to alter, amend, and enlarge the powers and provisions of the Acts following, or some of them, relating to the Eastern Union Railway Company; that is to say: the 7 and 8 Vic., cap. 85; the 8 and 9 Vic., caps. 94 and 97; the 9 Vic., cap. 53; the 9 and 10 Vic., caps. 97 and 280; the 10 Vic., cap. 19; the 10 and 11 Vic., caps. 137, 174, and 225; the 12 and 13 Vic., cap. 92; the 13 and 14 Vic., cap. 54; the 14 and 15 Vic., cap. 58; the 15 and 16 Vic., cap. 148; and the 16 and 17 Vic., cap. 221; and to enable the said Company to raise further sums of money by shares and mortgage, and also to confer upon the said Company other rights and privileges; and to alter, vary, and extinguish all existing rights or privileges which might interfere with the accomplishment of the objects contemplated by the said Bill.

And it is further intended by the said Bill to define how much and what portion of the capital to be raised by virtue of its provisions shall be appropriated to the construction of each one of the said two intended railways, and to secure to the respective holders of shares in the said capital the income or profit, or parts of the income or profit, arising from the particular railway, to the construction whereof the portion of capital subscribed by them shall have been appropriated. And also to give to such shareholders a control, to be specified in the Bill, over the construction, working, and maintenance of the particular railway to which they shall have subscribed, and, if deemed expedient, to exempt the general funds of the Company other than the funds to be raised by virtue of the said intended Bill, from all liability in respect of the construction, working, and maintenance of both or either of the said railways.

And notice is hereby given, that duplicate plans and sections, showing the line and levels of the said intended railways and works, 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 which may be required for the purposes of such railways, a published map with the lines of railway thereon delineated, and also a copy of this notice, will, on or before the 30th day of this instant November, be deposited for public inspection at the office of the Clerk of the Peace for the said county of Norfolk, at the shire hall, Norwich Castle, in the said county, and for the said county of Suffolk at Bury St. Edmund's. 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 railways 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 31st day of December next.

Dated this 9th day of November, 1853.

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

Stourbridge and Bridgnorth Turnpike Road.

(Continuation of Term and Powers; Repeal or Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter,

amend, extend, and enlarge the powers and provisions of an Act of Parliament, passed in the 56th year of the reign of King George the 3rd, intituled "An Act for making and maintaining a turnpike-road, from the High-street, in the town of Stourbridge, in the county of Worcester, to the boundary stone between the parish of Worfield and the liberties of the borough of Bridgnorth, in the county of Salop;" and to continue and extend the term granted by the said Act, or any further term granted by any subsequent Acts, or to repeal the said first mentioned Act, either wholly or in part; and to create a further term, and make further provisions with reference to the said roads, or some of them; and powers will be taken in the said Bill to continue or alter the tolls, rates, and duties by the said first mentioned Act granted; to levy new tolls, rates, and duties; to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties; to vary the authorized application of the tolls, rates, and duties; to pay off, compound, or make other arrangements, with reference to the mortgages, debts, and other charges on the said roads and tolls; to vary and extinguish some of the rights, privileges, and remedies of the mortgagees and other creditors thereon, and to confer, vary, or extinguish other rights and privileges.

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

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

Roberts and Eberhardt, Solicitors for the Bill.

Stroud, Painswick, and Gloucester Turnpike Road.

(Continuation of Term; Repeal or Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter, amend, extend, and enlarge the powers and provisions of an Act passed in the 59th year of the reign of His late Majesty King George the Third, intituled "An Act to enlarge the term and powers of two Acts of His present Majesty for repairing and widening the road from the city of Gloucester to the town of Stroud, in the county of Gloucester;" and of two other Acts relating to the same road; that is to say: 18th George 3d, chapter 98; and (Local and Personal Act), 40 George 3d, chapter 97; and to continue and extend the term granted by the said Acts, or any of them, and any further term which may have been granted by subsequent Acts of Parliament in extension of the original term; or to repeal the said Acts, and to create a further term and make further provisions with reference to the said road.

And powers will be applied for in the said Bill to levy the same or new tolls, rates, and duties on the said road, to alter or vary existing tolls, rates, and duties, 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.

And provision will be made in the said Bill for paying off, compounding, and making other arrangements, with respect to mortgages, debts, and charges on the said road and tolls, and to vary or extinguish some of the rights, privileges, and remedies of the mortgagees and other creditors thereon; and also for confirming existing agreements, and authorizing further agreements between the trustees of the said roads and the trustees of the roads comprised in "The Stroud and Gloucester Turnpike Road Act, 1851," and (so far as may be necessary for that purpose) to amend the

last mentioned Act, and to alter the tolls thereby imposed, and confer, vary, or extinguish exemptions from the payment thereof.

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

Dated this fourth day of November, 1853.

Edwards and Fretson, Solicitors for the Bill.

Burnley Gas Light Company.

(Amendment of Act; Extension of Limits; Increase of Capital; Purchase, sale, or lease of lands and Works.)

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 some of the powers and provisions of an Act, passed in the session of Parliament, held in the seventh year of the reign of His late Majesty King George the Fourth, intituled "An Act for lighting with Gas the town of Burnley-cum-Habergham-Eaves, otherwise the townships of Burnley and Habergham-Eaves, within the parish of Whalley, in the county palatine of Lancaster," or otherwise to repeal the said Act, and consolidate the powers and provisions thereof, and of the said intended Act or some of them, into one Act.

And it is proposed by the said intended Act, to extend the limits within which the Company incorporated by the said Act may supply gas to and over the several townships, following (that is to say): Reedley-Hallows, Filly-Close, and New-Laund-Booth, and Little Marsden, all in the county of Lancaster, to confer upon the Company all necessary powers for supplying gas, within the town of Burnley, and the townships of Burnley and Habergham-Eaves, and the said several townships of Reedley-Hallows, Filly-Close, and New-Laund-Booth, and Little Marsden, all in the county of Lancaster, or which may be necessary or proper for enabling them to lay down and construct mains, pipes, and other works, for affording such supply of gas.

And it is proposed by the said intended Act, to authorize the Company, to increase their present capital by converting into capital the moneys which have been expended by them over and above the capital authorized to be raised by the recited Act, and by the creation of new shares, and by mortgage, or by either of those means, or by such other means as shall be provided by the said intended Act, and to levy rates, rents, and charges, within all or any part of the limits of the said intended Act, and to alter the existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges, and to make better provision for the recovery of rates, rents, and charges, and to purchase or take leases of lands and houses by agreement, for the purposes of their works, and to sell or lease lands and works, for the purposes of the said intended Act, and to alter the qualification of directors in the Company.

And it is also proposed to vary or extinguish all rights and privileges, which would 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 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 15th day of November, 1853.

Buck and Eastwood, Burnley, Solicitors.

Swansea Harbour.

(Repeal and Consolidation of Acts—Appointment and Incorporation of Trustees—Improvement of Harbour—Power to make New Works—New Tolls—Appointment of Pilots—and further powers.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to repeal and to re-enact (subject to divers alterations and additions) the several Acts of Parliament hereinafter mentioned relating to Swansea Harbour (that is to say) "The Swansea Harbour Act, 1791;" "The Swansea Harbour Mumbles Lights Act, 1796;" "The Swansea Harbour Acts Amendment Act, 1804;" "The Swansea Harbour Act, 1836;" "The Swansea Harbour Acts Amendment Act, 1844;" "The Swansea Harbour Acts Amendment Act, 1847;" and it is also proposed by the said intended Act to alter and vary, and to repeal a portion of an Act passed in the second session of the forty-seventh year of the reign of King George the Third, intituled, "An Act for ascertaining and establishing the rates of wharfrage, cannage, plankage, anchorage, and moorage to be received at the lawful quays in the city 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."

And it is proposed by the said intended Act to alter the constitution of the Swansea Harbour Trust, and to appoint and incorporate a new body of Trustees to be the conservators of the Bay and Harbour of Swansea, and to empower such Trustees;

To enlarge, alter, deepen, dredge, and improve the said Harbour of Swansea, and the river Tawe, communicating therewith from the Forest Weir to the sea.

And to construct, or alter, and maintain the following works, or some of them, with all proper conveniences connected therewith respectively (that is to say),

To construct a new dock at the north end of the Wet Dock called the Town Float, in extension of of such float, which said new dock will be bounded on the south by the said Float, on the north by the river Tawe, on the west by certain coalyards, and on the east by certain premises known as Meager's New Dry Dock.

To construct a dam or embankment across the old channel of the river Tawe, commencing at Meager's New Dry Dock aforesaid, and terminating at or near the Pottery Mill Wharf, and the Villiers New Dry Dock, together with a lock in such dam, and all necessary and convenient works and approaches connected therewith.

To construct a cut, to commence from a certain point in the old channel of the river Tawe, at or near the Pottery Mill Wharf, and to terminate at the Pottery Mill Pool.

To deepen and excavate the Pottery Mill Pool, and convert the same into a basin, and to remove a bank which now separates the said pool from the Swansea Canal, so as to effect a communication by means of the said cut from the river Tawe to the said canal and intended basin.

To construct a lock in the said cut, together with a bridge or bridges over such lock, or near thereto, together with other proper works, approaches, and conveniences connected therewith.

To alter, extend, and enlarge the lock constructed in the dam erected across the old channel of the river Tawe at the south end of the Town Float, near the Corporation Quay, in the said town of Swansea.

To construct a dam or embankment across the old channel of the said river Tawe, commencing immediately below the Liverpool Steam Packet

Wharf, and terminating at the Slag Bank, for the purpose of forming the old channel of the said river Tawe into a half-tide basin, together with an entrance, by means of a pair of gates in such dam or embankment, and all necessary and convenient works and approaches connected therewith.

To deepen the portion of the old channel of the river Tawe which will be situate between the last-mentioned intended dam or embankment and the existing lock at the south end of the Town Float, and to adapt the same for a half-tide basin.

To construct walls or paved slopes or embankments on both sides of the existing New Cut from the Hoist Bridge to the termination of such cut in Fabian's Bay, and to fill up the vacant spaces behind such works.

To form the bed of the said river Tawe immediately outside the proposed half-tide basin into a tidal or entrance basin by the construction of a capstern pier in prolongation of the point of the bank, separating the New Cut from the present old channel of the river Tawe at the Slag Bank, and the erection and construction of embankments or quay walls on the western side of the said harbour, opposite the Cambrian Hotel.

To alter and extend the Western Pier of Swansea Harbour.

To remove the whole or a portion of the Eastern Pier of that harbour, and to construct a new pier to the seaward of the same, commencing at or near Salthouse Point, and terminating in the bed of Swansea Bay, to the south of the present Eastern Pier.

To erect a lighthouse at or near the end of the said extended Western Pier.

To remove a certain existing jetty at the landward end of the said Western Pier.

To enlarge, alter, dredge, excavate, deepen, and improve the present navigable channel through Fabian's Bay to the sea.

To erect, make, construct, and maintain all necessary and convenient bridges, piers, locks, feeders, engines, machinery, quays, walls, wharfs, landing places, embankments, fences, buildings, depôts, gates, weirs, warehouses, viaducts, sluices, archways, approaches, roadways, inclined planes, railways and jetties, slips and graving banks, and all other necessary works, conveniences, and accommodations, in connection with the said harbour.

To erect leading-lights for the guidance of vessels, in such positions as may be deemed expedient, and to make charges or levy tolls in respect of the same.

To make, construct, and maintain the following works in connection with the said harbour, for the purposes relating to the ballast of vessels frequenting the same, viz.:

A railway commencing at and extending from a wharf on the eastern side of the said New Cut near the Hoist Bridge, and terminating at or near a field belonging to the Right Honourable the Earl of Jersey, called Waun Garw, and in the occupation of Gadd Hughes and David Evans, situate to the north-east of Fabian's Bay, and to the south of the road from Swansea to Crymlyn Burrows, and which last-mentioned railway will be wholly situate within the hamlet of Saint Thomas, in the parish of Swansea, in the said county of Glamorgan.

A railway diverging from and out of the line of the Swansea Vale Railway at or near a certain coal-pit called Pwllmawr, and terminating at or near a certain field in the parish of Llansamlet, belonging to the Right Honourable the Earl of Jersey, and demised to Jenkin Harris, situate or lying between Mr. Smith's canal and the Lower Forest Farm, and which last-mentioned railway will be wholly situate within the parish of Llansamlet, in the said county of Glamorgan.

And it is proposed by the said intended Act, to enable the Trustees to be thereby incorporated to raise a further sum of money for the purposes of the said Act, and to provide for reducing the interest now payable on the debt of the Swansea Harbour Trust, and for the liquidation of such debt, and to levy tolls, rates, and dues in respect of all ships, vessels, boats, and barges using or frequenting the said harbour and works, and on all goods, wares, and merchandize imported into or exported from the said harbour, and to alter, and in some cases to increase the tolls, tonnages, and dues now leviable within the said harbour, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and dues, and other rights and privileges. And to empower the Trustees to be incorporated as aforesaid to levy tolls in respect of all passengers, carts, carriages, animals, and things crossing the bridges erected over the said river Tawe, under or by virtue of the said Acts, or any of them, or to be erected under the powers of the intended Act, and, if necessary or expedient, to alter or increase such tolls, or any of them.

And it is proposed by the said intended Act to take powers to divert into the said intended dock, float, basin, cuts, locks, and other works, the waters of the Harbour of Swansea, the river Tawe, the Swansea Canal, the Pottery Mill Pool, and the Bwrla Brook, or waters which now supply that harbour, river, canal, or pool.

And it is proposed by the said intended Act to enable the said Trustees to be incorporated as aforesaid to purchase certain ancient dues or fees called "Moorage and Keelage Dues," "Water Bailiff's Dues," and "Town Duties and Keyage or Quayage," and to enable his Grace the Duke of Beaufort, and the Mayor, Aldermen, and Burgesses of the borough of Swansea, to sell such dues.

And it is proposed by the said intended Act to enable the said Trustees to purchase, and the said Mayor, Aldermen, and Burgesses of the borough of Swansea, to sell to them the Corporation Quay and all cranes and weighing-machines thereon.

And it is proposed by the said intended Act, to take power for the purchase by compulsion or agreement of lands, buildings, streams of water, rights, dues and hereditaments, and to vary or extinguish all rights and privileges in any manner connected with the lands, buildings, streams of water, rights, dues, and hereditaments, proposed to be taken for the purposes of the said dock, float, basin, bridges, cuts, locks, approaches, or other works.

And it is proposed by the said intended Act, to enable the said Trustees to be incorporated as aforesaid, to fix the rates to be paid for loading and unloading ballast in the said harbour.

And it is proposed by the said intended Act to confirm an existing arrangement or agreement between the Swansea Harbour Trustees and Thomas Starling Benson, Esq., and his trustees, as to the exchange, removal, and formation of a road, forty feet in width, made by the said Trustees from a wharf belonging to the said Trustees, adjoining or near the Cuba Hotel to the Pottery Bridge, and to vest the said road in the Trustees to be incorporated as aforesaid.

And Notice is hereby also given that the said Harbour of Swansea, and the bed of the said river Tawe; and the said East and West Piers, Town Float Dock, Half-Tide Basin, embankments, dams, locks, cuts, piers, graving banks, bridges, approaches, and other works hereinbefore mentioned and proposed, to be improved, altered, made, and executed, are, or will, respectively be situate within the parishes, townships, and extra-parochial or other places following, or some of them (that is to say); Swansea, St. John-juxta-Swansea, Llangafelach, Llansamlet, the hamlet of St. Thomas, the bed and shores of Swansea Harbour, the bed and

shores of the river Tawe, the bed and shores of Fabian's Bay, and the bed and shores of Swansea Bay, in the county of Glamorgan.

And it is proposed by the said intended Act to provide for the appointment, regulation, and remuneration of pilots belonging to the said harbour, and for the pilotage of vessels frequenting such harbour, and to repeal so much of the recited Act relating to the port of Bristol as has reference to the pilotage of vessels passing east of Lundy Island, in the Bristol Channel.

And it is proposed by the said intended Act to enable the Trustees to be incorporated as aforesaid to lease the said intended cut, lock, and works communicating between the said river Tawe and the Town Float, and the said Swansea Canal, or any or either of them, to the Swansea Canal Navigation Company, and to authorise such company to accept a lease of such works, or any of them, and also to enable the said Trustees to let all or any of the tolls or dues which they may be authorised to levy, to any company or person.

And it is proposed by the said intended Act to take power to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, streets, streams, sewers, pipes, railways, canals, or tramroads, within or adjoining the said parishes and other places aforesaid, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said intended Act, or any of them.

And Notice is hereby further given, that plans and sections of the said harbour, river, dock, basin, piers, embankments, dams, cuts, locks, bridges, approaches, and 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 country of Glamorgan, at his office in Cardiff, in the said county, on or before the 30th day of November, 1853, and that on or before the same day a copy of so much of the said plans and sections, and book of reference, as relates to each parish in or through which the said harbour, river, dock, basin, piers, dams, embankments, cuts, locks, bridges, approaches, and works, are intended to be made, executed, and improved, together with a copy of this notice as published in the *Gazette*, will be deposited with the Parish Clerk of each such parish at his place of abode.

And it is proposed by the said intended Act to prohibit the use or establishment of any ferry within one mile from the Pottery Bridge.

And it is proposed by the said intended Act to enable the said Trustees to lay down rails, and make railways and canals, upon any quays, roads, or lands belonging to them, and to carry such railways or canals along the Corporation Quay, and across any paths, streets, and highways.

And it is proposed by the said intended Act to enable the South Wales Railway Company, the Swansea Canal Company, and Swansea Dock Company, to vote in the election of Trustees of the said harbour, and so far as may be necessary for the purposes of the said intended Act, to alter the provisions of the several Acts of Parliament relating to the South Wales Railway Company (that is to say), "The South Wales Railway Act, 1845;" "The South Wales Railway Amendment Act, 1846;" "The South Wales Railway Amendment Act, 1847;" "The South Wales Railway (Extension of Time) Act, 1850;" "The South Wales Railway Capital Act, 1850;" "The South Wales Railway New Works Act, 1851;" "The South Wales Railway Capital Act, 1851;" "The South Wales Railway Act, 1852;" "The South Wales (Pembrokeshire, &c.) Act, 1853;" "The South Wales Railway (Deviation) Act, 1853," and "The South Wales Railway (Leasing) Act, 1853."

And of an Act relating to the Swansea Canal Company (that is to say), the 34th George the Third, chapter 109, entitled "An Act for making and maintaining a Navigable Canal from the town of Swansea, in the county of Glamorgan, into the parish of Ystradgunlais, in the county of Brecon."

And of the several Acts relating to the Swansea Dock Company (that is to say), "The Swansea Dock Act, 1847," and "Swansea Dock Amendment Act, 1850."

And Notice is hereby lastly given, that on or before the 31st day of December, 1853, 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 this eleventh day of November, 1853.

Lewis Thomas,

Solicitor to the Bill, Swansea.

Bolton Improvement.

(Amendment or Repeal of Acts; Extension of Waterworks; Construction of New and Widening of existing Streets; Regulating the Construction of Buildings; Erection of Town Hall and other Public Offices; Enlargement of Market; Purchase of Gas Works; Manufacture of Gas; Formation of Cemeteries; Alteration and Amendment of the Powers of Collecting Rates.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill to alter, amend, and enlarge some of the powers and provisions of the several local and personal Acts relating to the borough of Bolton following; (that is to say); 6th and 7th Vict., cap. 74; 9th Vict., cap. 49; 10th Vict., cap. 17; and 13th and 14th Vict., cap. 40; or to repeal such Acts, some or one them, and to grant further and more effectual powers instead thereof.

And notice is hereby also given, that for the purpose of affording in connection with the existing waterworks of the borough of Bolton a more effectual supply of water within the limits of "The Borough of Bolton Act, 1850," and a supply of water within the townships of Longworth and Turton, in the parish of Bolton-le-Moors, in the county palatine of Lancaster, it is intended to confer upon the mayor, aldermen, and burgesses of the borough of Bolton the following powers:—

1. To make and maintain two reservoirs, in the township of Sharples, in the said parish of Bolton-le-Moors, with all necessary works and conveniences connected therewith, one whereof to be situate at or near a certain brook called "The Hordern Brook," and at or near a place there called "The Wards Reservoir," upon land claimed to belong to and in the occupation of the Rev. Charles Wright and others; and the other in or near a certain close of land called "The Folds Pasture," likewise claimed to belong to and in the occupation of the said Charles Wright, and lying on the westerly side of the Sharples and Houghton turnpike road.

2. To lay down, construct, and maintain, in the said township of Sharples, aqueducts, conduits, pipe tracks, drains, tunnels, and other works in, through, over, or under lands of the said Charles Wright, commencing at the first-mentioned intended reservoir, and terminating at the lastly hereinbefore mentioned intended reservoir; and also in the said township of Sharples, other aqueducts, conduits, pipe tracks, drains, tunnels, and other works in, through, over, or under other lands of the said Charles Wright, commencing at the said lastly hereinbefore mentioned intended reservoir, and terminating at the spring water reservoir, near Belmont, in Sharples aforesaid, claimed to belong to the Corporation of Bolton; and also in the said townships of Sharples

and Longworth, other aqueducts, conduits, pipe tracks, drains, tunnels, and other works, in, through, over, or under other lands of the said Charles Wright and of William Hulton, Esq., commencing at the said spring water reservoir, and terminating at the intended reservoir next herein-after mentioned.

3. To make and maintain a reservoir with all necessary works and conveniences connected therewith, situated in the several townships of Longworth and Turton, in the said parish of Bolton-le-moors, at or upon a certain brook or stream, called the Delf Brook, and the lands adjoining thereto, near to the Unitarian Chapel, known as the "Walmsley Chapel;" and which said last-mentioned reservoir is intended to commence at or near to a place called Hole Bottoms, and to terminate at or near certain fields in the said township of Longworth, claimed to belong to William Hulton, Esq., in the several occupations of Robert Hornby, and William Walmsley, and at or near certain fields in the said township of Turton, claimed to belong to the representatives of the late Peter Richard Hoare, Esq., and in the occupation of Peter Crook.

4. To lay down, construct, and maintain, in the said township of Turton, aqueducts, conduits, pipe tracks, drains, tunnels, and other works, commencing in or near a new plantation, part of a certain field called the "Rough Meadow," claimed to belong to, and in the occupation of the said representatives of the late Peter Richard Hoare, and terminating by a junction with the last-mentioned reservoir, in or near a certain field called the "Marled Earth," claimed to belong to the said representatives of the late Peter Richard Hoare, and in the occupation of Peter Crook.

5. To lay down, construct, and maintain, aqueducts, conduits, pipe tracks, drains, and other works as may be necessary for the conveyance of water for the supply of the several places, within the limits of "The Borough of Bolton Act, 1850," and also of the said townships of Longworth and Turton, commencing by a junction with the last-mentioned reservoir, and thence passing from, in, through, or into the several townships of Longworth, Turton, Sharples, and Little Bolton, in the said parish of Bolton-le-Moors, and terminating by a junction with the present main pipes, supplying with water the borough of Bolton, at or near to a publichouse in Sharples aforesaid, called the Lawson's Arms, and to supply the district within the limits of "The Borough of Bolton Act, 1850," and the townships of Turton and Longworth, with water.

6. To take, divert, impound, collect, store, and use so much of the waters of the said brooks as now flow over or upon the sites of the said several reservoirs, or any of them; and also of such streams, springs, and surface or other drainage as may or can be caught or intercepted by the said reservoirs, aqueducts, conduits, or other works, or any of them.

7. To lay all aqueducts, conduits, pipe tracks, drains, and other works in, through, across, and under streets, lanes, roads, bridges, viaducts, and other public passages and places in the several townships of Longworth and Turton, necessary and proper for the supply of the inhabitants thereof.

8. To levy rates or rents in respect of the supply of water, and to confer, vary, and extinguish exemptions from the payment of such rates or rents.

And notice is hereby further given, that 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 Mersey and Irwell Navigation, the Manchester and Salford Junction Canal, the Roch-

dale Canal, the Bridgewater Canal, and the River Mersey, or some of them.

And notice is hereby further given, that it is intended to vest in the said mayor, aldermen, and burgesses, the following powers, that is to say; To make and maintain the following new streets, in the said borough, that is to say, a street commencing at the Victoria Hotel, on the north side of Hotel-street, running in a northerly direction across Back Hotel-street, to, and terminating in Deansgate at the shops and premises severally occupied by Mary Wilson, Robert Morley, and Massah Harrison, so as to make Acresfield a continuous street into Deansgate; a street commencing at the north side of Blundell-street (opposite the north end of Grime-street) running northerly in a direct line to and across the River Croal and from thence in a direct line to, and terminating in Saint George's-road, at certain houses now being erected by Mr. Thomas Walmsley, and in a line with the westerly front of such houses, so as to make Grime-street a continuous street to Saint George's-road; a street commencing at the south side of Churchgate, at the Angel public-house, and running in a southerly direction to, and terminating in Princess-street, at a dwelling-house and premises occupied by Henry Ashall; a street commencing at the south side of Churchgate, at the Flag's-entry, and running in a direct line in a southerly direction to, and terminating in Princes-street, opposite to two dwelling-houses severally occupied by Mary Spence and Robert Kellett; a street on the westerly side of School-street east, commencing at the north-west corner of the Parish Church Sunday-school, and running in a westerly direction across Mullineux-yard, Flag's-yard, Legg's-yard, and Oliver-lane, to, and terminating at a dwelling-house in Wigan-lane, occupied by Patrick Reed, and premises occupied by Henry Banks; a street on the northerly side of Princess-street, commencing at a point opposite to dwelling-houses severally occupied by Ann Orton and William Orgill; and running in a northerly direction to, and terminating at, Legg's-yard, at a point where the last-mentioned proposed new street is intended to cross Legg's-yard; a street on the northerly side of Princess-street, commencing at a point opposite a dwelling-house and premises occupied by Robert Tunstall, running in a northerly direction through the said Sunday-school yard, past the south-west corner of the said school in a direct line to, and terminating at the said proposed new street intended to be made from the north-west corner of the said school; a street in Deansgate, commencing at the north-west corner of Howell-croft, and running in a southerly direction to, and terminating at, the northerly end of Spring-gardens, so as to make Spring-gardens a continuous street into Deansgate; and a street at the west side of Old Hall-street, commencing at the public-house called the Three Arrows, and running in a westerly direction across Howell-croft, Spring-gardens, Back Spring-gardens, and Queen-street, to, and terminating at Black Horse-street, at a warehouse and premises occupied by Mr. Roger Haslam.

To alter, widen, open, and improve the following streets, situate in the said borough, that is to say,— a street called Mealhouse-lane, by setting back buildings on the west side, commencing at the north end at Deansgate, and terminating at the south end at a shop and premises occupied by Ann Lord.

A street called Chancery-lane, by setting back, on the east side, a dwelling-house and premises severally occupied by John Tyrrell, Peter Foster, and Thomas Meares; by setting back buildings on the west side, commencing at the north end at Hotel-street, and terminating at the south end at Folds-street.

The said street called Hotel-street, by setting

back buildings on the south side, commencing, at the east end, at Chancery-lane, and terminating, at the west end, at Back Acres.

A street called Old Acres, by setting back buildings on the north side, commencing at the east end at Bradshawgate, and terminating at the west end at Chancery-lane; and also by setting back buildings on the south side, commencing at the east end at Bradshawgate, and terminating at the west end, at a dwelling-house occupied by Edward Foster.

The said street called Deansgate, by setting back buildings on the southerly side, commencing, at the west end, at Back Queen-street, and terminating, at the east end, at a shop and premises occupied by Richard Holden; and by setting back buildings on the northerly side, commencing, at the east end, at Water-street, and terminating, at the west end, at King-street.

A street called Water-street, by setting back buildings on the west side, commencing, at the south end at Deansgate, and terminating, at the north end, at a dwelling-house occupied by Robert Jackson.

A street called Weston-street, by setting back buildings and premises on the easterly side, commencing, at the south-west end, at Crook-street, and terminating, at the north-east end, at a stable occupied by Messrs. Omrod and Harcastle; and by setting back buildings on the westerly side, commencing, at the south-west end, at Crook-street, and terminating, at the north-east end, at offices and premises occupied by Messrs. Omrod and Harcastle.

Certain streets called Crompton-street, and Charles-street, by taking down and removing three dwelling-houses, buildings, and premises severally occupied by Abishaw Rostron, John Greenhalgh, and John Davenport, lying between the west end of Crompton-street and the east end of Charles-street, so as to make those streets continuous.

A street called Back Brown-street, by setting back buildings, gardens, yards, and premises on the north and south sides thereof respectively, commencing, at the east end, at Water-street, and terminating, at the west end, at Manor-street.

The said street called Manor-street, by setting back buildings on the east side, commencing, at the south end, at a shop occupied by Mr. Watson, and terminating, at the north end, at a passage leading to Mr. Baron's tobacco manufactory.

A street called Princess-street, by setting back buildings and premises on the southerly side, commencing, at the west end, at Bradshawgate, and terminating, at the east end, at a workshop occupied by Aaron Dyson.

A street called Church-wharf, by setting back buildings on the southerly side, commencing eastwardly at or near the north-west corner of the Bull and Wharf public-house, and terminating, westwardly, at the west front of a certain house in the occupation of Peter Twisse, and thence continuing such street by lengthening the archway on the south side of the Wharf Bridge to the west end of the parapet thereof; which said intended new streets and existing streets hereinbefore mentioned, described, or referred to, are intended to be situate in, or are now situate in the several townships of Great Bolton and Little Bolton, or one of them, in the said parish of Bolton-le-Moors.

To purchase, compulsorily or otherwise, or to take on lease, all houses, lands, waters, springs, brooks, or streams, necessary or required for any of the above works or purposes; and to alter, vary, and extinguish all or any rights or privileges in any manner connected with or incident to any such houses, lands, waters, springs, brooks, and streams which might in any manner impede or interfere with the construction and maintenance of the above

works, or with the purposes aforesaid; and also to purchase by agreement and hold a limited quantity of additional lands, houses, waters, springs, brooks, and streams, for the better effectuating of the objects aforesaid or any of them.

To regulate the construction and form of buildings hereafter to be erected within the said borough.

To prevent and prohibit the future erecting or placing of any projecting buildings or other obstructions in the said borough.

To compel the removal of projecting teagles and cellar openings or grids in public thoroughfares.

To compel the consumption of smoke within the said borough.

To cover over the whole or some part of the river Croal, which flows through the said borough.

To erect a town hall and other public offices within and for the said borough, and to purchase lands and houses by agreement for such purpose.

To purchase by compulsion additional lands and houses respectively situate in Knowsley-street and Deansgate, within the said borough, for the improvement of the new market and the approaches thereto, by "The Borough of Bolton Act, 1850," authorised to be formed, and to appropriate the site of such lands and houses for that purpose.

To make and manufacture gas within the said borough, for the lighting of the said borough and for the supply of the inhabitants thereof with gas, and for those purposes to purchase or take on lease lands, buildings, and other hereditaments, by agreement, and to construct, make, and maintain suitable works and conveniences, and to hold the same for the purposes aforesaid. To take rents, rates, and duties in respect of the supply of gas as aforesaid, and to confer other rights and privileges.

To purchase by agreement, or to take on lease from "The Bolton Gas-light and Coke Company" the lands, works, and undertaking, rights, powers, privileges, and interests of such Company, or some part thereof, and for such purpose to enable such Company to sell or lease the said lands, works, and undertaking, rights, powers, privileges, and interests, to the said mayor, aldermen, and burgesses, and to enable the said mayor, aldermen, and burgesses to purchase and hold, and, if necessary, to resell any share or shares now created or hereafter to be created in the capital of such Company, and to acquire and hold an interest in such capital by any other means.

To establish public cemeteries within the said borough or within the distance of two miles thereof for the burial of the dead, and to make regulations for the government and management thereof, and for establishing charges for the use thereof, with power to prevent or regulate interments in existing burial-places within the said borough, and for such purpose to purchase or take on lease lands, buildings, and other hereditaments by agreement.

To sell and dispose of certain reservoirs belonging to the said mayor, aldermen, and burgesses, called the Bolton-moor Reservoirs.

To pay all expenses to be incurred in executing any of the aforesaid powers out of the borough fund, property, or stock of such borough, or any money to be borrowed under the provisions of such Bill, and to form a fund for the redemption of all or any of the debts of the said mayor, aldermen, and burgesses.

To alter and amend the existing rates now collected by the mayor, aldermen, and burgesses, and the powers of laying, levying, collecting and recovering rates within the said borough, and to confer, vary and extinguish exemptions from the payments of such rates.

To levy rates on the owners and occupiers of houses, lands and hereditaments within the borough

for raising money for carrying into effect the various purposes herein mentioned.

To charge the owners of all property let for a less period than three months with the several rates, assessments and payments now or hereafter authorised to be levied on any occupiers of such property within the said borough.

To receive, from time to time, from and out of the respective poor-rates of such parts of the respective townships of Little Bolton, and Tongewith-Haulgh as are within the said borough, the amount of any borough-rate to be made by the said mayor, aldermen, and burgesses upon such last-mentioned parts of the said respective townships, and to enable the overseers of such townships of Little Bolton and Tongewith-Haulgh, to pay such respective amounts out of the poor-rates raised and collected in such respective townships.

To borrow or raise money on mortgages, bonds, or by way of annuities or otherwise on security of the rates, rents, duties, and undertakings before-mentioned, and likewise on the security of the borough fund of such borough.

And for effecting the several objects aforesaid, or some of them, it is intended to incorporate in the said Bill all or some portions of the following Acts of Parliament, that is to say:—"The Gasworks Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Commissioners Clauses Act, 1847," "The Waterworks Clauses Act, 1847," and "The Cemeteries Clauses Act, 1847," and of an Act passed in the 16th and 17th years of the Queen, intituled "An Act to amend the laws concerning the burial of the dead in England beyond the limits of the Metropolis, and to amend the Act concerning the burial of the dead in the Metropolis," and if necessary to constitute the mayor, aldermen, and burgesses the Burial Board in such Act mentioned or referred to.

And notice is hereby further given, that duplicate plans and sections of the said intended reservoirs and aqueducts, and of the new streets and of the alterations, widenings, openings, and improvements of present streets, hereinbefore-mentioned, 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 for such purposes; and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Lancaster, at Preston, in the said county; and that on or before the said 30th day of November, a copy of the said plans, sections, and book of reference, with a copy of the Gazette notice, will be deposited with the parish clerk of Bolton, at his residence.

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 11th day of November, 1853.

James Knowles, Town-clerk.

Darlington Local Board of Health,
(Powers to supply Gas and Water, and to Purchase Works of Darlington Gas and Water Company; to Purchase Town-hall, Markets, and Market and Fair Tolls; to establish and regulate Markets and Slaughter-houses; to construct Sewage Works and Reservoirs, and Public Baths and Wash-houses; to establish and regulate a Public Park; to Raise further Money; to Repeal and Amend Acts, 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 for

better supplying with gas and water the district of the township of Darlington, in the county of Durham, and for such purpose and for other the purposes to be authorised by the said Bill, to enable the Local Board of Health of the said district, to purchase, either compulsorily or by agreement, or to take upon lease, all or any part of the works, properties, and powers of "The Darlington Gas and Water Company," and of any other waterworks hereafter, to be constructed by the said Company or the water therefrom respectively, and to enable the said Company to sell, transfer, or lease their said undertaking, or any part thereof, or of the reservoirs, filtering beds, engines, mains, conduits, and works belonging thereto or the water therefrom, and all or any of the powers now vested in the said Company in respect thereof to the said local board, and to enable the said local board to supply with gas and light the public streets and places within the said district; and also to supply individuals with gas within the same, and also to supply or contract to supply water for the use of the inhabitants of the said district, and for any public baths and wash-houses within the same, and for extinguishing fires within the same, and to confer upon the said local board and company respectively, all necessary powers for effecting the objects and purposes mentioned in this notice.

And it is intended by the said Bill to confer on the said local board all or some of the following powers, that is to say,

To erect all necessary and proper works for making and supplying gas, and to lay down under or through any private lands, streets, roads, and thoroughfares within the said district all necessary mains, pipes, and other works, and apparatus for the purpose of supplying gas within the said district, and to regulate the supply of gas within the same.

To levy and collect rates or rents for the supply of gas and water, to be given under the said Bill, and to grant total or partial exemptions from the payment of such rates or rents, and to confer, vary, or alter exemptions from the payment of such rates or rents.

To construct one or more reservoir or reservoirs, or tank or tanks, with an engine-house or engine-houses, and engine or engines, wells, shafts, tunnels, drifts, and all necessary buildings, machines, machines, conveniences, and other works connected therewith, in a field in the township and parish of Darlington, belonging to John Church Backhouse, Esquire, and in the occupation of George Raper, Joseph Forster, and Edward Thomas Pease, or some or one of them, for the purpose of receiving part of the sewage or drainage of the township or district of Darlington, and also a road leading from a public street in the said township, called Park-street, to the said reservoirs or tanks, and also another road leading from and out of a public highway in the said township, where a road or way called Park-lane joins the same along the said lane, called Park-lane, and through lands respectively belonging to John Beaumont Pease, Esquire, and to the said John Church Backhouse, to the said reservoirs or tanks. Also a main sewer commencing at the said intended reservoir or reservoirs or tanks, and passing thence into, along, and through the lands belonging to the said John Church Backhouse and John Beaumont Pease, into and along the said lane called Park-lane, and passing thence along the public highway through the town of Darlington, and along the turnpike-road leading from Darlington aforesaid, to Gainford, in the said county, and terminating at or near the village of High Coniscliffe in the said county. Also a main sewer commencing from and out of the said last-mentioned main sewer in a public street or place called Park-

gate, in Darlington aforesaid, and passing thence along the public highway leading from Darlington aforesaid to Yarm, and terminating at or near the Fighting Cocks, otherwise called the Middleton and Dinsdale Station of the Stockton and Darlington Railway, and also divers drains and sewers communicating with such main sewers, reservoirs, and tanks; or some or one of them, for the purpose of collecting and preparing the sewage of the said district, and of distributing the same for agricultural and other purposes within the said district, and also within the surrounding parishes, townships, extra-parochial and other places, of Darlington, Darlington Bondgate, otherwise Bondgate-in-Darlington, Darlington Borough, Prebend Row, Priestgate, Oxen-le-field, Blackwell, Cockerton, Archdeacon, Newton, Aycliffe, Great Aycliffe, School Aycliffe, Barmpton, Brafferton, Great Burdon, Coatham, Mundeville, Coatsaw Moor, Coniscliffe, High Coniscliffe, Low Coniscliffe, Carlbury, Gainford, Denton, Dinsdale, Low Dinsdale, Haughton, Haughton-le-Skerne, Headlam, Houghton, Houghton-le-side, Hurworth, Killerby, Middleton-one-Row, Middleton Saint George, Morton Palms, Neasham, Piersbridge, Sudberge, Sockburn, Summerhouse, Walworth, and Whessoe, all in the said county of Durham, which said reservoirs or tanks, main sewers and roads, will be situate or pass in or through the several parishes, townships, and extra-parochial places following, or some of them; (that is to say), Darlington, Darlington Bondgate, otherwise Bondgate-in-Darlington, Darlington Borough, Prebend Row, Priestgate, Blackwell, Coniscliffe, High Coniscliffe, Low Coniscliffe, Haughton, Haughton-le-Skerne, Morton Palms, Dinsdale, and Middleton Saint George; all in the said county of Durham.

To purchase the water corn-mill, called Blackwell Mill, in the parish of Darlington, and the mill-head and dam belonging thereto, and to remove the said dam, and draw off the waters of the said mill-head, and to use the channel to and from the said mill for the purpose of better draining the said district, and to sell the said mill, and the grounds, houses, buildings, and works belonging thereto, or any part thereof.

To lay down and maintain mains, culverts, pipes, drains, tunnels, and conduits for the conveyance of gas, water, and sewage through private lands, and in, along, and across any turnpike-roads, highways, streets, canals, railways, and public, private, and other passages within the said districts respectively, for the supply of gas and water, and for the distribution of sewage, and also to open and break up all such streets, highways, or roads within the limits of the said districts respectively, as it may be necessary to open or break up for effecting the purposes mentioned in this notice or any of them.

To establish or purchase and maintain public baths and wash-houses, with all proper conveniences, within the said district of the township of Darlington, and to demand and take rates or duties for the use thereof, and also to form and maintain a park for public pleasure and recreation in and upon a certain tract of land situate in the said parish of Darlington, commonly called or known by the name of "Poor Howdens," and now in the occupation of the said Local Board, or their under-tenant, and to authorize the said Local Board to lay out, plant, and maintain the said park and all necessary roads, footpaths, and bridges in and through the same, and approaches thereto, and particularly to enable the Local Board to purchase by agreement, and make, fence off, and maintain a footpath from the eastern end of the said park to and into the public footpath called Park-lane, and along the said last-mentioned footpath to and into the highway leading to the York, Newcastle, and Berwick Railway Sta-

tion, at Darlington, and for the purposes of such footpaths to purchase by compulsion or agreement any rights of way over the said Park-lane footpath, which the Local Board may think it expedient to purchase, take, or use for an approach to and from the said park.

To make, construct, and maintain a new line of street, commencing at or near the east end of a certain street or place called Tubwell Row, in Darlington, and proceeding thence in a northerly direction to, and terminating in, a certain other street in Darlington, called Priestgate, the whole of which said new street will be situate in the said township and parish of Darlington.

To sell and dispose of any part of the lands purchased or taken by the said Local Board, which may not be required for any of the purposes authorized by the said Bill.

To purchase, by compulsion or agreement, or to take on lease, all or any of the lands or buildings to be delineated on the plans to be deposited as hereinafter mentioned, or to be described in a schedule to the said bill, which it may be necessary to purchase or take for effecting any of the objects to be authorised by the said Bill, and to make lateral deviations from the line of the proposed works, to the extent or within the limits defined upon the said plans, and to take down all buildings, and widen, narrow, divert, alter, or stop up, temporarily or permanently, all streets, roads, highways, public footpaths, railways, tramways, rivers, brooks, streams, canals, sewers, waters, water-courses, mains, pipes, gas-pipes, water-pipes, and aqueducts, which it may be necessary so to take down, widen, narrow, divert, alter, or stop up, for effecting any of the objects of the said Bill, and to alter, vary, or extinguish all rights, powers, privileges, easements, and immunities in any manner connected with the lands and buildings to be purchased or leased as aforesaid, or which would or might in any manner prevent or interfere with the carrying into full and complete and full effect any of the objects and purposes of the said Bill; and to confer, vary, or extinguish other rights, powers, privileges, easements, immunities, and exemptions.

And it is also intended, by the said Bill, to enable the said Local Board to purchase, either compulsorily or by agreement, the soil and freehold of the public streets and thoroughfares within the township of Darlington, the building usually called the Town-Hall, and shops under the same, the shambles, the markets and fairs, market tolls, fair tolls, stalls, shops, and other houses or buildings belonging thereto or connected therewith, or any of them, and the control of the said markets and fairs, and other rights in relation to the said markets and fairs of the Lord of the several Manors within the said town of Darlington, and also within the several parishes, townships, constaberies, and extra-parochial or other places of Darlington, Darlington Bondgate, otherwise Bondgate-in-Darlington, Darlington Borough, Prebend-Row, and Priestgate, or some of them; and also to enable the Lord Bishop of Durham and his lessees and other the owners and persons having any rights or interests therein respectively, to sell all or any part thereof, and their rights and interests therein, to the said Local Board, and to vest the same in the said Local Board; and to extinguish all existing rights, offices, and privileges of any corporation or person therein or thereto, and also in the market and fair tolls, called the Town End Tolls, and to abolish the said tolls, and to enable the said Local Board to levy the tolls, rents, stallages, and other dues now payable in, or in respect of any markets or fairs held in or for the said town, or any shambles or shops, or other conveniences therein or otherwise, and to continue, alter, or wholly ex-

tinguish and put an end to the existing tolls, rents, stallages, and other dues, or some of them, and to levy further and other tolls, rents, stallages, or dues, in or in respect of the said town-hall, markets, fairs, shambles, shops, or any future markets, fairs, market-places, shambles, shops; or other conveniences and slaughter-houses, and to repeal all or some of the existing exemptions from the market tolls and stallages, and to confer, vary, or extinguish exemptions from the payment of tolls, rents, stallages, or dues, and to alter, enlarge, and otherwise improve the said existing town-hall and shambles, and to provide covered markets and slaughter-houses, with all proper conveniences, in the said town or district, and to establish and maintain such other markets and market-houses, market-places, shambles, and public slaughter-houses therein, with all necessary pens, stalls, standings, weighing machines, shops, and buildings, and to alter the times and places of holding the existing markets, and upon the formation of any new market-places, to remove thereto and hold therein the existing market for which the same was intended, and to vest in the Local Board the fullest powers for the establishment, maintenance, and regulation of the existing and proposed markets within the district.

And it is intended by the said Bill to authorise the said Local Board to levy rates and assessments upon the owners and occupiers, or owners or occupiers of houses, lands, tenements and hereditaments within the said district, for carrying into effect the several purposes of the said Bill, and to give additional powers for assessing, levying, and compelling payment of such rates and assessments, and to continue or alter the rates and assessments authorized to be taken under "The Public Health Act, 1848," and "The Public Health Supplement Act, 1850 (No. 3)," and the provisional order relating to the said town of Darlington, and to levy new rates and duties, and to continue or to repeal, and to confer, vary, or extinguish exemptions from the payment of such existing and proposed rates and duties, and to confer, vary, or extinguish other rights and privileges.

And it is also intended by the said Bill to enable the said Local Board to raise, by mortgage or otherwise, on the security of the gas and water-rates or rents, sewage rates, bath and wash-house fees and dues, market and fair tolls, rates, rents, stallages and other revenues of the Local Board, and of any rates to be levied by them under the powers vested in them by "The Public Health Act, 1848," or "The Public Health Supplemental Act, 1850 (No. 3)," or to be vested in them under the said Bill or upon all or any of the said securities such sum or sums of money as the said Local Board may from time to time deem necessary for providing funds to carry into effect the objects and purposes of the said Bill, and to provide for the application of the monies to be raised under the said Bill.

And it is also intended by the said Bill to authorize the said Local Board to appoint and pay officers for the management of all or any of the works under the control of the Board, and to make bye-laws for regulating the gasworks, waterworks, markets and fairs, shambles, public slaughter-houses, reservoirs, baths and washhouses, public park and other works under their control; and also the several persons using or frequenting the same, as to the placing and removing of carts, stalls, standings, and other causes of obstruction in the public streets and thoroughfares, caused by the exposure of goods, wares, and merchandise, meat and other provisions, offered for sale, and to prevent the hawking and vending thereof in the public streets and thoroughfares of the said town, and such other bye-laws as to the Local Board shall seem meet for the good

rule and government of the district, and for the suppression and permanent prevention of all nuisances and annoyances therein, and to impose penalties for the breach of such bye-laws.

And it is also intended by the said Bill to incorporate therewith and extend to the purposes thereof, "The Commissioners Clauses Act, 1847," "The Lands Clauses Consolidation Act, 1845," "The Markets and Fairs Clauses Act, 1847," "The Gasworks Clauses Act, 1847," "The Waterworks 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 of the said Acts, or so much thereof as may be deemed necessary or expedient, and all such further powers as may be necessary for the better paving, lighting, watching, cleansing, and improving the said district, and for providing for the police and good government thereof.

And notice is hereby given, that it is intended to insert in the said Bill clauses and provisions enabling Her Majesty, upon the petition of the said Local Board, to grant a commission of the peace authorising persons to act as justices of the peace in and for the district subject to the said Local Board, and to vest in such justice, and to extend to the said district, the same powers and authorities in all respects as are by law vested in and may be exercised by justices of the peace named in any commission of the peace granted by Her Majesty under the powers for that purpose granted by the Act 5 and 6 Wm. IV, cap. 76, for the regulation of Municipal Corporations in England and Wales, and also all such other powers as may be deemed necessary for the better administration of justice within the said district.

And it is also intended by the said Bill to repeal, alter, or amend, so far as may be necessary for effecting the objects and purposes of the said Bill, all or some of the powers and provisions of the several Acts of Parliament following, (that is to say); the 4th Geo. IV, chapter 3, intituled "An Act for lighting, cleansing, watching, and otherwise improving the town and borough of Darlington, in the county of Durham," "The Public Health Act, 1848," and "The Public Health Supplemental Act, 1850 (No. 3)," the provisional order relating to the township and district of Darlington thereby confirmed, "The Public Health Amendment Act, 1849," and "The Towns Improvement Clauses Act, 1847," and "The Town Police Clauses Act, 1847," so far as the same Acts and Provisional Order respectively relate to the township or district of Darlington, "The Darlington Gas and Water Works Act, 1849," "The Stockton, Middlesbrough, and Yarm Waterworks Act, 1851," and any other Acts in force within the said district which it will be necessary to repeal, alter, or amend for the purposes of the said Bill, and to confer other and additional powers in lieu thereof.

And notice is hereby also given, that duplicate plans describing the proposed reservoirs, tanks, road, main sewers, new street, and other second-class works, to be authorised by the said Bill, and also the lands proposed to be taken for such works; and also duplicate sections to such plans, together with 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, in or through which such works will pass, or be made, or which will be taken for the purposes of the said Bill; 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 Durham, at his office, in the city of Durham. And

that on or before the said thirtieth day of November a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes or extra-parochial or other places, in or through which the said before-mentioned works will pass, or be made; and also 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 any extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

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

John S. Peacock, Darlington,
Solicitor for the Bill.

Durnford and Co., 39, Parliament-street,
London, Parliamentary Agents.

Mineral Drainage.

(Appointment of Commissioners for Mineral Drainage in certain parts of South Staffordshire, with Powers to Levy Rates.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for draining the coal and other mines and minerals, and the workings thereof, lying under the lands or some of them, within the several parishes of Tipton, Wednesbury, Sedgley, and West Bromwich, and the townships or places of Bilston and Bradley, all in the county of Stafford.

And it is proposed by the intended Bill to establish, or provide for the establishment of a body of Commissioners to carry the objects of the said Bill into execution, and to incorporate such Commissioners, and to confer upon them powers of suing and being sued, and all requisite powers for effecting the objects of the said Bill, and, in particular, powers for effecting the purposes following, or some of them; that is to say:

To erect and lay down such engines, machinery and apparatus, tramways, engine-houses and other buildings, and to construct such pits, shafts and adits, in upon and through the lands within the parishes aforesaid, as may be requisite for draining the said mines and workings; and, for the purposes of the intended Bill, to purchase, by compulsion and agreement, lands, houses, and other hereditaments within the parishes aforesaid, and to take upon lease or to hire lands, hereditaments, and also engines and machinery, and to vary or extinguish all rights and privileges connected with any lands, houses, and hereditaments, or engines and machinery, purchased or taken on lease, rented or hired as aforesaid.

To levy tolls, rates, and duties upon the owners, lessees, and occupiers of such mines and other workings, and upon or from the produce thereof; and to confer exemptions from the payment of such tolls, rates, and duties.

To borrow money on the security of such tolls, rates, and duties, and of the property and undertaking of the Commissioners.

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

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

Dated this 31st day of October, 1853.

Stockton, Middlesbrough, and Yarm Water Company.

(Increase of capital. Powers to supply Norton, Coatham, Redcar, and other places. Amendment of Acts and 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 alter, amend, extend, and enlarge or repeal some of the powers and provisions of "The Stockton, Middlesbrough, and Yarm Waterworks Act, 1851," or otherwise wholly to repeal the said Act, and to grant to the Stockton, Middlesbrough, and Yarm Water Company (herein called "the Company"), further and additional powers for carrying out the objects and purposes of the said Company; and powers will also be applied for in the said Bill to supply with water the township of Norton, in the county of Durham, and the townships of Coatham and Redcar, in the North Riding of the county of York, and any other townships and places on the line of the mains and pipes of the Company, and to make and maintain the new and additional works, and to effect the several objects hereinafter mentioned, or some of them; (that is to say),

To make and maintain a conduit or line of pipes, commencing at the termination of the Company's mainpipe near the Clarence Railway, at the north end of the town of Stockton, at the point where the same railway crosses the highway leading from Stockton to Norton, and proceeding thence along the last mentioned highway to the village of Norton, near Stockton, in the county of Durham, and terminating at or near the Swan Inn, at or near the south end of the said village, which said conduit or line of pipes will pass and be made in or through the parishes, townships, and extra-parochial or other places of Stockton, Stockton-upon-Tees, and Norton; all in the county of Durham.

To make and maintain a conduit or line of pipes commencing at the termination of the Company's main pipe at the point or place at the south-western side of the borough of Middlesbrough, in the North Riding of the county of York, where the Stockton and Darlington Railway crosses the highway leading from Middlesbrough to Acklam, and proceeding thence along the said last-mentioned highway, and along the lands belonging to or adjoining the Middlesbrough Branch of the Stockton and Darlington Railway, and the Middlesbrough and Redcar Railway, to and through the village of Coatham, and to the village of Redcar, and terminating in the public street of Redcar aforesaid, at or near the railway station in the said town of Redcar, which said last-mentioned conduit or line of pipes will pass and be made in or through the parishes, townships, and extra-parochial places of Middlesbrough, Acklam, Ormesby, Cargo Fleet, otherwise Cleveland Port, Normanby, Eston, Lackenby, Lazenby, West Coatham, Wilton, East Coatham, Kirkleatham, Redcar, and Marske, or some of them, all in the North Riding of the county of York.

To purchase, take, and use water from the Darlington Gas and Water Company, or their reservoirs and works at Darlington, for the supply of the said townships of Norton, Coatham, and Redcar, and other places on the line of the mains of the Company, and for the other purposes of the Company, which water so to be taken and used is taken by the Darlington Gas and Water Company from the River Tees, near Tees Cottage, in the township and parish of Darlington; and to supply and to continue to supply with water the said townships of Norton, Coatham, and Redcar, and other places, as well as the boroughs of Stockton and Middlesbrough, and the town of Yarm, now authorized to be supplied by the Company.

To lay down and maintain pipes, culverts, and other works in, under, over, or across, and to break up, open, alter, or stop up, either temporarily or permanently, any turnpike and other roads, highways, streets, public places, bridges, railways, sewers, drains, rivers, streams, brooks, and watercourses in all or any of the said parishes, townships, and extra-parochial places of Middlesbrough, Acklam, Ormesby, Cargo Fleet, otherwise Cleveland Port, Normanby, Eston, Lackenby, Lazenby, West Coatham, Wilton, East Coatham, Kirkleatham, Redcar, and Marske.

To purchase, by compulsion or otherwise, any lands, houses, or waters, and to take grants or easements over any lands, houses, railways, roads, springs, streams, waters, waterworks, and other hereditaments, as may be requisite or desirable for the purposes of the said Bill, and to vary, alter, or extinguish any rights or privileges connected with such lands, houses, railways, roads, springs, streams, waters, watercourses, and hereditaments, or the River Tees, or any of them.

To alter the rates, rents, charges, and other payments authorized by "The Stockton, Middlesbrough, and Yarm Waterworks Act, 1851," and to levy other rates, rents, and charges for the water supplied under the said Act, or to be supplied under the said Bill, and to confer total or partial exemptions from the payment of such rates, rents, and charges.

To raise additional capital by shares or stock to pay off money owing by the Company, and to enable the Company to construct the additional works to be authorized by the said Bill, and for the general purposes of the said Company, and to raise a further sum of money by way of mortgage or bond.

To alter the amount and distribution of the capital of the Company, and to enable the Company, if it shall be deemed expedient so to do, to convert all or any part of the share capital for the time being of the Company into stock; and to confer upon the Company other powers as to the distribution and application of its capital.

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

To confer on the Company all other powers usual, necessary, or expedient for effecting the object of the said Bill.

And notice is hereby also given, that duplicate plans, describing the proposed conduits, mains, and other works to be authorised by the said Bill, and also the lands proposed to be taken for such works, and also duplicate sections to such plans, together with 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 in or through which such works will pass or be made, or which will be taken for the purpose of the said Bill, and also a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Durham, at his office in the city of Durham, and with the Clerk of the Peace for the North Riding of the county of York, at his office in Northallerton, in the said Riding; and that on or before the said 30th of November, a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes or extra-parochial places from, in, or through which the said intended works are proposed to be made, and also a copy of this notice as published in the London Gazette, will also be deposited for public inspection with the 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 notice is hereby further given, that it is also proposed by the said Bill to amend and extend the powers contained in the said Act, enabling the Darlington Gas and Water Company to sell their undertaking, and enabling the Stockton, Middlesbrough, and Yarm Water Company to purchase the same, and enabling the said two companies to amalgamate their undertakings, and to confer additional powers upon both the said companies, and to enable the last-mentioned Company to raise additional capital for the purpose of effecting such purchase or amalgamation or incidental thereto, or to any arrangement which may be entered into between the Companies in relation thereto.

And notice is hereby given, that it is intended by the said Bill, in cases where it may be deemed necessary so to do with reference to the objects and purposes of such Bill or any of them, or otherwise to alter, amend, repeal, enlarge, or extend the powers and provisions of all or some or one of the several Acts of Parliament following; that is to say — "The Darlington Gas and Waterworks Act, 1849," "The Stockton Extension and Improvement Act, 1852;" the 9th and 10th Vic., chap. 216, relating to the Stockton New Gas Company; the 4th and 5th Vic., chap. 68, relating to the paving, lighting, cleansing, and improving the town of Middlesbrough; "The Tees Conservancy and Stockton Dock Act, 1852;" the Acts 12 and 13 Vic., chap. 54, "The Wear Valley Railway Act, 1845," "The Middlesbrough and Redcar Railway Act, 1845," "The Stockton and Darlington Railway Act, 1851," "The Stockton and Darlington Railway Act, 1852," and other Acts relating to the Stockton and Darlington Railway; "The Public Health Supplemental Act, 1850, No. 3," and "The Public Health Act, 1848," and "The Public Health Amendment Act, 1849," so far as the same are in force within the said township of Darlington; and the several Acts, the 9 George IV., cap. 61; 10 George IV., cap. 106; 2 and 3 William IV., cap. 25; 3 and 4 William IV., cap. 4; 3 and 4 William IV., cap. 95; 7 William IV., and 1st Vic., cap. 103; 6 and 7 Vic., cap. 46, and other Acts in force relating to the Clarence Railway; the several Acts in force relating to the turnpike-road from Bishopwearmouth to Norton, and 11 George IV., and 1 William IV., cap. 26, relating to the turnpike-road from Caterick Bridge to Durham.

And notice is hereby also given, that printed copies of the said 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 10th day of November, 1853.

John S. Peacock, Darlington,
Solicitor for the Bill.

Durnford and Co., Parliamentary Agents,
39, Parliament-street.

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

(Working Arrangements amongst themselves, and with Malton and Driffild Junction Railway Company; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to enable the York, Newcastle, and Berwick, the York and North Midland, and the Leeds Northern Railway Companies, and also the said three Companies jointly, or the said two first-mentioned Companies, or either of them, and the Malton and Driffild Junction Railway Company, to make and enter into, and carry into effect, such contracts, agreements, and arrangements, on such terms and conditions, and subject to such restrictions as may have been, or may be, mutually agreed upon between the Companies

making the same, or on their behalf, or as may be fixed, ascertained, and determined by the said intended Act, with reference to the conduct, management, interchange, working, and direction of the traffic, or part thereof, upon, and the maintenance and support of, their respective railways, stations, and works, or any parts thereof, and the division and apportionment of such traffic, and the tolls, rates, and charges to be charged, taken, or arising therefrom, between and amongst such of the said several Companies as shall be parties to any such contracts, agreements, or arrangements, and either entirely or subject to such deductions and abatements, and after and subject to such applications and appropriations of any parts or portions thereof to any specific or other purposes, or for or in respect of such annual or other payments, or for such other consideration as may be fixed or agreed upon; and for enabling such Companies, as last aforesaid, to appoint a joint committee or committees, to carry into effect any such contracts, agreements, or arrangements, and to divide and apply such tolls, rates, charges, and funds, or any part thereof, and to exercise, by means of such joint committee or committees, or otherwise, such of the rights, powers, and privileges, whether with reference to the conduct and management of such traffic, the levying of tolls, rates, and duties, the maintenance and support of the said railways and works, and the application of moneys in respect thereof, or otherwise, now vested in or belonging to all or any of such Companies as last aforesaid, and all such other rights, powers, and privileges as may be necessary or expedient for effectually carrying into effect any such contracts, agreements, arrangements, or objects aforesaid. And it is proposed by the said intended Act to alter, amend, extend, enlarge, and repeal, all or some of the powers and provisions of the several Acts relating to the York, Newcastle, and Berwick Railway Company hereinafter mentioned (that is to say): local and personal Acts, 5 Vic., sess. 2, cap. 80; 6 Vic., cap. 8; 7 Vic., cap. 27; 8 and 9 Vic., caps. 92 and 163; 9 Vic., cap. 58; 9 and 10 Vic., caps. 95, 96, 207, 235, 242, 264, and 330; 10 and 11 Vic., caps. 117, 133, 134, and 263; 11 and 12 Vic., caps. 24, 55, and 81; 12 and 13 Vic., cap. 58; 13 and 14 Vic., cap. 53; 14 and 15 Vic., caps. 84 and 85; and 15 Vic., caps. 36, and 114; and also of the several Acts relating to the York and North Midland Railway Company hereinafter mentioned (that is to say): local and personal Acts, 6 Wm. 4, cap. 81; 1 Vic., cap. 68; 4 Vic., cap. 7; 7 Vic., cap. 21; 7 and 8 Vic., cap. 61; 8 and 9 Vic., caps. 34, 57, 58, and 84; 9 Vic., caps. 59, 65, and 66; 9 and 10 Vic., caps. 89, 241, and 247; 10 and 11 Vic., caps. 140, 141, 216, 218, and 219; 12 and 13 Vic., cap. 60; 13 and 14 Vic., cap. 38; 15 Vic., caps. 57 and 96; 15, and 16 Vic., cap. 127; and 16 and 17 Vic., cap. 109; and also of the several Acts relating to the Leeds Northern Railway Company hereinafter mentioned (that is to say): local and personal Acts, 8 and 9 Vic., cap. 104; 9 and 10 Vic., caps. 149, 153, and 154; 10 and 11 Vic., cap. 210; 11 and 12 Vic., caps. 56, 57, 68, and 71; 12 and 13 Vic., cap. 27; 14 and 15 Vic., cap. 47; and 16 and 17 Vic., cap. 136; and also of the several Acts relating to the Malton and Driffild Junction Railway Company hereinafter mentioned (that is to say): local and personal Acts, 9 and 10 Vic., cap. 77; 14 Vic., cap. 39; and 15 Vic., cap. 37; or of some of the said Acts, or otherwise, to repeal the same Acts, and to consolidate all or some of the provisions thereof, and of the said intended Act, into one Act. And notice is hereby also given, that on or before the 31st day of December next, printed

copies of the said intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the seventh day of November, 1853.

Richardson and Gutch, Solicitors, York.

Southport Waterworks.

(Incorporation of Company Construction of Works Supply of Water to the inhabitants of Southport and other places in the county palatine of Lancaster)

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 town of Southport and other places in the several townships of North Meols and Birkdale in the parish of North Meols and the township of Scarisbrick in the parish of Ormskirk all in the county palatine of Lancaster.

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 and use the waters arising from in or under divers lands springs and sources situated at or near Scarisbrick Windmill in the township of Scarisbrick aforesaid

And it is proposed by the said intended Act, to authorise the construction and maintenance of the several works hereinafter described with all proper embankments sluices tunnels drifts syphons apparatus machinery and other works and conveniences in connection therewith that is to say a well or shaft situate on the lands aforesaid together with an engine house steam engines boilers engine lodge reservoir pumps pipes and other appurtenances and also an aqueduct conduit or line of pipes commencing by connections with the said pumps and reservoir and passing thence from through or into the several parishes and townships of Ormskirk Scarisbrick and North Meols aforesaid and terminating at or near the junction of Manchester-road and Fleetwood-street in the town of Southport and in the township of North Meols aforesaid.

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 land 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 sanitary ornamental and other purposes within the said several parishes townships and 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 places or any of them for the purposes of the proposed Act

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 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 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 tenth day of November, 1853.

W. Harper Solicitor to the said Bill.

Aylesbury, Wendover, Princes Risborough, West Wycombe, and Great Marlow and Princes Risborough and Thame Turnpike roads.

(To continue or revive and amend the Act, 6 Geo. 4, cap. 45 (local and personal).)

NOTICE is hereby given that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to continue, revive or renew, alter, and amend an Act passed in the 6th year of the reign of His late Majesty King George the Fourth, intituled "An Act for more effectually repairing and improving certain roads passing through Princes Risborough, in the county of Buckingham, and communicating with Aylesbury and Great Marlow, in the said county, and Thame, in the county of Oxford;" and it is intended in such Bill to apply for the following powers, or some of them:

To levy tolls, rates, and duties, to alter existing tolls, rates, and duties, to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties, to alter the application of the tolls, rates, and duties, and to form a sinking fund for the gradual liquidation of the debts, and to confer, vary, and extinguish other rights and privileges necessary for the maintenance and support of the said turnpike-roads, and for the security of the creditors and mortgagees of the tolls thereof.

And notice is hereby further given 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 10th day of November, 1853.

Joseph Parrott, Clerk to the Trustees of the said Roads.

St. Barbe Sladen, 14, Parliament-street, Parliamentary Agent.

The Deptford Gas Light and Coke Company. (Amendment of Act; Regulations as to and issue of Preferential Capital; Increase of borrowing power; Appropriation of new Capital; Alteration in number of Directors, and further powers.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter, amend, extend, and enlarge, or to repeal and re-enact all or some of the powers and provisions of an Act passed in the fifteenth year of the reign of Her. present Majesty (cap. 42), intituled "An Act for incorporating the Deptford Gas Light and Coke Company;" or to repeal the said Act, and grant more effectual powers instead thereof.

And in the said Bill the following, amongst

other powers, or some of them, will be applied for on behalf of the said Company.

1st. Power to raise the whole, or any portion of the residue of the capital authorized to be raised by the said recited Act, by the issue of shares, on such terms and such preference or priority in payment of interest, or dividends, or other privileges over the existing shares of the Company, and shareholders thereof, as the said Company may determine.

2nd. Power to enable the said Deptford Gas Light and Coke Company, if they see fit, to call in and pay off, cancel and discharge the existing preference shares of the said Company, and to apply for this purpose as much as may be necessary of the additional capital hereafter to be issued.

3rd. Power to borrow money on bond or mortgage, over and above and in addition to the amount the said Company are at present authorized to raise.

4th. Power to apply the capital to be raised, and money to be borrowed in the manner to be specified in the said Bill, and inter alia in discharge of the liabilities incurred by the said Company, or the directors thereof, over and above the amount authorized to be raised or borrowed by the said recited Act, or otherwise.

5th. Power to make certain alterations in the existing number of the Directors of the said Company, and in the time and mode of holding meetings by the said Company.

6th. Power to enable the said Deptford Gas Light and Coke Company to amalgamate with or lease or sell their works or undertakings, any or all of them already acquired and in operation, or which may be subsequently acquired, to any public body or body corporate, or to any person or persons whomsoever.

7. Power to alter, vary, or extinguish all rights and privileges which would impede or interfere with the carrying into full and complete effect the objects and provisions of the said Bill, and to confer other rights and privileges, as well as to confer upon the said Deptford Gas Light and Coke Company all powers that shall be deemed necessary for carrying into effect the objects and arrangements proposed by the said Bill.

And notice is hereby 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 next.—Dated this tenth day of November, 1853.

Atkins & Andrew, Solicitors to the Company, 5, White Hart-court, Lombard-street, and Broadway, Deptford.

The Royal Exchange Assurance.

(Consolidation of the Stock of the Royal Exchange Assurance of Houses and Goods from Fire, with the Stock of the Royal Exchange Assurance; Royal Exchange Assurance to exercise powers of both Corporations, and of the Royal Exchange Assurance Annuity Company, and Royal Exchange Assurance Loan Company; Additional powers, and 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 Royal Exchange Assurance of Houses and Goods from Fire, with the capital stock of the Corporation of the Royal Exchange Assurance; and to enable such last-named Corporation to exercise all the powers which are at present exercised by the two Corporations and the Royal Exchange Assurance Annuity Company,

and the Royal Exchange Assurance Loan Company, respectively; also to confer additional powers on the Royal Exchange Assurance, and to alter their existing powers for effecting insurances, purchasing, selling, or granting annuities, reversionary interests, and the like, the loan and investment of the Corporation funds, the purchase of lands and otherwise, with respect to the property, revenues, and business of the said Corporations; and to enable the Royal Exchange Assurance to purchase the business, and assume the liabilities of any other Insurance, or Reversionary Interest Company, and to repeal or amend certain of the provisions of the local and personal Acts 33rd George 3rd, chapter 14; and 6th George 4th, chapter 37; and of the several Acts and Charters therein recited, and of any other Act or Acts, 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 15th day of November, 1853.

Richards and Son, Solicitors for the Bill.

Law Life Assurance Society.

(Alteration of Deed of Settlement; Extension of Powers.)

NOTICE is hereby given, that application is intended to be made, in the next session of Parliament, for leave to bring in a Bill, to alter, amend, extend and enlarge, the powers and provisions of the deed of settlement made on the establishment of the Law Life Assurance Society, bearing date the 22nd day of March, 1824, or to enable the said Society so to do, to make further and other provisions with reference to the investment of the funds of the Society, to enable the said Society to enter into any contracts or agreements and effect assurances with any other Society or Company, to make provision with reference to the sufficiency of the receipt of trustees and other parties holding policies of the said Society, and also to make further and other provisions with reference to the division and distribution of the Proprietors' Guarantee Fund, and to accelerate or to enable the said society to accelerate the period of such division and distribution, and to make further and other provisions with reference to the said deed made on the establishment of the said Society:

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

Dated this 19th day of November, 1853.

Danl. S. Bockett, 60, Lincoln's-inn-fields, London, Solicitor for the Bill.

Tyne Keelmen's Acts Amendment.

(Provisions with respect to Duty on Coal exported from Tyne; Repeal of or Exemptions from Duty; Future Application of Funds, &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 alter, repeal, or amend, some of the powers and provisions of an Act passed in the 28th year of the reign of His Majesty King George the Third, intituled "An Act for establishing a permanent fund for the relief and support of skippers and keelmen employed on the River Tyne, who, by sickness or other accidental misfortunes, or by old age, shall not be able to maintain themselves and their families; and also for the relief of the widows and children of such skippers and keelmen:" also of an Act passed in the 1st year of the reign of His Majesty

King George the Fourth, intituled "An Act for altering and amending an Act of His late Majesty for establishing a permanent fund for the relief and support of skippers and keelmen employed upon the River Tyne, their widows and children, and for augmenting the said fund."

And in such Bill, provision is intended to be made for the alteration or repeal, and for the immediate or gradual abolition or diminution of the rate or duty of one farthing per chaldon, imposed by the last mentioned Act upon owners or lessees of any collieries or coal mines near the said River Tyne, selling or delivering coals to be exported from and out of the said river, and to grant exemptions from payment of such rate or duty in respect of owners or lessees not using keels upon the said river; and also to make alterations as may be deemed expedient in the constitution of the society of keelmen on the River Tyne, and of the guardians of such society, and to prescribe the application of any moneys belonging to such society or guardians, or hereafter to be raised or levied by them, and to vary or extinguish all rights and privileges which may interfere with the objects aforesaid.

Printed copies of the intended 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 fourth day of November, 1853.

Ralph Park Philipson, Solicitor to the Bill.

Brighton, Cuckfield, and Lovell-heath, and Cuckfield and West Grinstead Turnpike-roads.

(Continuation of Term and Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter, amend, extend, and enlarge the powers and provisions of the Act, passed in the sixth year of the reign of His late Majesty King George the Fourth, intituled "An Act for more effectually repairing the roads from the Gloucester-hotel, in the town of Brightelmstone, through the towns of Cuckfield and Crawley, to the County-oak on Lovell-heath, and certain other roads therein mentioned; and also for making and maintaining a branch of road from Austy-cross, in the parish of Cuckfield to West Grinstead; all in the county of Sussex," or to repeal the said Act, and to grant further, better, and more effectual provisions in lieu thereof, and to re-enact some of the provisions of the said Act; and it is intended by the said Bill to continue and extend the term, for which the said Act was granted, and any further term which may have been granted by subsequent Acts of Parliament in extension of the term created by the said first mentioned Act, and to create a further term in reference to the said roads; and it is intended by the said Bill to seek power to levy and collect tolls on the said roads, to alter or vary the tolls, authorized to be taken by the said first above-mentioned Act, or which can now be collected upon the said roads; to confer, vary, and extinguish exemptions from the payment of tolls, to alter the application of moneys arising from the tolls under the same Act, and to confer, vary, or extinguish other rights and privileges.

And it is intended by the said Bill to make provisions with reference to all or some of the following objects and purposes, viz: the payment of the principal monies and interest of the debts due and owing upon the credit of the tolls collected upon the said roads, the altering the rate of interest now payable, and fixing the rate of interest hereafter to be paid in respect of such debts, or the proportion of the tolls to be applied in payment of such principal and interest, for making other arrangements with respect to such existing debts, and with respect to the liquidation or extinguishment thereof, and of any arrears of interest thereon, and of other

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

And notice is hereby further 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 1st day of November, 1853.

Samuel Waller, Clerk to the Trustees of the said Roads.

Manchester Court of Record.

(Improvement of constitution and extension of powers; Amendment of Act).

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to alter, amend, extend and enlarge, or to repeal, some of the powers and provision of an Act passed in the session held in the 8th and 9th years of the reign of Her present Majesty, chapter 145, entitled "An Act for more effectually constituting and regulating the Court of Record, within the borough of Manchester, and for extending the jurisdiction of the said court." And it is proposed by the said intended Act, to alter the jurisdiction of the said court, and to limit, and in certain cases to extend such jurisdiction, and to confer powers to improve and simplify the practice in the conduct of actions therein, and the trial of issues, and in proceedings subsequent thereto, and to render the said court more efficient for the administration of justice.

And notice is hereby also 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 10th day of November, 1853.

Joseph Heron, Town Clerk.

Lancashire and Yorkshire Railway.—Middleton Branch.—(Branch to near Middleton, Increase of Capital, and Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to empower the Lancashire and Yorkshire Railway Company to make and maintain a railway, or branch railway, with all necessary stations, erections, bridges, wharves, warehouses, communications; and other works connected therewith, to commence at or near the present Middleton station of the Lancashire and Yorkshire Railway, in the township of Chadderton, in the parish of Prestwich, otherwise Prestwich-cum-Oldham, in the county of Lancaster, and to terminate on the south-easterly side of the turnpike road leading from Oldham to Middleton, near to a street called Taylor-street, in the township of Tonge, in the parish of Prestwich, otherwise Prestwich-cum-Oldham aforesaid, which said railway and works will be made in or pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say) Prestwich, otherwise Prestwich-cum-Oldham, Chadderton, and Tonge, all in the said county of Lancaster. And it is proposed to apply for powers in the said intended Act to stop up, divert, or alter, whether temporarily or permanently, all such turnpike-roads and other highways, streams, canals, navigation, sewers, bridges, rivers, railways, and tramroads, within the said parish, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to stop up, divert, or alter, for the purposes of such proposed railway and other works. And it is also proposed by the said intended Act to enable the Lancashire and

Yorkshire Railway Company to purchase, by compulsion or otherwise, lands and houses for the purposes of the said intended railway and works; and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said proposed railway and works, and to confer other rights and privileges; and also, to empower the said Company to levy tolls, rates, or duties for, or in respect of the use of the said intended railway and works, and to confer such exemptions from the payment of such tolls, rates, and duties, as may be thought expedient. And it is also proposed by the said intended Act to authorise the Lancashire and Yorkshire Railway Company to raise a further sum of money for the purposes of the said intended railway and works, by the creation of new shares, with or without preference or priority in the payment of dividends or other special privileges, or by mortgage or bond, or by both those means, and to apply to the purposes aforesaid any funds now or hereafter belonging to them, or under the control of their directors. And Notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans, and sections of the proposed new line of railway and works, together with a book of reference to such plans, and a copy of this notice as published in the *London Gazette*, will be deposited with the Clerk of the Peace for the county of Lancaster, at his Office in Preston; and that on or before the said 30th day of November a copy of so much of the said maps, plans, sections, and book of reference, as relates to each parish in or through which the said intended new railway and works are proposed to be made, and also a copy of this notice, will be deposited with the parish clerk of each such parish at his place of abode. And it is further proposed by the said intended Act to alter, amend, and enlarge, or to repeat all or some of the powers and provisions of the several Acts following, or some of them, directly or indirectly relating to or affecting the Lancashire and Yorkshire Railway Company (that is to say), Local and Personal Acts 1 and 2 William 4, cap. 60; 2 William 4, cap. 69; 5 William 4, cap. 30; 6 and 7 William 4, cap. 111; 7 William 4, cap. 24; 1 Victoria, cap. 25; 2 and 3 Victoria, cap. 55; 4 Victoria, cap. 25; 7 Victoria, cap. 16; 7 and 8 Victoria, cap. 82; 8 and 9 Victoria, caps. 39, 54, 109, 166, 171, and 172; 9 and 10 Victoria, caps. 185, 212, 231, 271, 277, 282, 306, 312, 354, 378, and 390; 10 and 11 Victoria, caps. 103, 163, 166, and 221; 11 and 12 Victoria, caps. 71 and 115; 12 and 13 Victoria, caps. 50 and 74; 13 and 14 Victoria, cap. 83; 15 Victoria, cap. 96; 15 and 16 Victoria, cap. 132.

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

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

Lewis and Darbishire, Manchester, Solicitors.

(Lancashire and Yorkshire, East Lancashire, and Manchester and Southport Railway Companies—(Vesting certain interests in portions of the Lancashire and Yorkshire and Manchester and Southport Railways in the East Lancashire Railway Company; Station Accommodation at Southport; Fork Line at Lathom.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for the following, among other purposes:—

1. To vest in the East Lancashire Railway Company, jointly and equally with the Lancashire and Yorkshire Railway Company, or the Manchester

and Southport Railway Company (as the case may be), the ownership of so much of the Manchester and Southport Railway as lies between and to the westward of the East Lancashire Railway in the township of Lathom, and parish of Ormskirk, in Lancashire, and Southport, with the stations, approaches, works, land, and conveniences connected therewith; and also to vest in the East Lancashire Railway Company, jointly and equally with the Lancashire and Yorkshire Railway Company, the ownership of the station of the Lancashire and Yorkshire Railway at Clifton, in the township of Clifton, and parish of Eccles, in Lancashire, and also so much of the Lancashire and Yorkshire Railway as lies between the junction therewith of the East Lancashire Railway at Clifton aforesaid and the joint station of the two Companies at Salford, with the stations, approaches, works, land, and conveniences connected with the said portion of railway.

2. To provide for the joint use, management, and maintenance, by means of a joint committee or joint committees, of the railways, stations, and works, which will become the joint property of the East Lancashire and Lancashire and Yorkshire Railway Companies, or the East Lancashire and Manchester and Southport Railway Companies; by virtue of the said Bill; and also of the joint station of the Lancashire and Yorkshire and East Lancashire Railway Companies at Salford aforesaid, and likewise to provide for the receipt and distribution of tolls and other charges payable to the said Companies for or in respect of the portions of railway and works so proposed to become the joint property of the said respective Companies, and to confirm and carry into effect the provisions of an agreement entered into between the said Lancashire and Yorkshire and East Lancashire Railway Companies on the ninth day of July, 1853, and all and any other agreements which may have been or may be entered into by and between the said three Companies, or any two of them, with reference to the foregoing and other matters:

3. To enable the East Lancashire Railway Company to construct a station at Southport, in the township and parish of North Meols, in Lancashire; and also to construct a short spur or line of railway to connect the East Lancashire Railway, in the township of Lathom aforesaid, with the Manchester and Southport Railway, which short line of railway will commence by a junction with the East Lancashire Railway on the western side thereof, about twenty chains to the northward of the point where the same is intersected by the line of the Manchester and Southport Railway, as now staked out, and will terminate by a junction with the last-named railway on the northern side thereof, near to the point where that railway is intended to cross the turnpike-road at Burscough Bridge, the whole work being in the said township of Lathom.

4. To enable the East Lancashire Railway Company to raise additional capital, whether by shares or on mortgage, for all or any of the purposes aforesaid; and also to enable them to attach to the additional capital so to be raised, such advantages and priority or guarantee of dividend or interest as the said Bill may declare.

5. To enable the Lancashire and Yorkshire, the East Lancashire, the Manchester and Southport, and the Liverpool, Crosby and Southport Railway Companies to enter into agreements with each other as to the appropriation, use, management, and repairs, of the station accommodation at Southport, belonging to all or any of the said Companies.

The Bill will contain powers for the East Lancashire Railway Company, to take lands, houses, and other property compulsorily, for the purposes aforesaid, and to vary or extinguish all rights and privi-

leges attaching to such property. It will also contain powers to levy tolls, rates, and duties, with respect to the works to be authorized thereby, and also with respect to the railways stations and works to be vested jointly in the Lancashire and Yorkshire and East Lancashire Railway Companies, or the Manchester and Southport and East Lancashire Railway Companies.

And Notice is hereby also given, that plans showing the lands intended to be taken for the station at Southport, and also showing the line and situation of the short line of railway hereinbefore described, and the lands and property through which the same will be constructed; sections showing the level of the said line of railway; books of reference, containing the names of the owners, lessees, and occupiers of the lands shown on the said several plans; a published map, showing the line of the proposed railway; and a copy of this notice, will be deposited for public inspection at the office of the Clerk of the Peace for Lancashire, at Preston, on or before the thirtieth day of November instant, and before the same day copies of so much of the said plans, sections, and books of reference, as relates to each parish in which the works are intended to be made, will also, together with a copy of this notice, be deposited for public inspection with the clerk of that parish, at his residence.

It is also proposed by the said intended Act, to alter, amend, and enlarge, or to repeal some of the powers and provisions of the several Acts following, or some of them, directly or indirectly relating to or affecting the Lancashire and Yorkshire Railway Company; that is to say: local and personal Acts 1 and 2 William 4, cap. 60; 2 William 4, cap. 69; 5 William 4, cap. 30; 6 and 7 William 4, cap. 111; 7 William 4, cap. 24; 1 Victoria, cap. 25; 2 and 3 Victoria, cap. 55; 4 Victoria, cap. 25; 7 Victoria, cap. 16; 7 and 8 Victoria, cap. 82; 8 and 9 Victoria, caps. 39, 54, 109, 166, 171, and 172; 9 and 10 Victoria, caps. 185, 212, 231, 271, 277, 282, 306, 312, 354, 378, and 390; 10 and 11 Victoria, caps. 103, 163, 166, and 221; 11 and 12 Victoria, caps. 71 and 115; 12 and 13 Victoria, caps. 50 and 74; 13 and 14 Victoria, cap. 83; 15 Victoria, cap. 96; and 15 and 16 Victoria, cap. 132; and also of the several Acts following, or some of them, directly or indirectly relating to or affecting the East Lancashire Railway Company (that is to say), local and personal Acts 7 and 8 Victoria, caps. 34 and 60; 8 and 9 Victoria, caps. 35, 101, and 103; 9 and 10 Victoria, caps. 266, 276, 302, and 381; 10 and 11 Victoria, caps. 288 and 289; 12 and 13 Victoria, cap. 71; 14 and 15 Victoria, cap. 56; and "The East Lancashire Railway Act, 1853;" and also of "The Manchester and Southport Railway Act, 1847."

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

Dated this 10th day of November, 1853:

Lewis and Darbishire,

Manchester, Solicitors.

Lancashire and Yorkshire Railway (Liverpool Dock Branches).—Branch from Kirkdale to the Liverpool Docks—With Connecting Lines there—Increase of Capital—Amendment of Acts—Provisions as to Certain Lands acquired by the East Lancashire Railway Company, and enabling that Company to become Joint Owners of the New Branches, and Amendment of their Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to empower the Lancashire and Yorkshire Railway Company to make and maintain the several railways or branch railways

following, or some of them, with all necessary stations, erections, bridges, wharves, warehouses, communications, and other works connected therewith (that is to say),

A railway to commence by a junction with that part of the railway formerly called or known by the name of the Liverpool and Bury Railway, which now belongs jointly to the Lancashire and Yorkshire and East Lancashire Railway Companies in the township of Kirkdale, in the parish of Walton-on-the-Hill, and to terminate at or near the Stanley Dock warehouses, on the south side of Walter-street, in the township and parish of Liverpool, which said intended railway and other works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial places following, or some of them (that is to say), Kirkdale, Walton-on-the-Hill, and Liverpool, all in the county of Lancaster.

A railway to commence by a junction with the first-mentioned intended railway at or near the junction of Great Howard-street and Boundary-street, in the said township and parish of Liverpool, and to terminate at or near the south-eastern corner of the Wellington Dock, in the same township and parish, which said last-mentioned intended railway and other works will be situate wholly within the parish and township of Liverpool aforesaid.

A railway to commence in land belonging to the East Lancashire and Lancashire and Yorkshire Railway Companies on the northern side of Walter-street, and on the westerly side of the first-mentioned intended railway, in the township and parish of Liverpool aforesaid, and to terminate on the westerly side of Regent-road, near the eastern end of the Sandon Dock, in the township of Kirkdale aforesaid, which said last-mentioned intended railway and other works will pass from, in, through, or into, or be situate within the said several parishes, townships, or places of Liverpool, Kirkdale, and Walton-on-the-Hill, or some of them.

A railway to commence in land belonging to the East Lancashire and Lancashire and Yorkshire Railway Companies on the northerly side of Walter-street aforesaid, and on the easterly side of the first-mentioned intended railway, and to terminate by a junction with the intended line of railway thirdly hereinbefore described, at or near the junction of Boundary-street and Regent-road, in the said township of Kirkdale, which said last-mentioned intended railway and other works will pass from, in, through, or into, or be situate within the said several parishes, townships, or places of Liverpool, Kirkdale, and Walton-on-the-Hill, or some of them.

A railway to commence in land belonging to the East Lancashire and Lancashire and Yorkshire Railway Companies, at or near the junction of Great Howard-street and Walter-street, aforesaid, and to terminate on the western side of Regent-road aforesaid, near to the south-eastern corner of the Nelson Dock; which said last-mentioned intended railway and other works will be wholly situate within the said township and parish of Liverpool.

And it is proposed to apply for powers in the said intended Act, to stop up, divert, or alter, whether temporarily or permanently, all such turnpike-roads, streets, and other highways, streams, canals, navigations, sewers, bridges, rivers, 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 stop up, divert, or alter for the purposes of such proposed railways and other works.

And it is also proposed, by the said intended Act, to enable the Lancashire and Yorkshire Railway Company to purchase by compulsion or otherwise, lands and houses for the purposes of the said

intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said proposed railways and works, and to confer other rights and privileges, and also to empower the said Company to levy tolls, rates, and duties, for or in respect of the use of the said intended railways and works, and to confer such exemptions from the payment of such tolls, rates, and duties as may be thought expedient.

And it is also proposed by the said intended Act to authorise the Lancashire and Yorkshire Railway Company to raise a further sum of money for the purposes of the said intended Act by the creation of new shares, with or without preference or priority in the payment of dividends or other special privileges, or by mortgage or bond, or by both those means, and to apply to the purposes of the said intended Act any funds now or hereafter belonging to them, or under the control of their Directors.

And Notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections of the proposed new lines of railway and works, together with a book of reference to such plans, and a copy of this notice, as published in the *London Gazette*, will be deposited with the Clerk of the Peace for the county of Lancaster, at his office in Preston; and that on or before the said 30th day of November, a copy of so much of the said maps, plans, sections, and book of reference, as relates to each parish in or through which the said intended new railways and works are proposed to be made, and also a copy of this notice, will be deposited with the parish clerk of each such parish at his place of abode.

And it is further proposed by the said intended Act, to alter, amend, and enlarge, or to repeal all or some of the powers and provisions of the several Acts following, or some of them, directly or indirectly relating to or affecting the Lancashire and Yorkshire Railway Company; that is to say: local and personal Acts—1 and 2 William 4, cap. 60; 2 William 4, cap. 69; 5 William 4, cap. 30; 6 and 7 William 4, cap. 111; 7 William 4, cap. 24; 1 Victoria, cap. 25; 2 and 3 Victoria, cap. 55; 4 Victoria, cap. 25; 7 Victoria, cap. 16; 7 and 8 Victoria, cap. 82; 8 and 9 Victoria, caps. 39, 54, 109, 166, 171, and 172; 9 and 10 Victoria, caps. 185, 212, 231, 271, 277, 282, 306, 312, 354, 378, and 390; 10 and 11 Victoria, caps. 103, 163, 166, and 221; 11 and 12 Victoria, caps. 71 and 115; 12 and 13 Victoria, caps. 50 and 74; 13 and 14 Victoria, cap. 83; 15 Victoria, cap. 96; 15 and 16 Victoria, cap. 132.

And provision will be made by the said intended Act for transferring to and vesting in the Lancashire and Yorkshire Railway Company, either compulsorily or by agreement, all the estate, right, and interest of the East Lancashire Railway Company in all or any of the lands or houses which, under the provisions of "The Liverpool, Ormskirk, and Preston Railway Act, 1846," and "The Manchester and Leeds Railway Act (No. 3), 1847," or either of them, or under the provisions of any other Act or Acts or otherwise, have been purchased or acquired by the East Lancashire Railway Company on the joint account of themselves and the Lancashire and Yorkshire Railway Company, for the purposes of the branch railway, by "The Liverpool, Ormskirk, and Preston Railway Act, 1846," authorised and therein described as commencing by a junction with the Liverpool and Bury Railway, in the township of Kirkdale, in the parish of Walton-on-the-Hill, and terminating near the junction of Walter-street and Regent-road, in the township and parish of Liverpool, or for the pur-

poses of any stations, approaches, or other conveniences connected therewith.

And provision will also be made for enabling the East Lancashire Railway Company to become joint owners with the Lancashire and Yorkshire Railway Company of the said intended railways, or any or either of them, or any part or parts thereof, and also for enabling the East Lancashire Railway Company, if necessary, to raise a further sum of money for such purpose by the creation of new shares or by mortgage, and to attach to all or some of such shares such preference or priority of dividend, or such other privileges as may be deemed expedient. And for the purposes aforesaid it is also proposed to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the several Acts following, or some of them, directly or indirectly relating to or affecting the East Lancashire Railway Company; (that is to say) local and personal Acts, 7 and 8 Victoria, caps. 34 and 60; 8 and 9 Victoria, caps. 35, 101, and 103; 9 and 10 Victoria, caps. 266, 276, 302, and 381; 10 and 11 Victoria, caps. 288 and 289; 12 and 13 Victoria, cap. 71; 14 and 15 Victoria, cap. 56; and "The East Lancashire Railway Act, 1853."

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

Dated this tenth day of November, 1853.

Lewis and Darbishire, Manchester, Solicitors.

Hereford Improvement.

(Improvement, Markets, and Fairs—Repeal or Alteration of existing Acts—Power to Construct a New Market-place for Cattle, Horses, &c., with Approaches—Power to Purchase Gas Works, Construct Sewers, Water Works, Cemetery, &c.—Power to Levy Rates.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to repeal and re-enact, subject to various alterations, additions, and amendments, or otherwise to alter, repeal, extend, enlarge, or amend all or some of the provisions of the following Acts of Parliament, that is to say:—

An Act passed in the fourteenth year of the reign of King George the Third, intituled "An Act for paving, repairing, cleansing, and lighting the streets and lanes in the City of Hereford and Suburbs thereof, and removing nuisances and annoyances therein, and for creating a Fund towards the expenses thereof, by inclosing divers waste grounds within the liberties of the said City, and for the better application of Charity-money for setting the poor people of the said City to work, and to enable Bodies Corporate to alienate their Houses and Lands within the said City."

An Act passed in the fifty-sixth year of the reign of King George the Third, intituled "An Act to enlarge, amend, and render more effectual the provisions of an Act of his present Majesty, for paving and lighting the City of Hereford, and removing nuisances therein, and for enabling the Corporation of the said City to sell and apply the produce of certain Messuages and Lands in establishing Market-places and otherwise improving the said City."

And an Act passed in the first year of the reign of her present Majesty, intituled "An Act for amending the provisions of two Acts of Parliament relating to the City of Hereford, and for limiting the duration of Saint Ethelbert's or the nine-days Fair, held annually in the said City, and transferring the jurisdiction and the tolls thereof."

And an Act passed in the fifth year of the reign of his late Majesty King George the Fourth, inti-

tuled "An Act for Lighting with Gas the City of Hereford and the Suburbs thereof."

And it is proposed by the said intended Act, to incorporate therewith the provisions of "The Markets and Fairs Clauses Act, 1847," and to make such provisions applicable to all markets and fairs within the city of Hereford, or the suburbs thereof, or within such other limits as may be defined by the said intended Act, and to confer on the mayor, aldermen, and burgesses of the city of Hereford, acting by the town council of the said city (hereinafter described and referred to as "the Corporation,") further powers for regulating markets and fairs within the said city, or the said limits, and to enable the corporation to provide, make, and maintain a new market-place or market-places, or place or places for holding fairs, with all proper approaches and conveniences connected therewith, for the sale of horses, cattle, sheep, pigs, and other animals; hops, corn, wool, and other articles; and after the completion of such place or places for holding fairs or markets, or after such other period as may be prescribed by the said intended Act, to prohibit the sale of horses, cattle, sheep, or other animals, matters, or things, in the streets, roads, or lanes within the said city or suburbs, or such other limits as may be defined by the said intended Act.

And it is proposed, by the said intended Act, to enable the corporation to erect and maintain slaughter-houses, and to prohibit the slaughtering of animals within the limits of the said intended Act, except in the slaughter-houses so to be erected.

And it is proposed, by the said intended Act, to authorise the corporation to levy and receive tolls, rates, rents, and dues, in respect of the use of the said intended place or places for holding fairs or markets, as well as of all existing market-places in the said city, and in respect of the said slaughter-houses, and to continue or alter, and, if need be, to increase the tolls, rates, rents, or dues, which the said corporation are entitled to receive, and have been accustomed to demand, for horses, sheep, pigs, and other animals, matters, or things, sold, or brought for sale, at markets or fairs within the said city, or the suburbs thereof, and to impose a new toll on cattle sold, or brought for sale, at markets or fairs within the said city, or suburbs, or such other limits as may be defined by the said intended Act.

And it is proposed by the said intended Act, to authorise the corporation to let on lease, all or any of the tolls, rates, or charges, which they now are, or may by the intended Act be, authorised to levy in respect of markets or fairs.

And it is proposed, by the said intended Act, to enable the corporation to purchase, or to take on lease, the whole of the undertaking and property of the Hereford Gas-light and Coke Company, and to enable, and, if necessary, to compel that Company, or any person now in possession of their works, to sell or let the same to the corporation; and to enable the corporation to exercise all powers now vested in the said Company, or their lessees, and to levy tolls or rates for supplying gas, and to make further provisions with respect to such supply.

And it is proposed, by the said intended Act, to transfer to the corporation all powers, rights, privileges, authorities, or property now vested in, or which shall at the time of the passing of such Act be vested in, the Commissioners acting under the authority of the first-mentioned Act, commonly known as the Commissioners for Paving and Lighting the Streets in the city of Hereford, and hereinafter referred to as "the Commissioners;" and to provide for the payment or receipt by the corpo-

ration of any debts or sums of money owing by or due to the Commissioners.

And it is proposed, by the said intended Act, to make provisions touching the sewers and drainage, both public and private, and sewerage within the city and suburbs of Hereford, or such other limits as aforesaid; and the lighting, watching, paving, watering, cleansing, repairing, altering, and otherwise improving streets, highways, and lanes, courts, alleys, and passages, whether public or private, and to provide for the sanitary improvement of the said city and suburbs; and to enable the corporation to supply water for public and private use, and to construct and maintain pumps, cisterns, baths, and wells for the use of the inhabitants; and to provide for the better regulation of the police within the said city and suburbs.

And it is proposed by the said intended Act, to prohibit, after a certain period to be defined thereby, the interment of corpses in the following churches or churchyards (that is to say):—Saint Peter's Church, Saint Peter's Burial-ground, Saint Owen's Burial-ground, All Saints Church, All Saints Burial-ground, Saint John Baptist Burial-ground, Saint Martin's Church, Saint Martin's Churchyard, Saint Nicholas Church, Saint Nicholas Churchyard and Burial-ground, or in any burial-place within the following parishes (that is to say):—All Saints, Saint Peter, Saint Owen, Saint Martin, Saint Nicholas, and Saint John Baptist, within the liberties of the City of Hereford.

And it is proposed by the said intended Act to enable the corporation to construct and maintain the following roads or approaches to the markets intended to be established by the Act (that is to say):—

1. A road of approach commencing in Widemarsh-street, at a point opposite Friars-street, otherwise Albert-street, and terminating in the road leading from Clarence-place to Widemarsh-mill, at a point therein nearly opposite a dwelling-house in the occupation of the Rev. Thomas Gretton.

2. A road commencing from and out of the said road, from Clarence-place to Widemarsh-mill, at the point therein hereinbefore specified, and terminating at or near a railway now in course of construction at a point about 300 yards to the north of the road known as "Above Eign."

3. A road commencing at the Lcominster Turnpike-road at Widemarsh, and terminating at or near to Widemarsh-mill.

4. A road commencing at the end of Clarence-place, and terminating at Widemarsh-mill aforesaid, with power to widen and alter the existing road leading from Clarence-place to Widemarsh-mill, and to use the same as a portion of the said last-named road of approach.

5. A road commencing at or near the Wellington public-house in Widemarsh-street, and terminating at or near Clarence-place aforesaid; and it is intended to arch over, or otherwise cover, a stream called the Town Brook, so as to form a portion of the said last-mentioned road of approach.

6. A road commencing near the centre of Bowsy-lane, passing thence in a northerly direction over the Town Brook, and terminating in a piece of land belonging to the representatives of William Heather, deceased [being the site of the said intended markets].

Which said roads will pass from, through, or into, or be situate within, the following parishes (that is to say):—All Saints and Helmer, within the liberties of the city of Hereford. And it is proposed by the said intended Act to authorise the corporation to stop up a public footpath which leads from Brookside near the Town Brook, into the road leading to Widemarsh-mill.

And it is proposed, by the said intended Act, to

authorise the corporation to make and maintain the following main sewers (that is to say) :—

Southern Group.

1. A main sewer, commencing at a point near the Saracen's Head Inn, on the south side of Wye Bridge, in the city of Hereford, and terminating in or upon the shores of the river Wye, at a point nearly opposite to Hinton Cottage.

2. A main sewer, commencing at a point near Saint Martin's Church, within the liberties of the city of Hereford, and terminating by a junction with the sewer firstly described, at a point near the aforesaid field and garden-ground belonging to Mrs. Martha Clee Powell and Miss Skyrme.

3. A branch sewer, commencing in Hinton-lane, at a point near Hinton House, and continued thence in a northerly direction until it joins the sewer lastly described, at a point near the Ship Inn, in Ross-road.

4. A main sewer, commencing at or near a point called the Gallows Tumps, within the liberties of the city of Hereford, and terminating at a point near the Wye Bridge Toll-gate.

Middle or Low Level Group.

1. A sewer, commencing at a point near the Old City Wall, opposite St. Nicholas Church, and terminating in or near the shores of the river Wye, at or near Quay-lane.

2. A branch sewer, running into the last-named sewer, through a portion of Wye Bridge-street.

3. A branch sewer, commencing in Quay-lane, and discharging itself into the river Wye, at the end of the said lane.

4. A sewer, commencing at a point on Broomy-hill, near a messuage belonging to Thomas Evans, Esquire, and terminating near the railway bridge at the Barton.

Northern Group.

1. A main trunk sewer, commencing at a point near the railway bridge at Eign Gate, passing thence to a point near the Stonebow Bridge, thence proceeding in an easterly direction across the fields near Scut Mill, under the Ledbury Turnpike-road by the mill-stream belonging to Eign-mill, and discharging itself into the river Wye at a point between the Whalebone Inn and certain premises known by the name of Bone-mill.

2. A main sewer, commencing at a point at the northern end of the Ledbury Turnpike-road, called Folly-lane, and terminating by a junction with the intended main trunk sewer lastly described, at the point where it is intended to cross the Ledbury Turnpike-road.

3. A sewer, commencing at the Ailstone-hill Turnpike-gate, and running into the main trunk sewer at a point near the Stonebow Bridge.

4. A sewer, commencing at or near a messuage belonging to Mr. Honiatt, at St. Owen's-gate, terminating by a junction with the said intended main trunk sewer at the point where it is intended to cross the aforesaid Ledbury Turnpike-road.

5. A main sewer, commencing at the Toll-gate at St. Owen's Gate, and terminating by a junction with the said intended main trunk sewer at a point near the commencement of Commercial-road.

6. A sewer, from the Burcott-row, near Widemarsh, to a point near the Stonebow Brook.

7. A sewer, commencing at or near the Bull's Head Inn, on Widemarsh Common, and terminating by a junction with the said intended main trunk sewer in Commercial-road.

8. A sewer commencing at a point in High-street, opposite a dwelling-house in the occupation of Mr. Head, and terminating by a junction with the said main trunk sewer, in Friar's-street.

9. A sewer commencing at the White Cross, near the city of Hereford, and terminating at or near the railway bridge, Eign-street-without.

10. A main sewer commencing at or near the

railway bridge at the Barton, and terminating at a point near All Saints Church, where it will join the main trunk sewer.

11. A sewer commencing at a point in Moorfield-place, and falling into the said intended main trunk sewer near the Red Lion Inn.

12. A main sewer, commencing at a point near the Oak Inn, Bridge-street, and terminating in Saint Nicholas-square.

Together with branch sewers from, out of, or into the before-described sewers, passing from, through, into, or along the following streets, lanes, or places (that is to say), Freehold Land Society's premises at Widemarsh, Catherine-street, Chapel-street, Maylord's-lane, Gomond's-lane, Little Gaol-lane, the Workhouse, Blue School-lane, the Sally-walk, Green-lane and Mill-lane, Castle-street, Ethelbert-street, Ferrer's-street, Barroll's-lane, Cathedral Close, St. John's-street, Offa-street, Saint Peter-street, Church-street, Capuchin-lane, East-street, West-street, Pig-market, Berrington-street, and Little Berrington-street, Victoria-street, Friars-street, Bowsey-lane, Bewell-street, Harley-court, Ethelbert-lane, and under the proposed site for the cattle markets. All which said intended sewers and branch sewers will pass, from, through or into, or be situate within the following parishes or townships, or other places or some of them (that is to say,) All Saints, Saint Peter, Saint Owen, Saint John the Baptist, Saint Nicholas, and Saint Martin, in the city of Hereford, and within the liberties thereof, the parish of Holmer, within the liberties of the city of Hereford, and the township of Tupsley, in the parish of Hampton Bishop, within the liberties of the said city of Hereford.

And it is proposed, by the said intended Act, to take powers for using the waters of the stream known as the Town Brook, for the purpose of flushing and cleansing the sewers before described, and the proposed markets.

And it is proposed to alter and improve the existing drainage of the said city of Hereford and the liberties thereof, and to stop up any existing sewers or drains therein.

And also to construct a tank or reservoir, or tanks and reservoirs, for receiving or containing sewage, in a field at the back of a house called Tupsley Lodge, situated in Scut Mill-road, in the township of Tupsley, in the parish of Hampton Bishop, within the liberties of the city of Hereford, the property of the Bishop of Hereford and Miss Georgiana Jane Adams and Frances Adams.

And it is proposed by the said intended Act to enable the corporation to sell or let the privilege of depositing sewage in the said tank, and disposing of the same for the purpose of manure.

And it is proposed by the said intended Act to authorise the corporation to construct and maintain the following works for the supply of water, (that is to say) a reservoir, situate at Broomy Hill, in the parish of Saint Nicholas, within the liberties of the city of Hereford, partly in fields lying to the south of the road leading from Hereford to Warham, and partly in fields lying on the north of the said road, belonging to the Bishop of Hereford and his lessee; a cut from the river Wye, commencing about 300 yards above the Newport, Abergavenny, and Hereford Railway Bridge, in a field belonging to the Bishop of Hereford and his lessee, Robert Lane, Esq., situate in the parish of Saint Nicholas aforesaid, and passing through the said field to an engine-pump to be erected in an adjoining field, and an aqueduct, or pipe, from the said engine-pump to the said intended reservoir.

Also an aqueduct, or pipe, leading from the said intended reservoir to a point near the Barton Toll-gate, at which point it is intended that main

and supply-pipes should commence for the distribution of the water through the city. And the said reservoir, cut, aqueduct, and other works for the supply of water, will be situate within the following parishes, townships, or other places, or some of them, (that is to say) All Saints, Saint Peter; Saint Owen, Saint John Baptist, Saint Nicholas, Saint Martin, Holmer, Tupsley, and Hampton Bishop.

And it is proposed to authorise the diversion and impounding of the waters of the navigable river Wye, and waters which now supply that river, and to divert and lower a certain stream known as the Town Brook, which now supplies a pond or reservoir at or near the water corn mill called the Castle Mill, and also to excavate and deepen the said reservoir.

And it is proposed by the said Act, to authorise the said corporation to alter and divert the road leading from Hereford to Warham, commencing at a point called the Broomy Hill Stile, on the east, and terminating at a point on the summit of the said Broomy Hill on the west, and to substitute and provide another road in lieu thereof, in the parish of Saint Nicholas.

And it is proposed by the said intended Act to authorise the corporation to construct or provide a burial-ground in or near two pieces or parcels of ground belonging to the Bishop of Hereford, and his lessee, Robert Lane, and which said two pieces or parcels of land are cultivated as allotment gardens, and are situate near to Breinton turnpike-road, in the parish of Saint Nicholas, within the liberties of the city of Hereford.

And it is proposed, by the said intended Act, to authorise the corporation to purchase and take lands and buildings by compulsion or agreement, or to rent lands or buildings for all or any of the purposes thereof, and also to take water by compulsion or agreement, and to levy sewer rates, and water rates, or rents and rates, or charges for interments, and to authorise the levying of rates on all owners or occupiers of property within the said city and suburbs, or such other limits as aforesaid, for all or any of the purposes of the said intended Act, and to increase the rates now leviable on such owners or occupiers, and to raise capital for the purposes of the said intended Act, on the security of such rates, and of the tolls to arise under the said intended Act, and to authorise the application of any funds now or hereafter under the control of the said corporation to purposes of such Act or any of them, or to enable the said corporation to sell and dispose of any lands or tenements now or hereafter belonging to them, and to apply the proceeds for the purposes of the said Act or any of them.

And it is proposed, by the said intended Act, to enable the corporation to lay down pipes under, along, or across, or to stop up, alter, or divert streets, roads, passages, and highways, for all or any of the purposes of the said intended Act, and to alter existing gas or water pipes.

And Notice is hereby further given, that on or before the 30th day of November instant, plans and sections describing the situation, lines, or levels of the said approach roads, and of the said main sewers, reservoirs and cuts, conduits or aqueducts, and other works, together with a book of reference to the said 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 Hereford, at his office in the city of Hereford; with the Clerk of the Peace for the City of Hereford, at his office in the city of Hereford, and with the clerks of the several parishes of All Saints, Saint Nicholas, Saint Martin, Saint John Baptist, Saint Peter, Saint Owen, Holmer, and Hampton Bishop, at their respective residences.

And it is proposed, by the said intended Act, to

remove all doubts as to the ownership of five houses and gardens at Widemarsh-gate, known as Trahearn's Almshouses, and to vest the same in the corporation, and to enable that body to sell, or exchange such houses and gardens, or to remove such houses.

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

Dated this 11th day of November, 1853.

(Signed) *Richard Johnson,*
Town Clerk.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given, that—

1484. Henry Saunders, of Yeovanev Staines, has given notice, at the Office of the Commissioners, of his intention to proceed with his application for letters patent for the invention of "improvements in drying grass and other crops."

As set forth in his petition, recorded in the said office on the 18th day of June, 1853.

1505. And John William Perkins, of Narrowstreet, Limehouse, in the county of Middlesex, Analytical Chemist, has given the like notice in respect of the invention of "improvements in the manufacture of artificial manure."

1510. And Robert Galloway, of Cartmell, in the county of Lancaster, has given the like notice in respect of the invention of "improvements in manufacturing and refining sugar."

As set forth in their respective petitions, both recorded in the said office on the 20th day of June, 1853.

1546. And Leon Valls, of Paris, in the Empire of France, Merchant, has given the like notice in respect of the invention of "improvements in the production of printing surfaces."—A communication.

As set forth in his petition, recorded in the said office on the 24th day of June, 1853.

1547. And Daniel Illingworth, Alfred Illingworth, and Henry Illingworth, of Bradford, in the county of York, Worsted Spinners, have given the like notice in respect of the invention of "improvements in machinery or apparatus for combing wool, cotton, flax, silk, and other fibrous substances."

As set forth in their petition, recorded in the said office on the 25th day of June, 1853.

1581. And William Charles Spooner, of Eling House, near Southampton, in the county of Hants, Manufacturer of Chymical Manures, has given the like notice in respect of the invention of "improvements in drills for agricultural purposes."

1582. And William Tasker, of the firm of Tasker and Fowle, of the Waterloo Iron Works, near Andover, in the county of Hants, has given the like notice in respect of the invention of "improvements in drills for agricultural purposes."

As set forth in their respective petitions, both recorded in the said office on the 30th day of June, 1853.

1598. And Henry Meyer, of Manchester, in the county of Lancaster, Engineer, has given the like notice in respect of the invention of "certain improvements in looms for weaving."

1600. And Decimus Julius Tripe, of the Commercial-road East, in the county of Middlesex, Student in Medicine, has given the like notice in respect of the invention of "improvements in locks."
As set forth in their respective petitions, both recorded in the said office on the 5th day of July, 1853.
1609. And Peter Armand Le Comte de Fontaine Moreau, of the British and Foreign Patent Office, 4, South-street, Finsbury, London, and 39, Rue de l'Echiquier, Paris, has given the like notice in respect of the invention of "improvements in typographical printing presses."—A communication.
1616. And John Woodward, of Platt-street, in the county of Middlesex, Office Clerk, has given the like notice in respect of the invention of "an apparatus for curling hair."
As set forth in their respective petitions, both recorded in the said office on the 6th day of July, 1853.
1717. And Edwin Dalton Smith, of Hertford-street, May Fair, in the county of Middlesex, has given the like notice in respect of the invention of "improvements in crushing and washing ores and earths."
As set forth in his petition, recorded in the said office on the 20th day of July, 1853.
1793. And John Shae Perring, of Bury, in the county of Lancaster, Civil Engineer, has given the like notice in respect of the invention of "improvements in the permanent way of railways."
As set forth in his petition, recorded in the said office on the 1st day of August, 1853.
1825. And Thomas Moss, of No. 24, Gainford-street, Islington, in the county of Middlesex, has given the like notice in respect of the invention of "improvements in printing bank notes, cheques, bills of exchange, and other documents requiring like security against being copied."
As set forth in his petition, recorded in the said office on the 4th day of August, 1853.
1861. And Alexander Prince, of the Office for Patents, No. 4, Trafalgar-square, Charing-cross, in the county of Middlesex, has given the like notice in respect of the invention of "a press applicable to the several purposes of lithography, autography, typography, chromolithography or printing in colours, copper plate printing, cylinder printing, embossing, and copying letters."—A communication.
As set forth in his petition, recorded in the said office on the 10th day of August, 1853.
1889. And Thomas Allan, of Adelphi-terrace, in the city of Westminster, Civil Engineer, has given the like notice in respect of the invention of "improvements in electric conductors and in the means of insulating electric conductors."
As set forth in his petition, recorded in the said office on the 12th day of August, 1853.
1941. And Alfred Lutwyche, of Birmingham, in the county of Warwick, has given the like notice in respect of the invention of "an improved mode of manufacturing steel, or other metallic pens."
As set forth in his petition, recorded in the said office on the 19th day of August, 1853.
2065. And Robert Harrington, of Witham, in the county of Essex, Watch Maker, has given the like notice in respect of the invention of "improvements in umbrellas and parasols."
As set forth in his petition, recorded in the said office on the 8th day of September, 1853.
2086. And Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, has given the like notice in respect of the invention of an "improved manufacture of gas burner and gas regulator."—A communication.
As set forth in his petition, recorded in the said office on the 9th day of September, 1853.
2175. And Samuel Walker, junior, of Birmingham, in the county of Warwick, Manufacturer, has given the like notice in respect of the invention of "new or improved machinery for manufacturing thimbles."
As set forth in his petition, recorded in the said office on the 20th day of September, 1853.
2236. And James Willis, of Wallingford, in the county of Berks, Harness Maker, has given the like notice in respect of the invention of "improvements in gig harness."
As set forth in his petition, recorded in the said office on the 30th day of September, 1853.
2259. And Alfred Stanistreet Jee, of 6, John-street, Adelphi, Civil Engineer, has given the like notice in respect of the invention of "improvements in the construction of rails for railways."
As set forth in his petition, recorded in the said office on the 3rd day of October, 1853.
2268. And Daniel Towers Shears, of Bankside, Southwark, has given the like notice in respect of the invention of "improvements in brewing."
As set forth in his petition, recorded in the said office on the 4th day of October, 1853.
2297. And John Onions, of 3, Park-terrace, and Samuel Bromhead, of Marlborough Estate, both of Peckham, Surrey, Engineers, have given the like notice in respect of the invention of "certain improvements in steam engine boilers."
As set forth in their petition, recorded in the said office on the 7th day of October, 1853.
2306. And Henry Dubs, of Vulcan Foundry, near Warrington, in the county of Lancaster, Engineer, has given the like notice in respect of the invention of "certain improvements in the manufacture of wheels and tires, and also in the construction of furnaces, employed in such or similar manufactures."
As set forth in his petition, recorded in the said office on the 8th day of October, 1853.
2320. And Richard Archibald Brooman, of 166, Fleet-street, in the city of London, Patent Agent, has given the like notice in respect of the invention of "improvements in railway switches."—A communication.
As set forth in his petition, recorded in the said office on the 10th day of October, 1853.
2337. And Bernard Cowvan, of Fenchurch-street, in the city of London, has given the like notice in respect of the invention of "improvements in giving signals on railways."
As set forth in his petition, recorded in the said office on the 11th day of October, 1853.
2351. And Richard Jones and Charles John Jones, both of Ipswich, in the county of Suffolk, Engineers, have given the like notice in respect of the invention of "improvements in fire-arms."
As set forth in their petition, recorded in the said office on the 12th day of October, 1853.
2358. And John Thomas Way, of Holles-street, Cavendish-square, in the county of Middlesex, Professor of Chemistry, has given the like notice in respect of the invention of "improvements in making and refining sugar, and in treating saccharine fluids."
As set forth in his petition, recorded in the said office on the 13th day of October, 1853.

2388. And George Frederick Chantrell, of Liverpool, in the county of Lancaster, Furnace Engineer, has given the like notice in respect of the invention of "improved apparatus applicable to the manufacturing and the revivification of animal or vegetable charcoal, and other useful purposes."
- As set forth in his petition, recorded in the said office on the 17th day of October, 1853.
2418. And Alexis Dussuc, of 33, Grove-place, Brompton, Gentleman, has given the like notice in respect of the invention of "an improved machine for digging and cultivating land."
- As set forth in his petition, recorded in the said office on the 19th day of October, 1853.
2433. And James Warburton, of Addingham, in the county of York, Spinner, has given the like notice in respect of the invention of "improvements in preparing rape-seed oil."—A communication.
- As set forth in his petition, recorded in the said office on the 21st day of October, 1853.
2442. And John Baily, of No. 113, Mount-street, Grosvenor-square, London, has given the like notice in respect of an invention for "the cure of the roup and other diseases in fowls and poultry."
2446. And Hume Greenfield, of Old Cavendish-street, in the county of Middlesex, Gentleman, has given the like notice in respect of the invention of "improvements in obtaining power by carbonic acid gas."—A communication.
- As set forth in their respective petitions, both recorded in the said office on the 22nd day of October, 1853.
2455. And Thomas Summerfield, of Birmingham, in the county of Warwick, Glass Manufacturer, has given the like notice in respect of the invention of "improvements in the construction and manufacture of windows."
2460. And Alfred Curtis, of Sarratt Mills, in the county of Herts, Paper Manufacturer, and Bryan Donkin the younger, of Bermondsey, in the county of Surrey, Engineer, have given the like notice in respect of the invention of "improvements in machinery for cutting rags, rope, fibrous, and other substances."
2466. And Charles Goodyear, of Avenue-road, St. John's Wood, in the county of Middlesex, has given the like notice in respect of the invention of "improvements in the manufacture of boots and shoes."
- As set forth in their respective petitions, all recorded in the said office on the 25th day of October, 1853.
2475. And Downes Edwards, of Ravenscliffe Douglas, Isle of Man, has given the like notice in respect of the invention of "improvements in signal apparatus for railways."
2476. And Patrick Benignus O'Neill, of 39, Rue Miromenil, Paris, has given the like notice in respect of the invention of "improvements in screw wrenches."—A communication.
- As set forth in their respective petitions, both recorded in the said office on the 26th day of October, 1853.
2487. And William Vaughan, of Stockport, in the county of Chester, Gentleman, John Scattergood, of Heaton Norris, in the county of Lancaster, Machinist, and Charles Grimshaw, of Brinnington, in the county of Chester, Manager, have given the like notice in respect of the invention of "certain improvements in healds or harness for weaving, and in the method of, and machinery or apparatus for, fabricating the same."
- As set forth in their petition, recorded in the said office on the 27th day of October, 1853.
2496. And Aristide Michel Servan, of 8, Philpot-lane, in the city of London, has given the like notice in respect of the invention of "improvements in treating phormium tenax, flax, and other vegetable fibrous matters."
2497. And John Johnson, of Over Darwen, in the county of Lancaster, Mechanic, has given the like notice in respect of the invention of "improvements in looms for weaving terry and other similar fabrics."
- As set forth in their respective petitions, both recorded in the said office on the 28th day of October, 1853.
2503. And Richard Archibald Brooman, of 166, Fleet-street, in the city of London, Patent Agent, has given the like notice in respect of the invention of "improvements in machinery for dressing flax, hemp, and other like fibrous substances."—A communication.
2505. And Andrew Maclure, of Walbrook, in the city of London, has given the like notice in respect of the invention of "improvements in lithographic printing presses."
- As set forth in their respective petitions, both recorded in the said office on the 29th day of October, 1853.
2513. And John Gray, of the city of Dublin, Medical Doctor, and Newspaper Proprietor, has given the like notice in respect of the invention of "a self-acting flushing apparatus applicable to sanitary purposes."
- As set forth in his petition recorded in the said office, on the 31st day of October, 1853.
2526. And John Whitehead and Thomas Whitehead, both of Leeds, in the county of York, Machine and Tool Makers, have given the like notice in respect of the invention of "certain improvements in cutting-tools, and in the working of iron, brass, and other metals, and wood and other materials."
2530. And Joseph Bauer, Captain to His Majesty the Emperor of Austria's 57th Regiment of Foot, a native of Vienna, in Austria, presently in garrison, at Prague, in Bohemia, has given the like notice in respect of an invention for "cultivating and digging the soil by means of a steam-digging and harrowing machine."
- As set forth in their respective petitions, both recorded in the said office on the 1st day of November, 1853.
2544. And James Howard, of Bedford, Iron Founder, has given the like notice in respect of the invention of "improvements in horse-rakes and harrows."
2545. And Richard Edward Hodges, of Southampton-row, Russell-square, in the county of Middlesex, has given the like notice in respect of the invention of "an improvement in fastening the ends of springs made of india-rubber."
2546. And Charles Hies, of Peel Works, Birmingham, in the county of Warwick, has given the like notice in respect of the invention of "improvements in metal bedsteads."
- As set forth in their respective petitions, all recorded in the said office on the 2nd day of November, 1853.
2551. And Thomas Irving, of Dalton, in the parish of Kirkheaton, in the county of York, has given the like notice in respect of the invention of "improvements in preparing wool for spinning."

2552. And Bryan Edward Duppa, of Malmaynes Hall, in the county of Kent, Gentleman, has given the like notice in respect of the invention of "improvements in colouring photographic pictures."

2555. And George Duncan and John Boyd, both of Liverpool, in the county of Lancaster, Patent Cask Manufacturers, and John Barker, of Knotty Ash, near Liverpool aforesaid, Doctor of Medicine, have given the like notice in respect of the invention of "improvements in casks, and in machinery or apparatus for the manufacture of casks."

2556. And Ebenezer Goddard, of Ipswich, in the county of Suffolk, Gas Engineer, has given the like notice in respect of the invention of "improvements in gas burners."

As set forth in their respective petitions, all recorded in the said office on the 3rd day of November, 1853.

2560. And William Hindman, of the city of Manchester, in the county of Lancaster, has given the like notice in respect of the invention of "improvements in the construction of steam boilers and in the mode or method of fixing the same."

2561. And William Gilbert Ginty, of the city of Manchester, in the county of Lancaster, Civil Engineer, has given the like notice in respect of the invention of "improvements in the mode of manufacturing the combustible gases resulting from the decomposition of water or steam, and in the construction of apparatus connected therewith."

As set forth in their respective petitions, both recorded in the said office on the 4th day of November, 1853.

2575. And John Rubery, of Birmingham, in the county of Warwick, has given the like notice in respect of the invention of "improvements in the manufacture of open caps for sticks of umbrellas and parasols."

As set forth in his petition recorded in the said office, on the 5th day of November, 1853.

2579. And Henry Pershouse, of Birmingham, in the county of Warwick, Manufacturer, and Timothy Morris, of Birmingham aforesaid, Manufacturer, have given the like notice in respect of the invention of "an improvement or improvements in the deposition of metals and metallic alloys."

2586. And Thomas Walker, of Birmingham, in the county of Warwick, Engineer, has given the like notice in respect of the invention of "improvements in signal apparatus for the prevention of accidents on railways."

2587. And Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, has given the like notice in respect of the invention of "certain improved means for preventing the fraudulent abstraction of property."—A communication.

As set forth in their respective petitions, all recorded in the said office on the 7th day of November, 1853.

2594. And John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, and of Glasgow, North Britain, Gentleman, has given the like notice in respect of the invention of "improvements in machinery for combing and preparing wool and other fibrous materials."—A communication from Henri Jules Alphonse Paris, of Paris, in the Empire of France, Machinist.

As set forth in his petition, recorded in the said office on 8th day of November, 1853.

2597. And Thomas Dunn, of the Windsor Bridge Iron Works, Pendleton, in the county of Lancaster, Engineer, James Bowman, of Plaistow, in the county of Essex, Engineer, and Joseph Dunn, of Bellevue-terrace, in Pendleton aforesaid, Millwright, have given the like notice in respect of the invention of "improvements in machinery for raising, moving, and lowering heavy bodies."

As set forth in their petition, recorded in the said office, on the 9th November, 1853.

And notice is hereby further given, that all persons having an interest in opposing any one of such applications, are at liberty to leave particulars in writing of their objections to such application, at the said Office of the Commissioners, within twenty-one days after the date of the Gazette in which this notice is issued.

Errata in last Friday's Gazette.

2563. For "William Rackster," read "William Racster."

2599. For "John Brown Darlington," read "John Brown, of Darlington."

In the Matter of the Joint Stock Companies' Winding-up Acts, 1848 and 1849, and of the Liverpool Royal Brewery Company.

NOTICE is hereby given, that a petition for the winding up of the above-named Company was, on the 19th day of November, 1853, presented to the Master of the Rolls in England by Peter Hope, of Hope Cottage, in Altrincham, in the county of Chester, Gentleman, and that it is expected such petition will be heard before the said Master of the Rolls on Saturday the 3rd day of December, 1853; and any person desirous to oppose the making of an order absolute for the winding up of the said Company under the said Acts, should appear at the time of hearing, by himself or his counsel, for that purpose, and a copy of the petition will be furnished to any contributory of the said Company requiring the same, by the undersigned, on payment of the regulated charge for the same.

Sharpe, Field, and Jackson, 41, Bedford-row, London, Agents for
Lace, Rigge, and Roscoe, of Liverpool,
Solicitors for the Petitioner.

SALE OF OLD STORES AT PORTSMOUTH.

Admiralty, Somerset-Place,
November 12, 1853.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Wednesday the 7th December next, at twelve o'clock at noon, the Admiral Superintendent will put up to sale, in Her Majesty's Dock Yard, at Portsmouth, several lots of

OLD STORES;

Consisting of Old Canvass and Hammocks in Rags, Rope (Cable-laid and Hawser-laid), Rope, Rubbish, Yarns, Ocham, Hemp Cuttings, Lignum Vitæ, Cask, Files, Iron, &c., &c., &c.,

all lying in the said Yard.

Persons wishing to view the lots must apply to the Superintendent for notes of admission for that purpose.

Catalogues and conditions of sale may be had here and at the Yard.

CONTRACT FOR FRESH BEEF.

Royal William Victualling-Yard,
Plymouth, November 12, 1853.

NOTICE is hereby given, that on Thursday the 8th December next, I shall be ready to receive tenders from and treat with such persons as may be willing to contract for supplying all such quantities of

FRESH BEEF

as may be demanded for the use of Her Majesty's ships and vessels at this port, from the 1st January, to the 31st December, 1854, both days included.

The contract is not to be sublet, and all parties about to tender are particularly desired to read attentively the conditions of the revised contract, which may be seen at my office.

Every tender must specify the price in words at length, and no tender will be received after one o'clock on the day of treaty, and the party or an agent for him duly authorized in writing must attend at my office, on Friday the 9th December next, at one o'clock, to learn the result of his tender.

Every tender must be delivered at my office, and be accompanied by a letter addressed to me, and signed by two responsible persons engaging to become bound with the person tendering in the sum of £1,500 for the due performance of the contract.

William Sandom, Captain Superintendent.

CONTRACTS FOR FRESH BEEF.

Department of the Comptroller for
Victualling and Transport Services,
Somerset-Place, November 8, 1853.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Thursday the 1st December next, at one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying (under separate contracts) all such quantities of

FRESH BEEF

as may be demanded for the use of Her Majesty's ships and vessels at the following places—from the 1st January to the 31st December, 1854, both days included; viz. :—

Chatham.
Cowes.
Galway.
Gosport.
Greenock.
Guernsey and Jersey.
Kingstown and Dublin.
Leith.
Milford and Pembroke.
Queenstown and Kinsale.
Sheerness.
Deptford to London-bridge (inclusive).
Woolwich to Gravesend (both inclusive).

None of the contracts to be sublet, and the contracts for Deptford, Woolwich, Chatham, and Sheerness to be taken by persons residing on the spot, and the cattle for Chatham and Sheerness to be slaughtered on the spot.

All parties about to tender are particularly desired to read attentively the conditions of the revised-contracts, which may be seen either at this Office, or on application to the Superintendents of the Victualling Establishments at Deptford and Gosport; the Superintendents of Her Majesty's Dockyards at Woolwich, Sheerness, and Pembroke; the Agent for the Victualling at Haulbowline; the agent for transports at Leith; the Secretary to the Postmaster-General, Dublin; or to the Collectors of Her Majesty's Customs at each of the other places.

Every tender must specify the price in words at length, and no tender will be received after one o'clock on the day of treaty, and the party, or an agent for him, duly authorized in writing, must attend at this office on Saturday the 3rd December next, at one o'clock, to learn the result of his tender.

Every tender must be delivered at the above office, and be accompanied by a letter addressed to the Secretary of the Admiralty, at Somerset-place, and signed by two responsible persons, engaging to become bound with the person tendering in the sum of £1,500 for the due performance of each of the contracts for Sheerness, Chatham, and Gosport; and in the sum of £500 for each of the others.

CONTRACTS FOR VEGETABLES.

Department of the Comptroller for
Victualling and Transport Services,
Somerset-Place, November 15, 1853.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that on Thursday the 1st day of December next, at one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying all such quantities of

VEGETABLES

as may be demanded for the use of Her Majesty's ships and vessels at the following places; viz. :

Deptford to London Bridge;
Woolwich to Gravesend.

The contracts to be for three years, commencing on the 1st April, 1854.

The conditions of the revised contracts, to which particular attention is called, may be seen at the said office.

No tender will be received after one o'clock on the day of treaty.

The party, or an agent for him, duly authorized in writing, must attend at this office, on Saturday the 3rd December next, at one o'clock to learn the result of his tender.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left hand corner the words "Tender for Vegetables," and must also be delivered at Somerset-place, accompanied by a letter, signed by a responsible person, engaging to become bound with the person tendering, in the sum of £200 for the due performance of each of the contracts.

CONTRACT FOR FLUSHING JACKETS.

Department of the Comptroller for
Victualling and Transport Services,
Somerset-Place, November 15, 1853.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Thursday the 1st 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 and Gosport, the under-mentioned jackets, viz. :

Flushing Jackets, 2,500 number, Deptford; 2,500 number, Gosport; one-third of each quantity to be delivered by the 28th day of February, another third by the 30th day of April, and the remainder by the 31st day of May next, or earlier if preferred by the party tendering.

A sample jacket, and the conditions of the revised contract, to which particular attention is called, may be seen at the said office.

No tender will be received after one o'clock on the day of treaty, nor any noticed unless the

party attends, or an agent for him duly authorized in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for Jackets," 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 £20 per cent. on the value for the due performance of the contract.

CONTRACT FOR CARRIAGE OF TIMBER, &c., FROM WHICHWOOD FOREST.

Department of the Storekeeper-General of the Navy, Somerset-Place, November 15, 1853.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Tuesday the 29th instant, at one o'clock, they will be ready to treat with such persons as may be willing to contract for conveying about

390 loads (Rough and Sided) of Oak Timber, 40 loads of Thickstuff and Plank, and

70, number, Boat Crooks, from Whichwood Forest, in the county of Oxford, to Her Majesty's Dock Yard at Deptford or Chatham.

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 will any be 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 Carriage of Timber," and must also be delivered at Somerset-place, accompanied by a letter, signed by a responsible person, engaging to become bound with the person tendering, in the sum of £1 per load for the due performance of the contract.

CONTRACT FOR COOPERS' FLAGS.

Department of the Comptroller for Victualling and Transport Services, Somerset-Place, November 8, 1853.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Thursday the 24th instant, at one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Her Majesty's Victualling Stores at Deptford,

250 BOLTS OF COOPERS' FLAGS; half to be delivered in a month, and the remainder in a month afterwards, or earlier if preferred by the party tendering.

No tender will be received for a less quantity than 100 bolts; and samples (not less than one bolt) must be produced by the parties tendering.

The samples produced by persons whose tenders are not accepted, are requested to be taken away by them immediately after the contract has been decided.

The conditions of the revised contracts, to which particular attention is called, may be seen at the said Office.

No tender will be received after one o'clock on the day of treaty, nor any noticed, unless the party attends, or an agent for him duly authorized in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for Coopers' Flags," and must also be delivered at Somerset-place.

CONTRACTS FOR MATERIALS FOR SEAMEN'S CLOTHING.

Department of the Comptroller for Victualling and Transport Services, Somerset-Place, November 16, 1853.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice that on Thursday the 8th of 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 and Gosport, the undermentioned articles; viz.:-

Black Shalloon, 2,000 yards, Deptford; 1,500 yards, Gosport; one-third of each quantity to be delivered by the 31st January, another third by the 15th March, and the remainder by the 30th April next, or earlier if preferred by the party tendering.

White Calico, 5,000 yards, Deptford; 3,000 yards, Gosport; one-third of each quantity to be delivered by the 31st January, another third by the 15th March, and the remainder by the 30th April next, or earlier if preferred by the party tendering.

Royal Canvas, 1,500 yards, Deptford; 1,000 yards, Gosport; one-third of each quantity to be delivered by the 31st January, another third by the 15th March, and the remainder by the 30th April next, or earlier if preferred by the party tendering.

Padding Cloth, 300 yards, Deptford; 200 yards, Gosport; one-third of each quantity to be delivered by the 31st January, another third by the 15th March, and the remainder by the 30th April next, or earlier if preferred by the party tendering.

Osnaburgh, 500 yards, Deptford; 400 yards, Gosport; one-third of each quantity to be delivered by the 31st January, another third by the 15th March, and the remainder by the 30th April next, or earlier if preferred by the party tendering.

Black Linen, 300 yards, Deptford; 200 yards, Gosport; one-third of each quantity to be delivered by the 31st January, another third by the 15th March, and the remainder by the 30th April next, or earlier if preferred by the party tendering.

Tape, Stay, 8,000 yards, Deptford; 6,000 yards, Gosport; one-third of each quantity to be delivered by the 31st January, another third by the 15th March, and the remainder by the 30th April next, or earlier if preferred by the party tendering.

Tape, White, 110,000 yards, Deptford; 55,000 yards, Gosport; one-third of each quantity to be delivered by the 31st January, another third by the 15th March, and the remainder by the 30th April next, or earlier if preferred by the party tendering.

Tape, White Dutch, 80,000 yards, Deptford; one-third to be delivered by the 31st January, another third by the 15th March, and the remainder by the 30th April next, or earlier if preferred by the party tendering.

Black Silk, 8,000 skeins, Deptford; 6,000 skeins, Gosport; one-third of each quantity to be delivered by the 31st January, another third by the 15th March, and the remainder by the 30th April next, or earlier if preferred by the party tendering.

Black Silk Twist, 7,000 yards, Deptford; 5,000 yards, Gosport; one-third of each quantity to be delivered by the 31st January, another

third by the 15th March, and the remainder by the 30th April next, or earlier if preferred by the party tendering.

Thread, Black, 200 lbs., Deptford; 100 lbs., Gosport; one-third of each quantity to be delivered by the 31st January, another third by the 15th March, and the remainder by the 30th April next, or earlier if preferred by the party tendering.

Thread, Whitened Brown, 1,200 lbs., Deptford; 600 lbs., Gosport; one-third of each quantity to be delivered by the 31st January, another third by the 15th March, and the remainder by the 30th April next, or earlier if preferred by the party tendering.

Thread, White, 1,800 lbs., Deptford; 900 lbs., Gosport; one-third of each quantity to be delivered by the 31st January, another third by the 15th March, and the remainder by the 30th April next, or earlier if preferred by the party tendering.

Sewing Cotton, fine, 50 lbs., Deptford; one-third to be delivered by the 31st January, another third by the 15th March, and the remainder by the 30th April next, or earlier if preferred by the party tendering.

Blue Worsted, 1,200 lbs., Deptford; 500 lbs., Gosport; one-third of each quantity to be delivered by the 31st January, another third by the 15th March, and the remainder by the 30th April next, or earlier if preferred by the party tendering.

Buttons, Pearl, 500 gross, Deptford; 400 gross, Gosport; one-third of each quantity to be delivered by the 31st January, another third by the 15th March, and the remainder by the 30th April next, or earlier if preferred by the party tendering.

Buttons, Stained Bone, 300 gross, Deptford; 200 gross, Gosport; one-third of each quantity to be delivered by the 31st January, another third by the 15th March, and the remainder by the 30th April next, or earlier if preferred by the party tendering.

Buttons, White Metal, 2,400 gross, Deptford; 1,200 gross, Gosport; one-third of each quantity to be delivered by the 31st January, another third by the 15th March, and the remainder by the 30th April next, or earlier if preferred by the party tendering.

Tenders will not be received for less than half of any one of the above quantities, and separate tenders must be made for each place, and no attention will be paid to any offer not so made.

Samples of the articles may be seen at the said Office between the hours of ten and two only, and also at the Victualling Yards at Gosport and Plymouth.

The conditions of the revised contracts, to which particular attention is called, may be seen at the said Office, and at the Victualling Yards at Gosport and Plymouth.

No tender will be received after one o'clock on the day of treaty, and the party tendering, or an agent for him duly authorized in writing, must attend on Friday, the 9th December next, at one o'clock, to learn the result of his tender.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for" 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 £20 per cent., on the value, for the due performance of the contract if exceeding £2,500, and by one person if under that sum.

No. 21496.

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CONTRACT FOR PIG IRON.

Department of the Storekeeper-General of the Navy, Somerset-Place, November 18, 1853.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Tuesday the 29th instant, at one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying Her Majesty's Dockyards, at Woolwich and Chatham, with

SOFT MELTING PIG IRON.

A distribution of the iron and 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 will any be 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 Pig Iron," and must also be delivered at Somerset-place, accompanied by a letter, signed by a responsible person, engaging to become bound with the person tendering, in the sum of £100 for the due performance of the contract

CONTRACT FOR CARRIAGE OF TIMBER FROM DEAN FOREST.

Department of the Storekeeper-General of the Navy, Somerset-Place, November 18, 1853.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that on Tuesday the 6th of December next, at one o'clock, they will be ready to treat with such persons as may be willing to contract for carrying about

1800 LOADS OF OAK TIMBER, &c.,

From Dean Forest, in the county of Gloucester, to Her Majesty's Dockyard at Pembroke or Devonport.

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 will any be 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 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.

Mines Royal, and Mineral, and Battery Works Societies.

Dowgate, November 18, 1853.

THE Governors and Assistants of these Corporations give notice, that a General Court will be held at the House, Golden Heart Wharf, Dowgate, London; on Thursday the 1st day of December next, at twelve o'clock at noon precisely, for the election of Governors and Assistants of the Mineral and Battery Works Society, and for other business.

Thos. Maltby, Secretary.

West Flanders Railways.

61, Moorgate-Street, London.

NOTICE is hereby given, that the sixteenth Half-yearly General Meeting of the Proprietors in this undertaking will be held, at the

Offices of the Company, No. 61, Moorgate-street, London, on Tuesday the 13th day of December next, at one o'clock precisely, and at the Siege of the Company, Place de la Station, D 15, No. 9, Bruges, on Friday the 16th day of December next, at twelve o'clock precisely, on the general business of the Company.

And notice is also hereby given, that immediately upon the conclusion of the above meetings Special General Meetings will be held at each of the above places, to obtain the confirmation of the shareholders to an agreement made by the Directors with Messrs. De-Farienté and Co., for the transfer to that Company of that portion of their lines lying between Deynze and the main line.—Dated this 18th day of November, 1853.

Wm. P. Richards, President.

M. Chubb, Secretary.

By art. 40 of the statutes of the Company it is required that every proprietor of certificates, "No Bearer," to enable him to take part in the General Meeting, will be obliged to deposit such shares with the Secretary of the Company, at least ten days before such Meeting.

M. Chubb, Secretary.

London, November 16, 1853.

NOTICE is hereby given to the officers and crew of Her Majesty's ship Devastation, entitled to share for the American schooner, Caroline Knight, captured on the 11th of September, 1852, that an account of the moiety of proceeds 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., Agents.

London, November 16, 1853.

NOTICE is hereby given to the officers and crew of Her Majesty's ship Alecto, entitled to share for a launch or boat (name unknown), captured on the 6th day of December, 1851, that an account of the bounty monies granted 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., Agents.

NOTICE.—The Partnership between Messrs. John Banks and John Hales, of Holt, in Norfolk, as Surgeons and Apothecaries, was this day dissolved by mutual consent; and in future the business will be carried on by them separately. All debts owing to the late partnership are forthwith to be paid to either of them.—Dated the 18th day of November, 1853:

John Banks.

John Hales.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Samuel Topham and Richard Warwick Topham, as Engravers, Lithographic Printers, Embossers, and Silver Letterers, at Leeds, in the county of York, under the style or firm of Samuel Topham and Son, was on and from the 31st day of October last, dissolved by mutual consent.—As witness our hands this 17th day of November, 1853.

Samuel Topham.

Richard Warwick Topham.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, William Soar, Frederick Turner and Charles Smith, carrying on business at No. 14, Eastbourne-mews, Westbourne-terrace, Hyde-park, in the county of Middlesex, as Job Masters, Eivery and Bait Stable Keepers, under the name or firm of William Soar and Company, was this day dissolved and determined, so far as regards the said Frederick Turner; and that all debts owing to and by the said firm will be received and paid by the said William Soar and Charles Smith, who intend carrying on the business under the same name or firm of William Soar and Company.—As witness our hands this 10th day of November, 1853.

William Soar.

Frederick Turner.

Charles Smith.

NOTICE is hereby given, that the Partnership subsisting between Hannah Ridley and Martha Brass, Artists, of No. 7, Wellington-street, Islington, has this day been dissolved by mutual consent.—September 29, 1853.

Hannah Ridley.

Martha Brass.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Samuel Bergel and Alfred Worms, carrying on business at Bradford, in the county of York, or elsewhere, as Merchants, under the style or firm of Emanuel and Sons' Successors, has this day been dissolved by mutual consent; and that the debts due to and from the said copartnership concern will be received and paid by Mr. Charles Worms, late of Hamburg, but now of Bradford aforesaid, by whom the said business will in future be carried on, under the same style or firm of Emanuel and Sons' Successors.—As witness our hands this 15th day of November, 1853.

Samuel Bergel.

Alfred Worms.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Fifoot Lyde, Stephen Watcham, and John Wignall Leather, carrying on the business of Lace and Sewed, Muslim Manufacturers, at No. 121, Wood-street, in the city of London, under the style or firm of Lyde, Watcham, and Company, has this day been dissolved by mutual consent, so far as regards the said George Fifoot Lyde, who retires therefrom. All debts due to and from the said concern, will be received and paid by the said Stephen Watcham and John Wignall Leather, by whom the said business will in future be carried on, under the style or firm of Watcham, Leather and Company.—As witness our hands the 19th day of November, 1853.

George Fifoot Lyde.

Stephen Watcham.

Jno. W. Leather.

NOTICE is hereby given, that the Partnership subsisting between us the undersigned, Alfred Barrett and Charles Stanley Osborne, carrying on business together at the Bishopsgate Foundry, Skinner-street, in the city of London, as Brass and Metal Founders, under the firm of Barrett and Osborne, was this day dissolved by mutual consent.—Dated this 21st day of November, 1853.

Alf. Barrett.

C. S. Osborne.

WE the undersigned, John Levy and Isaac Levy, of No. 3, Castle-street, Houndsditch, and of No. 109, Gravel-lane, Houndsditch, in the city of London, Wholesale Rag Merchants and General Dealers, carrying on business under the firm of John and Isaac Levy, do hereby consent that the partnership heretofore existing between us shall be, and the same is hereby, henceforth dissolved.—Dated this 18th day of November, 1853.

John Levy.

Isaac Levy.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Edmund Purssey and Benjamin Mears, as Salesmen and Carcase Butchers, carried on at No. 50, Mount-street, Lambeth, has this day been by mutual consent dissolved.—Dated this 19th day of November, 1853.

Edmund Purssey.

Benjn. Mears.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Edward Murley and Frank Murley, carrying on business at Shales-moor, in Sheffield, in the county of York, as Grocers and Tea Dealers, was this day dissolved by mutual consent; and that all debts due to and owing by the late firm, will be received and paid by the said Frank Murley, by whom the said business will in future be carried on.—Dated this 16th day of November, 1853.

Edward Murley.

Frank Murley.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Henry Bertwistle and Bowers Bertwistle, carrying on business as Common Brewers and Builders, at Padiham, in the county of Lancaster, under the style or firm of Henry and Bowers Bertwistle, was this day dissolved by mutual consent. All debts owing to or by the firm, in the Brewery department, will be received and paid by the said Henry Bertwistle; and all debts owing to or by the firm, in the Building department, will be received and paid by the said Bowers Bertwistle.—As witness our hands the 14th day of the 11th month, 1852.

Henry Bertwistle.

Bowers Bertwistle.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Bateman and Henry Bateman, as Proprietors of the Patent Chemical Fertilizing Powder, for Cultivating Land without Manure, and carried on by us at No. 38, Milk Street, Cheap-side, in the city of London, has this day been dissolved by mutual consent.—Dated this 12th day of November, 1853.

*W. Bateman.
Hy. Bateman.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Thomas Burnham Wilkins and William Horner, carrying on business at No. 48, Aldermanbury, under the firm of Wilkins and Horner, Shoe Merchants, was this day dissolved by mutual consent. All debts due by or owing to the said partnership will be paid and received by the said Thomas Burnham Wilkins.—Dated 1st November, 1853.

*Thos. B. Wilkins.
Wm. Horner.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Mark Shewring and James Cox, in the trade or business of Woollen and Linen Drapers, Mercers and Hosiers, at and in the neighbourhood of Cirencester, in the county of Gloucester, under the style of Shewring and Cox, has been this day dissolved by mutual consent. And that all debts due to the said partnership are to be paid to the said James Cox, who will henceforth conduct the said business alone, and will pay the debts due from the said partnership.—Dated this 17th day of November, 1853.

*Mark Shewring.
James Cox.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Bell, of No. 8, Houndsditch, in the city of London, and Joseph Watkins, of No. 31, Meeting House-lane, Brighton, in the county of Sussex, in the business of Clothiers, carried on at No. 31, Meeting House-lane, Brighton aforesaid, under the firm of Bell and Watkins, is this day dissolved by mutual consent. All debts due to and owing by the said partnership, will be received and paid by the said William Bell, who will in future carry on the said business on his own account.—Dated this 18th day of November, 1853.

*Joseph Watkins.
W. Bell.*

THE Partnership lately subsisting between the undersigned, James Lord and David Scott, in the business of Cotton Manufacturers, carried on at Manchester, under the firm of Lord and Scott, ceased and was determined on the 1st of October last.—Witness our hands this 1st of November, 1853.

*James Lord.
David Scott.*

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, as Fishmongers, Fruiterers, and Dealers in Game, at Bilston, in the county of Stafford, has been dissolved by mutual consent, as from the 18th day of May last. All debts owing to or by the late partnership will be received and paid by either of us the undersigned.—Dated this 15th day of November, 1853.

*Edward Satterthwaite.
William Satterthwaite.*

NOTICE is hereby given, that the Copartnership carried on for some time past in the town and county of the town of Kingston-upon-Hull, by Henry Roberts and George Sykes, Commission Merchants and Ship-Brokers, under the style or firm of H. Roberts and Co., was this day dissolved by mutual consent.—Dated this 15th day of November, 1853.

*Henry Roberts.
George Sykes.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Charles Dixon and John Russell, of the borough of Gateshead, in the county of Durham, Linen and Woollen Drapers, carrying on business under the firm of Dixon and Russell, was dissolved by mutual consent this day.—Dated this 14th day of November, 1853.

*Charles Dixon.
John Russell.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Smith Newcombe and Frederick Newcombe, the younger, in the trade or business of Drapers, at Wavertree and the village of West Derby, both in the county of Lancaster, under the firm of Newcombe, Brothers, has been this day dissolved by mutual consent.—Witness our hands this 19th day of November, 1853.

*W. S. Newcombe.
F. Newcombe, jun.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us, the undersigned John Williams and John Walters Williams, both of the town of Swansea, in the county of Glamorgan, as Proprietors, Publishers, and Printers of the Cambrian Newspaper, and General Printers, under the style or firm of John Williams and Son, has been this day dissolved and determined by mutual consent.—Dated this 10th day of November, 1853.

*J. Williams.
J. W. Williams.*

NOTICE is hereby given, that the Copartnership heretofore subsisting between the undersigned Thomas Lamb and Robert Friend Lamb, as Ship and Jobbing Smiths, Chain and Nail Makers, at Monk, Wearmouth-shore, in the county of Durham, under the style or firm of T. and R. F. Lamb, was on the 10th day of November instant amicably dissolved.—As witness our hands, this 17th day of November, 1853.

*Thos. Lamb.
Robt. F. Lamb.*

BRITISH GUIANA.

Official Advertisement.—Demerary and Essequibo, to wit.

IN pursuance of the Ordinance No. 7, of the year 1851, intituled "An Ordinance for amending and consolidating the rules and regulations applicable to the office of Administrator-General of Demerary and Essequibo,"

I, the undersigned, Administrator-General of Demerary and Essequibo, in the colony of British Guiana, do hereby call up and require the creditors of the estates hereinafter mentioned to file their claims, according to law, at my office, in the Public-buildings, in the city of Georgetown, in the colony aforesaid, within the period of four months from the publication of my second and last advertisement in the London Gazette, on pain, in default thereof, of being debarred from filing thereafter any claims omitted to be filed within the period aforesaid, this being my first advertisement.

Demerary and Essequibo, this 25th day of October, 1853.

JOHN DALY, Administrator-General of Demerary and Essequibo.

List of Estates referred to in the above Official Advertisement.

Estate of James Holmes, deceased, lately an inhabitant of the city of Georgetown, county of Demerary, who died in the city of Georgetown, in said county, on or about the 31st of August, 1853.

Estate of Ramsey Bagot, deceased, in his lifetime an inhabitant of this colony, who died intestate in the city of Georgetown, county of Demerary, on or about the 17th October, 1851.

Estate of Francis Jackson, deceased, lately an inhabitant of this colony, who died in the city of Georgetown, county of Demerary, on or about the 25th July, 1853.

Estate of Wynpanda Maria Schepens, deceased, lately an inhabitant of the county of Essequibo, who died intestate in said county, on or about the 28th day of July, 1853.

Estate of George Quayle, deceased, formerly of Liverpool, in Great Britain, and of late years of the county of Demerary, in British Guiana, who died at Plantation Strathaven, in the said county and colony, on the 15th of October, 1853.

JOHN DALY, Administrator-General of Demerary and Essequibo.

BRITISH GUIANA.

Official Advertisement.—Demerary and Essequibo, to wit.

IN pursuance of the Ordinance No. 7, of the year 1851, intituled "An Ordinance for amending and consolidating the rules and regulations applicable to the office of Administrator-General in the colony of British Guiana,"

I, the undersigned, Administrator-General of Demerary and Essequibo, in the colony of British Guiana, do hereby call up and require the creditors of the estates hereinafter mentioned, to file their claims according to law, at my office, at the Public-buildings, in the city of Georgetown, in the colony aforesaid, within the period of four months from the publication of this advertisement in the London Gazette, on pain, in default thereof, of being debarred from filing thereafter any claims omitted to be filed within the period aforesaid, this being my second and last advertisement.

Demerary and Essequibo, this 15th day of October, 1853.

JOHN DALY, Administrator-General of Demerary and Essequibo.

List of Estates referred to in the above Official Advertisement.

Estate of John Walker Thompson, deceased, lately an inhabitant of the county of Essequibo, colony of British Guiana, who died intestate in said county, on or about the 30th day of June, 1853.

Estate of Sarah Thompson, deceased, in her lifetime an inhabitant of the city of Georgetown, county of Demerary, colony of British Guiana, who died intestate in said city, on or about the 31st day of December, 1845.

JOHN DALY, Administrator-General of Demerary and Essequibo.

NOTICE is hereby given, that the High Court of Chancery will be moved before his Honour the Vice-Chancellor Stuart, on Friday, the 25th day of November, 1853, or so soon after as counsel can be heard, in a cause wherein the Reverend William Dickson Blundell, Clerk, and Sarah Harriet Blundell, Millicent Blundell, Mary Blundell the younger, Elizabeth Blundell and Frances Barbara Blundell, respectively, infants, by the said William Dickson Blundell, their father and next friend, and Mary Blundell the elder, and Frances Blundell, and Anna Maria Blundell, a person of weak understanding, but not found of unsound mind by inquisition, by the said William Dickson Blundell, her brother and next friend, are plaintiffs, and Richard Blundell and Benson Blundell, are defendants, that the bill in the said cause may be taken pro confesso against the said defendant Richard Blundell.—Dated the 25th day of October, 1853.

HUMPHRYS and MARSHALL, No. 12, Gray's-inn-square, London, Plaintiffs' Solicitors.

PURSUANT to an Order of the High Court of Chancery made in certain causes James Clark v. William Phillips, William John Bayles v. William Phillips, and James Clark v. Mary Atkinson, all persons claiming to be creditors of Rebecca Stock, late of Thaxted, in the county of Essex, Widow, deceased, the Testatrix in the pleadings of these causes named, who died on or about the 4th day of May, 1847, are, by their Solicitors, on or before the 16th day of December, 1853, to come in and prove their debts or claims, at the chambers of the Vice-Chancellor Sir John Stuart, No. 12, Old-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order.

Tuesday, the 20th day of December next, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Priestly against English, the creditors of John Storer Beaumont, late of Barrow-upon-Soar, in the county of Leicester, Gentleman, who died in or about the month of December, 1835; are, by their Solicitors, on or before the 20th day of December, 1853, to come in and prove their debts, at the chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree.

Friday, the 23rd day of December next, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the said claims.—Dated this 19th day of November, 1853.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Cartwright against Shephard, the creditors of John Poyer Poyer, late of Russell-place, Fitzroy-square, in the county of Middlesex, Esq. who died on or about the 27th day of May, 1850, are, by their Solicitors, on or before the 9th day of December, 1853, to come in and prove their debts or claims at the chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, in the county of Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree.

Tuesday, the 13th day of December, 1853, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 18th day of December, 1853.

PURSUANT to a Decree of the High Court of Chancery, made in a cause between John Baxter, plaintiff, against John Wales and others, defendants, the creditors of Benjamin Baxter, late of Leeds, in the county of York, Inn-keeper, deceased, who died in or about the month of January, 1841, are, by their Solicitors, on or before the 19th day of December, 1853, to come in and prove their debts or claims, at the chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree.

Wednesday, the 21st day of December, 1853, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 21st day of November, 1853.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Wilks against Groom and others, the creditors of John Hooper, late of Watkyn-terrace, Coal Harbour-lane, in the county of Surrey, Gentleman, who died in or about the month of July, 1851, are, by their Solicitors, on or before Friday the 23rd day of December, 1853, to come in and prove their debts or claims at the chambers of the Vice-Chancellor Sir Richard Torin Kindersley, No. 15, Old-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree.

Monday, the 23rd day of January, 1854, at three o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 16th day of November, 1853.

PURSUANT to an Order of the High Court of Chancery, made in a cause Hooper against Lay, the creditors of Prudence Wall, formerly of the city of Oxford, then of High Wycombe, in the county of Bucks, afterwards of Tottenham, in the county of Middlesex, and late of the Retreat, near the city of York, Spinster (who died in or about the month of October, 1852), are, by their Solicitors, on or before the 17th day of December, 1853, to come in and prove their debts at the chambers of the Vice-Chancellor Sir Richard Torin Kindersley, No. 15, Old-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order.

Thursday, the 22nd day of December, 1853, at one o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 19th day of November, 1853.

PURSUANT to an Order of the High Court of Chancery, made in a cause Hooper against Lay, any persons claiming to be the next of kin of Prudence Wall, formerly of the city of Oxford, then of High Wycombe, in the county of Bucks, afterwards of Tottenham, in the county of Middlesex, and late of the Retreat, in the city of York, Spinster, according to the Statutes of distribution, living at the time of her decease (which happened in or about the month of October, 1852), 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 17th day of December, 1853, to come in and prove their kindred and make out their claims, at the chambers of the Vice-Chancellor Sir Richard Torin Kindersley, No. 15, Old-square, Lincoln's-inn, in the county of Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order.

Thursday, the 22nd day of December, 1853, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 19th day of November, 1853.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of John Maddocks, and in a cause Mary Crawley and another against Mary Ann Maddocks and others, the creditors of John Maddocks, late of Liverpool, in the county of Lancaster, Butcher, who died in or about the month of February, 1848, are, by their Solicitors, on or before the 12th day of December, 1853, to come in and prove their debts at the chambers of the Vice-Chancellor Sir William Page Wood, No. 11, New-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order.

Monday, the 19th day of December, 1853, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 16th day of November, 1853.

PURSUANT to an Order of the High Court of Chancery, made in a cause Phillips v. Goodhart, the creditors of Alfred Harrington Goodhart, late of Camden-road-villas, Camden-town, in the parish of St. Pancras, in the county of Middlesex, Surgeon, deceased, (who died in or about the month of August, 1852), are, by their Solicitors, on or before the 11th day of January, 1854, 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 Order.

Monday, the 16th day of January, 1854, at eleven o'clock in the forenoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 21st day of November, 1853.

NOTICE is hereby given, that by an indenture of conveyance and assignment, bearing date the 14th day of November instant, and made between John Bloomer and Jonathan Philipps, both of Sheffield, in the county of York, Joiners' Tool Manufacturers, of the first part; John Hewett, of Sheffield aforesaid, Accountant, of the second part; and the several other persons whose names and seals are thereunto subscribed and set in the schedule thereunder written, being respectively creditors in their own right or in copartnership, or being agents or attorneys of creditors of the said John Bloomer and Jonathan Philipps, of the third part; the real and personal estate and effects of the said John Bloomer and Jonathan Philipps, was conveyed and assigned to the said John Hewett, his heirs, executors, administrators and assigns, upon trust, for the equal benefit of the creditors of the said John Bloomer and Jonathan Philipps; and that the same was executed by the said John Bloomer and Jonathan Philipps, and John Hewett, on the said 14th day of November instant, in the presence of Henry Patteson, of No. 18, Bank-street, Sheffield aforesaid, Solicitor, and now lies at the offices of the said Henry Patteson, for execution; and that all accounts owing to or by the said estate, must be delivered and paid to the said assignee or the said Henry Patteson.

NOTICE is hereby given, that by indenture, bearing date the 1st day of November, 1853, Owen Lewis, of Langefni, in the county of Anglesey, Grocer and Draper, hath assigned all his estate and effects unto Edward Roberts, of Liverpool, in the county of Lancaster, Accountant, as trustee, upon trust, for the benefit of all the creditors of him the said Owen Lewis who should become parties to and execute the same indenture; and that the said indenture was duly executed by the said Owen Lewis and Edward Roberts, on the day of the date thereof, in the presence of, and attested by, Samuel Dew, of Langefni aforesaid, Attorney-at-Law; and notice is hereby further given, that the said indenture is now lying at the offices of Messrs. Evans and Son, Solicitors, Commerce-court, Lord-street, Liverpool, the Solicitors to the trustee, for execution by the creditors of the said Owen Lewis.—Dated the 17th day of November, 1853.

NOTICE is hereby given, that John Thomas Wilkins, of Birmingham, in the county of Warwick, Tailor and Draper, hath by indenture of assignment, bearing date the 4th day of November, 1853, assigned all and singular his personal estate and effects unto Henry Ledgard, of Wood-street, Cheapside, in the city of London, Woollen Warehouseman, for the equal benefit of the creditors of the said John Thomas Wilkins; and that the said indenture was executed by the said John Thomas Wilkins, on the day of the date thereof, in the presence of, and the same is attested by John Phillip Motteram, of Birmingham, Solicitor, and the said indenture was executed on the 17th day of November, 1853, by the said Henry Ledgard, in the presence of, and the same is attested by Charles Gammon, of No. 9, Cloak-lane, London, Solicitor; and notice is hereby given, that such of the creditors of the said John Thomas Wilkins, as shall refuse or neglect to execute the same, within two calendar months from the date thereof, will be excluded from all benefit arising therefrom.—Dated this 18th day of November, 1853.

NOTICE is hereby given, that by an indenture of assignment, bearing date the 7th day of November instant, and made between Henry Tasker, of Sheffield, in the county of York, Saw Manufacturer, of the first part; John Hewett, of Sheffield aforesaid, Accountant, of the second part; and the several other persons whose names and seals are thereunto subscribed, being respectively creditors of the said Henry Tasker, who by themselves, or their respective agents, shall execute the said indenture of assignment, of the third part; the estate and effects of the said Henry Tasker were assigned to the said John Hewett, his executors, administrators, and assigns, upon trust for the equal benefit of the creditors of the said Henry Tasker, who should execute the same within one month from the date thereof, and that the same indenture of assignment was executed by the said Henry Tasker and John Hewett, on the said 7th day of November instant, in the presence of Henry Patteson, of No. 18, Bank-street, in Sheffield aforesaid, Solicitor, and now lies at the offices of the said Henry Patteson for execution; and that all accounts owing to or by the said estate must be delivered and paid to the said assignee, or the said Henry Patteson

Mr. George Revill's Affairs.

NOTICE is hereby given, that George Revill of Southwell, in the county of Nottingham, Joiner, has by indenture, bearing date the 2nd day of November, 1853, assigned all his personal estate and effects unto Elizabeth Revill, of Southwell aforesaid, Spinster, her heirs, executors, administrators, and assigns, upon trust, after payment thereof of the costs, charges, and expenses, and other the sum and sums of money therein mentioned, for the benefit of all the creditors of the said George Revill, who shall execute the said indenture or signify their assent thereto within three calendar months from the date thereof; and that the said indenture was respectively executed by the said George Revill and Elizabeth Revill, on the said 2nd day of November instant, and such execution thereof was attested by Henry Cawdron Stenton, of Southwell aforesaid, Attorney-at-Law, and John Kirkland, his Clerk; and notice is hereby given, that the said indenture is left at the office of Messrs. Stenton and Townsend, in Southwell, for the inspection and signature of the creditors of the said George Revill, and that such of them as shall not execute the same or assent thereto within the time aforesaid, will be excluded all benefit arising therefrom. All persons indebted to the said George Revill are requested to pay the amount of their respective debts to us to prevent proceedings at law being taken for the recovery thereof.—Dated this 9th day of November, 1853.

STENTON and TOWNSEND, Solicitors to the Trustee.

In Isaac Dearnally's Affairs.

NOTICE is hereby given, that Isaac Dearnally, of Meltham, in the parish of Almondsbury, in the county of York, Clothier, hath by indenture, bearing date the 27th day of October, 1853, assigned unto Samuel Oldfield, of Huddersfield, in the said county of York, Merchant,

Charles Hirst, of the same place, Woolstapler, and Robert Wood, of the same place, Waste Dealer, creditors of the said Isaac Dearnally, all his personal estate and effects, whatsoever and wheresoever, upon certain trusts therein contained, for the benefit of themselves and all other the bona fide creditors of the said Isaac Dearnally, as in the said indenture is particularly mentioned; and which said indenture was executed by the said Isaac Dearnally and Robert Wood, on the day of the date thereof, in the presence of, and attested by, Thomas Iveson, of Holmfirth, in the said county, Attorney-at-Law, and John Frost, of Huddersfield aforesaid, Salesman; and the same indenture was also executed by the said Samuel Oldfield and Charles Hirst on the 1st day of November, 1853, in the presence of, and attested by, the said Thomas Iveson and Robert Meller, of Holmfirth aforesaid, Clerk to the said Thomas Iveson— which said indenture is now lying at the office of the said Thomas Iveson, in Holmfirth aforesaid, for inspection and execution by the said creditors.

WHEREAS Joseph Marshall, of the borough of Kingston-upon-Hull, Outfitter, hath by an indenture of assignment, bearing date the 1st day of November, 1853, and made between the said Joseph Marshall, of the first part; William Gilmour, of Leeds, in the West Riding of the county of York, Cloth Merchant, and David Noar, of Manchester, in the county of Lancaster, Warehouseman, trustees for themselves and the rest of the creditors of the said Joseph Marshall, parties thereto, of the second part; and the several other persons whose names and seals are thereunto subscribed and set, being respectively creditors of the said Joseph Marshall, of the third part; assigned all and every his personal estate and effects, whatsoever and wheresoever, unto the said William Gilmour and David Noar, their executors, administrators, and assigns, upon trust as therein mentioned for the benefit of all the creditors who shall execute the said indenture, and which said indenture was duly executed by the said Joseph Marshall and William Gilmour, on the day of the date thereof, and their executions thereof respectively were attested by Joseph Walker, of the borough of Kingston-upon-Hull, Solicitor, and by the said David Noar, on the 14th day of November, 1853, and his execution thereof attested by William Norris, of Manchester aforesaid, Solicitor. Notice is therefore hereby given, that the said indenture now lies at the offices of Messrs. Holden and Sons, in Kingston-upon-Hull aforesaid, for the inspection and signature of all such of the creditors of the said Joseph Marshall, as are desirous of availing themselves of the benefit thereof.

NOTICE is hereby given, that by an indenture dated the 1st day of November, 1853, William Nowers and Francis Chapple, of Newton Abbott, in the county of Devon, copartners and Linen Drapers, assigned all and every their personal estate and effects unto John Rippin, of Wood-street, in the city of London, Warehouseman, and John Falshaw Pawson, of Saint Paul's Churchyard, in the said city, Warehouseman, upon trust, for the benefit of the creditors of the said William Nowers and Francis Chapple, who shall execute the same; and the said indenture was executed by the said William Nowers, on the said 1st day of November, 1853, and by the said Francis Chapple, on the 9th day of the same month respectively, in the presence of, and attested by Robert Flamank, of Newton Abbott aforesaid, Solicitor, and the same indenture was executed by the said John Rippin, on the 14th day of the same month of November, and by the said John Falshaw Pawson, on the 15th day of the same month respectively, in the presence of, and attested by George Cox, of Sise-lane, in the city of London, Solicitor; and notice is hereby given, that the said indenture now lies at our office for execution by the creditors of the said William Nowers and Francis Chapple.—Dated this 19th day of November, 1853.

COX and SONS, Solicitors to the Trustees, No. 14, Sise-lane, London.

NOTICE is hereby given, that by indenture of assignment, bearing date the 25th day of October, 1853, Thomas Humpidge, of Tewkesbury, in the county of Gloucester, Draper, assigned all his personal estate and effects whatsoever unto Charles John Leaf, of Old Change, in the city of London, Warehouseman, Henry Sturt, of Wood-street, in the same city, Warehouseman, and Theodore Evans, of Tewkesbury, in the county of Gloucester, Banker, upon trust for the benefit of the creditors of the said Thomas Humpidge, who should execute the same; and notice is hereby further given, that the said indenture was duly executed by the said Thomas Humpidge, on the said 25th day of October, 1853, in the presence of George Baynham, clerk to John Honey, of No. 14, Ironmonger-lane, in the said city of London, Accountant. And notice is hereby further given, that the said indenture was duly executed by the said Charles John Leaf and Henry Sturt, on the 5th day of November, 1853, in the presence of and attested by Alfred Jones, of No. 15, Sise-lane, in the city of London, Solicitor, at whose office the same is now lying for execution by the creditors of the said Thomas Humpidge.—Dated this 17th day of November, 1853.

WHEREAS George Lowes, of East Choppington, in the county of Northumberland, Innkeeper and Blacksmith, hath, by indenture of assignment, bearing date the 16th day of November, 1853, conveyed and assigned all his estate and effects unto George Roberts, of Morpeth, in the said county, Wine and Spirit Merchant, and William French, of Bedlington, in the said county, Common Brewer, upon trust for such of the creditors of the said George Lowes as shall execute the same within six calendar months from the date thereof. Notice is hereby given, that the said indenture of assignment was executed by the said George Lowes, on the 16th day of November, 1853, in the presence of, and attested by, Anthony Charlton, of Morpeth aforesaid, Attorney-at-Law, and was also executed by the said George Roberts and William French, on the 17th day of November, 1853, in the presence of, and attested by, the said Anthony Charlton; and that the said indenture is lodged at the office of Mr. Charlton, in Morpeth aforesaid, for the perusal and signature of the creditors of the said George Lowes.

NOTICE is hereby given, that by an indenture bearing date the 7th day of November instant, Thomas Mantle, of Dudley, in the county of Worcester, Builder, duly conveyed and assigned all his real and personal estates and effects to George Chime, the younger, of Westbromwich, in the county of Stafford, Timber Merchant, and Joseph Thompson, of Dudley, aforesaid, Painter, in trust for the equal benefit of themselves and all other the creditors of the said Thomas Mantle, who should execute the said indenture, or assent thereto in writing, within two calendar months from the date thereof; and that the said indenture was executed by the said Thomas Mantle, on the said 7th day of November instant, and by the said Joseph Thompson, on the 9th day of November instant, in the presence of John Bolton, of Dudley, aforesaid, Solicitor, and John Hodgetts Smith, his clerk, and the same was executed by the said George Chime, the younger, on the 14th day of November instant, in the presence of Thomas Whitehouse, of Dudley, aforesaid, Solicitor, and the said John Hodgetts Smith; and notice is hereby also given, that the said indenture of conveyance and assignment is lying at the office of the said John Bolton, in Dudley, aforesaid, for signature by all the creditors of the said Thomas Mantle, who shall choose to execute the same; and that such of the creditors as shall neglect to do so within the time thereby limited for that purpose, will be excluded from all benefit to arise therefrom. All persons indebted to the said Thomas Mantle are requested to pay the amount of their respective debts to the said trustees, or such person as they may appoint within fourteen days from the date hereof, or proceedings will be commenced for the recovery thereof without further notice.—Dudley, 18th November, 1853.

JOHN BOLTON, Solicitor to the Trustees.

Estate of Thomas Bathgate, of Birmingham, in the county of Warwick, Draper, Dealer and Chapman.

THE creditors who have proved their debts under the above Petition in Bankruptcy, may receive their warrants for the First Dividend of 2s. 7d. in the pound, any Thursday, between the hours of eleven and three, upon application at my office, No. 7, Waterloo-street, Birmingham. No warrant will be delivered without the production of the bills and other securities exhibited at the time of proof. Executors and administrators will be required to produce the probate of will or letters of administration.—10th November, 1853.

JAMES CHRISTIE, Official Assignee.

In the Matter of Henry Thompson, of Manchester, in the county of Lancaster, and of Nafferton, near Driffield, in the county of York, Corn Merchant, Miller, and Maltster, Dealer and Chapman, against whom a Fiat in Bankruptcy was issued on the 19th day of August, 1847.

THEREBY give notice, that the creditors who have proved their debts under the above estate may receive a First Dividend of 3½d. in the pound, upon application at my office, No. 35, George-street, Manchester, on Tuesday the 13th of December, 1853, or any subsequent Tuesday, between the hours of eleven and one 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.

JOHN FRASER, Official Assignee.

WHEREAS a Fiat in Bankruptcy, bearing date the 20th day of June, 1849, was issued against William Thomas Ferris, of No. 39, Charles-street, in the parish of Saint Margaret, Westminster, in the county of Middlesex, Carpenter and Builder, Dealer and Chapman; this is to give notice, that by an order of the said Court, bearing date the 19th day of November, 1853, the said Fiat hath been annulled.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 19th day of November, 1853, filed against Joseph Rowe, of No. 7, Hunter-street, Kent-road, in the county of Surrey, but late of No. 131, High-street, Colchester, in the county of Essex, Baker, Dealer and Chapman, and he having been declared a bankrupt is hereby required to surrender himself to Joshua Evans, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 1st day of December next, at half past twelve o'clock in the afternoon precisely, and on the 29th day of the same month, 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. Johnson, No. 20, Basinghall-street, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. Wilson, Solicitor, No. 16, Gresham-street, London.

WHEREAS a Petition for adjudication of Bankruptcy, was, on the 14th day of November, 1853, filed in Her Majesty's Court of Bankruptcy, in London, against Larratt D. Shields, of No. 9, Lime-street, in the city of London, Merchant, trading under the style or firm of Larratt D. Shields and Co., and he being declared a bankrupt, is hereby required to surrender himself to Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 2nd day of December next, at one o'clock in the afternoon precisely, and on the 13th day of January following, at two of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. W. Whitmore, of No. 2, Basinghall-street, London, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Vandercour, Cree, Law, and Comyn, 23, Bush-lane, Cannon-street.

WHEREAS a Petition for adjudication of Bankruptcy, filed the 19th day of November, 1853, hath been presented against Robert Frederick Cooper, of No. 37, Three Colt-street, Limehouse, in the county of Middlesex, Oil and Colour Man, and he being declared a bankrupt, is hereby required to surrender himself to John Samuel Martin Fonblanque, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 2nd day of December next, at half past eleven o'clock in the forenoon, and on the 3rd day of January following, at twelve of the 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 Mr. W. R. Buchanan, Solicitor, No. 8, Basinghall-street.

WHEREAS a Petition for adjudication of Bankruptcy, filed the 19th day of November, 1853, hath been presented against Thomas Davies, of Rosemary-lane, otherwise Royal Mint-street, in the county of Middlesex, Cow-keeper, and he being declared a bankrupt is hereby required to surrender himself to John Samuel Martin Fonblanque, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 2nd of December next, at half past one o'clock in the afternoon, and on the 3rd of January following, at one o'clock in the afternoon, 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. George John Graham, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. W. H. Turner and Sons, Solicitors, No. 8, Mount-place, White-chapel.

WHEREAS a Petition for adjudication of Bankruptcy, bearing date the 21st of November, 1853, hath been duly filed against John Siagle, of Bath-street, East India-

road, Poplar, in the county of Middlesex, 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 28th of November instant, at one o'clock in the afternoon precisely, and on the 7th of January next, at half past twelve 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 Mr. E. J. Barrow, Solicitor, No. 15, Old Jewry-chambers, London.

WHEREAS a Petition for adjudication of Bankruptcy, bearing date the 21st day of November, 1853, hath been duly filed against John Hodges and John Foster Hodges, of No. 2, New Bond-street, in the county of Middlesex, Hosiers, Glovers, and Shirt Makers, Dealers and Chapman, carrying on business in copartnership together under the firm or style of Hodges and Son, at No. 2, New Bond-street aforesaid, and they being declared bankrupts, are hereby required to surrender themselves to Edward Goulburn, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 28th day of November instant, at two o'clock in the afternoon precisely, and on the 7th day of December next, at one o'clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of their estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupts are required to finish their examination. All persons indebted to the said bankrupts, or that have any of their effects, are not to pay or deliver the same but to Mr. Isaac Nicholson, No. 24, Basinghall-street, the Official Assignee, in the matter of this bankruptcy, and give notice to Messrs. Deprée and Austen, Solicitors, No. 9, Lawrence-lane, Cheapside.

WHEREAS a Petition for adjudication of Bankruptcy, bearing date the 4th day of November, 1853, hath been duly filed against Hugh Williams, the younger, of No. 54, West Smithfield, in the city of London, Tailor and Commission Agent, Dealer and Chapman, carrying on business there in partnership with Hugh Williams, the elder and John Williams, as Tailors and Commission Agents, 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 28th day of November instant, at half past eleven o'clock in the forenoon precisely, and on the 7th day of January next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Isaac Nicholson, No. 24, Basinghall-street, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Sheard and Baker, Solicitors, No. 6, Old Jewry, London.

WHEREAS a Petition for adjudication of Bankruptcy was on the 21st day of November, 1853, filed against Eliza Lloyd, of No. 37a, Wigmore-street, Cavendish-square, in the county of Middlesex, late of No. 72, New Bond-street, in the said county, Dress Maker, Dealer and Chapman, and she having been declared bankrupt, is hereby required to surrender herself to Edward Holroyd, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 5th day of December next, at twelve o'clock at noon precisely, and on the 27th day of the same month, at one o'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 her 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 her examination. All persons indebted to the said bankrupt, or that have any of her effects, are not to pay or deliver the same but to Mr. Edward Watkin Edwards, No. 1, Sambrook-court, Basinghall-street, the Official Assignee in the matter of this bankruptcy, and give notice to Mr. N. S. E. Steinberg, Solicitor, No. 32, Bread-street, Cheapside, London.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 18th day of November, 1853, filed against Joseph Bradstreet, of Pearson-street, Kingsland-road, and

No. 20, Great Cambridge-street, Hackney-road, both in the county of Middlesex, Miller, Baker, and Flour Factor, Dealer and Chapman, and he being declared a bankrupt, is hereby required to surrender himself to Edward Holroyd, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 1st of December next, at two in the afternoon precisely, and on the 27th of the same month, at twelve at noon 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. Edward Watkin Edwards, No. 1, Sambrook-court, Basinghall-street, London, the Official Assignee in the matter of this Bankruptcy, and give notice to Mr. Alfred Moss, Solicitor, No. 86, Queen-street, Cheapside, London.

WHEREAS, on the 10th day of November, 1853, a Petition for an adjudication of Bankruptcy was filed against James Woods, of West Mill, Buckfastleigh, in the county of Devon, Miller, Dealer and Chapman, in Her Majesty's Court of Bankruptcy for the Exeter District, and he being adjudged bankrupt is hereby required to surrender himself to Montague Baker Bere, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, on the 1st and 22nd days of December next, at one of the clock in the afternoon precisely, on each of the said days, at the Court of Bankruptcy for the Exeter District, in Queen-street, in the city of Exeter, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. F. Hernaman, Queen-street, Exeter, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Edmonds and Sons, Solicitors, Plymouth, or their Agent Mr. Stogdon, Solicitor, Exeter.

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 August, 1853, and filed against John Bradbury, of Moseley-road, in the county of Worcester, Dealer in Copper Ores, Dealer and Chapman, will sit on the 6th day of December next, at eleven of the clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, to take the Last Examination of the said bankrupt (heretofore adjourned sine die); 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.

JOSHUA EVANS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 27th day of September, 1853, against Richard Lancaster Swallow, late of the Nine Elms Tavern, Nine Elms, in the parish of Battersea, in the county of Surrey, Licensed Victualler, Dealer and Chapman, and now of No. 1, Park-terrace, Battersea-fields, in the said county of Surrey, out of business, will sit on the 13th day of December next, at one of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, to 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.

WALKER SKIRROW, Esq., one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 18th day of August, 1842; awarded and issued forth against Joseph Raleigh, Thomas Smith Goode, and William Holland, of Manchester, in the county of Lancaster, Merchants and Partners in Trade, will sit on the 9th of December next, at twelve o'clock at noon precisely, at the Manchester District Court of Bankruptcy, in Manchester, to Audit the Accounts of the Assignees of the separate estate and effects of Joseph Raleigh, one of the said bankrupts, under the said Fiat, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

WALKER SKIRROW, Esq., one of Her Majesty's Commissioners authorized to act in the prosecution of a Fiat in Bankruptcy, bearing date the 16th day of August, 1839, awarded and issued forth against James Rothwell Hunt, of Manchester, in the county palatine of Lancaster, Flour Dealer, will sit on the 10th day of December next, at twelve of the clock at noon precisely, at the Manchester District Court of Bankruptcy, at Manchester, in order to Audit the Accounts of the As-

signees 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 SCROPE AYRTON, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 27th day of January, 1852, presented and filed against John Fegan, of the city of Lincoln, Draper, will sit on the 14th day of December next, at twelve of the clock at noon precisely, at the Leeds District Court of Bankruptcy, at 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."

JOHN BALGUY, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 2nd day of April, 1852, filed against Isaac Timmins, of Holly Hall, in the parish of Dudley, in the county of Worcester, Charter Master, Innkeeper, Dealer and Chapman, will sit on the 5th day of December next, at ten in the forenoon, at the Birmingham District Court of Bankruptcy, at Birmingham, to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

EDWARD GOULBURN, Esq., one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, dated the 8th day of November, 1848, against John Walker, of No. 20, Upper Seymour-street, Edgware-road, Paddington, in the county of Middlesex, Hotel and Lodging-house Keeper, will sit on the 9th day of December next, at half past eleven in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD GOULBURN, Esq., one of Her Majesty's Commissioners authorized to act under a Commission of Bankrupt, bearing date the 7th day of October, 1831, awarded and issued forth against Thomas Bush, Hugh Ferguson, and Duncan McNaught Liddell, of London-street, in the city of London, and of Calcutta, in the East Indies, Merchant, will sit on the 9th day of December next, at one in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the separate estate and effects of Thomas Bush, 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.

JOSHUA EVANS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 10th day of May, 1852, against Stevens Tripp, of No. 15, Serjeant's-inn, Fleet-street, in the city of London, and late of No. 2, Adelaide-place, King William-street, in the said city of London, Money Scrivener, Bill Broker, Commission Agent, Dealer and Chapman, will sit on the 15th day of December next, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

JOSHUA EVANS, Esq., one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 28th day of November, 1842, awarded and issued forth against Margaret Edmonds, of No. 4 Place and No. 15 A, Arlington-street, Saint James's, in the county of Middlesex, and of Hearn Hill Cottage, Hearn Hill, in the county of Surrey, Boarding, Lodging-house, and Hotel Keeper, Dealer and Chapwoman, will sit on the 16th of December, next, at eleven in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD HOLROYD, 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 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 15th 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.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 4th day of November, 1851, against John Knight the elder, and John Knight the younger, of Walham Green, in the county of Middlesex, Butchers, Dealers and Chapmen, and Copartners in Trade, will sit on the 13th day of December next, at two 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 estate and effects of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 4th day of November, 1851, against John Knight the elder and John Knight the younger, of Walham-Green, in the county of Middlesex, Butchers, Dealers and Chapmen, and Copartners in Trade, will sit on the 13th day of December next, at two of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, to make a Dividend of the separate estate and effects of John Knight the elder, one of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 21st day of March, 1842, awarded and issued forth against Joseph Hayman Arnold and William Henry Woollett, of Clement's-lane, in the city of London, Ship and Insurance Agents and Copartners, Dealers and Chapmen, will sit on the 16th day of December next, at eleven in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the 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.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 25th day of September, 1851, against Jacob Meane and William Meane, of Brighton, in the county of Sussex, Brewers and Coal Merchants, and Copartners in Trade, Dealers and Chapmen, will sit on the 20th day of December next, at twelve at noon precisely, at the Court of Bankruptcy, in 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.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 25th day of September, 1851, against Jacob Meane and William Meane, of Brighton, in the county of Sussex, Brewers and Coal Merchants, and Copartners in Trade, Dealers and Chapmen, will sit on the 20th day of December next, at twelve o'clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the separate estate and effects of Jacob Meane, 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 11th day of September, 1852, against Robert Willson, of the Market-hill, in the borough of Cambridge, Grocer, Tea Dealer and Chapman, will sit on the 16th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are

to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 26th day of September, 1843, awarded and issued forth against Robert Kipling and William Atkinson, of Wood-street, Cheapside, in the city of London, Warehousemen, will sit on the 13th day of December next, at half past twelve of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the 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.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 26th day of September, 1843, awarded and issued forth against Robert Kipling and William Atkinson, of Wood-street, Cheapside, in the city of London, Warehouseman, will sit on the 13th day of December next, at half past twelve o'clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Final Dividend of the separate estate and effects of Robert Kipling, 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 12th day of May, 1852, against Henry Banks, of Bethnal-green-road, in the county of Middlesex, Carpenter and Builder, will sit on the 20th of December next, at two in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London; in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 28th day of October, 1851, against Benjamin Wyon, of No. 287, Regent-street, in the county of Middlesex, Engraver, Dealer and Chapman, will sit on the 20th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, 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 1st day of July, 1853, filed against John Danby, of Wellington, in the county of Salop, Grocer, Dealer and Chapman, will sit on the 5th day of December next, at ten in the forenoon, at the Birmingham District Court of Bankruptcy, at Birmingham, to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts; and the said Commissioner will also sit on the 23rd of December next, at the same hour, and at the same place, 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.

MATTHEW DAVENPORT HILL, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 15th day of January, 1852, against William Wood, of the city of Bristol, Provision Merchant, Dealer and Chapman, will sit on the 22nd day of December next, at eleven of the clock in the forenoon precisely, at the Bristol District Court of Bankruptcy, in the city of Bristol, 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.

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WILLIAM THOMAS JEMMETT, Esq., one of Her Majesty's Commissioners authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 16th day of August, 1850, against John Chell, of Gore-street, in the city of Manchester, in the county of Lancaster, Oil and Colourman, and Dealer in Crown and Plate Glass, Dealer and Chapman, will sit on the 12th day of December next, at twelve at noon precisely, at the Manchester District Court of Bankruptcy, at 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.

WALKER SKIRROW, Esq., one of Her Majesty's Commissioners authorized to act in the prosecution of a Fiat in Bankruptcy, bearing date the 16th day of August, 1839, awarded and issued forth against James Rothwell Hunt, of Manchester, in the county palatine of Lancaster, Flour Dealer, will sit on the 16th of December next, at twelve o'clock at noon precisely, at the Manchester District Court of Bankruptcy, in Manchester, in order to make a Further Dividend of the estate and effects of the said bankrupt; when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend, and all claims not then proved will be disallowed.

WALKER SKIRROW, Esq., one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 18th day of August, 1842, awarded and issued forth against Joseph Raleigh, Thomas Smith Goode, and William Holland; of Manchester, in the county of Lancaster, Merchants and Partners in Trade, will sit on the 15th day of December next, at twelve o'clock at noon precisely, at the Manchester District Court of Bankruptcy, at Manchester, in order to make a Further Dividend of the separate estate and effects of Joseph Raleigh, one of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

WILLIAM SCROPE AYRTON, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 27th day of January, 1852, presented and filed against John Fegan, of the city of Lincoln, Draper, will sit on the 14th day of December next, at half past twelve in the afternoon precisely, at the Leeds District Court of Bankruptcy, in the Townhall, Kingston-upon-Hull, to make a Second and 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 Petition for adjudication of Bankruptcy, filed the 15th day of October, 1852, against William James Perrin, of Liverpool, in the county of Lancaster, carrying on business there in partnership with Messrs. Morewood, Brothers, and Company, Merchant, Dealer and Chapman, will sit on the 13th day of December next, at eleven of the clock in the forenoon precisely, at the Liverpool District Court of Bankruptcy, at 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.

HENRY JAMES PERRY, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 22nd day of October, 1851, against Thomas Tucker and John Tucker, both of Liverpool, in the county of Lancaster, Ship Builders, Ship Owners, and Copartners, trading at Liverpool aforesaid, under the name, style, or firm of Thomas Tucker and Co., will sit on the 13th of December next, at eleven o'clock in the forenoon precisely, at the District Court of Bankruptcy, in Liverpool, in the county of Lancaster, 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.

HENRY JAMES PERRY, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 2nd day of August, 1853, against Frances Isabelle Dagnall and Jonathan Walsh Fairclough, of Liverpool, in the county of Lancaster, Wholesale Comb Manufacturer, trading under the firm of Dagnall and Co., will sit on the 14th 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 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.

HENRY JAMES PERRY, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 2nd day of August, 1853, against Frances Isabelle Dagnall and Jonathan Walsh Fairclough, of Liverpool, in the county of Lancaster, Wholesale Comb Manufacturers, trading under the firm of Dagnall and Co., will sit on the 14th day of December next, at eleven o'clock 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 Frances Isabelle Dagnall, 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.

HENRY JAMES PERRY, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 2nd day of August, 1853, against Frances Isabelle Dagnall and Jonathan Walsh Fairclough, of Liverpool, in the county of Lancaster, Wholesale Comb Manufacturers, trading under the firm of Dagnall and Co., will sit on the 14th day of December next, at eleven o'clock 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 Jonathan Walsh Fairclough, 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 William Bolderston, of Liverpool, in the county of Lancaster, Wholesale Grocer, being a Trader within the meaning of the Bankrupt Law Consolidation Act, 1849, and being unable to meet his engagements, did, on the 9th day of July, 1852, file in the Court of Bankruptcy for the Liverpool District a Petition for arrangement with his creditors under the provisions of the said Act, and a sitting having been holden, and this Court having on the 2nd day of August, for cause then proved to its satisfaction, duly adjudged him a bankrupt, Henry James Perry, Esq., will sit on the 13th day of December next, at eleven of the clock 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.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 31st day of May, 1853, and now in prosecution against Allan Stewart Hay (and not Alexander, as previously advertised), of No. 75, Old Broad-street, in the city of London, Ship Owner, Merchant, Commission Agent, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition to be held before Joshua Evans, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 13th 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 in Bankruptcy, filed on the 3rd day of June, 1853, against John Strutt, of No. 3, Catherine-street, Strand, in the county of Middlesex, and also of Buckingham-street, Strand aforesaid, Newspaper Proprietor, Printer, and Publisher, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Edward Holroyd, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 15th day of December next, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, 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 pro-

visions 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 15th day of April, 1853, against William Howlings, of Basing, in the county of Hants, Miller, 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 9th day of December next, at one of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said 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 30th day of March, 1853, against Joshua Bowker, of Hyde, in the county of Chester, Innkeeper, Nurseryman, and Seedsman, Dealer and Chapman, will, pursuant to "The Bankrupt Law Consolidation Act, 1849," on the application of the said bankrupt, sit on the 14th day of December next, at twelve of the clock at noon precisely, at the Manchester Court of Bankruptcy, in Manchester, Lancashire, 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 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.

EDMUND ROBERT DANIELL, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 2nd day of August, 1853, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against William Fletcher Corbett, of the city of Worcester, Linen and Woollen Draper, has, on the application of the said bankrupt, appointed a public sitting for the allowance of the Certificate under such Petition for adjudication of Bankruptcy, to be holden on the 14th of December next, at eleven in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham; when and where any of the creditors of the said bankrupt, who shall have given due notice of his intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

JOHN BALGUY, Esq., one of Her Majesty's Commissioners authorized to act in the prosecution of Petitions for adjudication in Bankruptcy, in the Birmingham District Court of Bankruptcy, has appointed a public sitting for the allowance of a Certificate to Edward Harper, of Stamford, in the county of Lincoln, Draper, Dealer and Chapman, against whom a Petition for adjudication of Bankruptcy, bearing date the 8th of October, 1853, has been duly filed, and is now in prosecution; the said public sitting to be holden at the District Court of Bankruptcy, at Nottingham, on the 23rd of December next, at ten in the forenoon precisely; at which sitting any of the creditors of the said bankrupt may be heard against the allowance of such Certificate.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 10th day of March, 1853, against Robert Baxter, of Wisbech Saint Peter, in the county of Cambridge, Carrier, Leather Seller, Dealer and Chapman, did, on the 15th day of November instant, allow the said Robert Baxter a Certificate of the second class; and that such Cer-

tificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 14th day of June, 1853, against Henry Ashdown, of Welling, in the parish of East Wickham, in the county of Kent, Wheelwright, Blacksmith, and Carpenter, Dealer and Chapman, did, on the 15th day of November instant, allow the said Henry Ashdown 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.

NOTICE is hereby given, that Walker Skirrow, 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 21st day of January, 1853, against George Smith, of Market-street, Manchester, in the county of Lancaster, Hatter, Dealer and Chapman, did, on the 30th day of June, 1853, 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.

NOTICE is hereby given, that the Court authorized to act under a Petition for adjudication of Bankruptcy, filed the 2nd day of August, 1853, against Frances Isabelle Dagnall and Jonathan Walsh Fairclough, of Liverpool, in the county of Lancaster, Wholesale Comb Manufacturer, trading under the firm of Dagnall and Co., did, on the 14th day of November, 1853, allow the said Frances Isabelle Dagnall, one of the above-named bankrupts, 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.

In the County Court of Monmouthshire, at Chepstow.
In the Matter of Walter Jenkins, of Caerwent, Monmouthshire, Shoemaker.

I HEREBY give notice, that the creditors who have proved their debts under the above Petition, may receive a First and Final Dividend of 4d. in the pound upon application at my office, as under, any day between the hours of eleven and three o'clock. No dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators are required to produce the probate of the will or the letters of administration under which they claim.

WILLIAM ROBERTS, Official Assignee,
Bank Buildings, Chepstow.

In the County Court of Monmouthshire, at Newport.
In the Matter of William Henry Williams, of Newport, Coal Dealer and Beer Retailer.

I HEREBY give notice, that the creditors who have proved their debts under the above Petition, may receive a First and Final Dividend of 2s. 1½d. in the pound, upon application at my office, as under, any day between the hours of eleven and three. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators are required to produce the probate of the will or the letters of administration under which they claim.

WILL. ROBERTS, Official Assignee,
Great Dock-street, Newport.

WHEREAS a Petition of John Warwick, of Kirkby Stephen, in the county of Westmorland, Joiner and Carpenter, an insolvent debtor, having been filed in the County Court of Westmorland, at Appleby, and an interim order for protection from process having been given to the said John Warwick, under the provisions of the Statutes in that case made and provided, the said John Warwick is hereby required to appear before the said Court, on the 14th day of December next, at eleven of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said John Warwick, or that have any of his effects, are not to pay or deliver the same but to Mr. Richard Shaw, Clerk of the said Court, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Charles Jennings, at present and from the 23rd of September last past residing in lodgings at the Butcher's Arms Inn, Nailsea, in the county of Somerset, in no business or employment, and for seven months next immediately preceding thereto residing at and keeping the Mason's Arms, Stapleton, in the county of Gloucester, Licensed Victualler and Innkeeper, and for two years previous thereto residing at South-common-farm,

Nailsea, in the aforesaid county of Somerset, and carrying on there the business of a Farmer, an insolvent debtor, having been filed in the County Court of Gloucestershire, at Bristol, and an interim order for protection from process having been given to the said Charles Jennings, under the provisions of the Statutes in that case made and provided, the said Charles Jennings is hereby required to appear before the said Court, on the 28th day of December, 1853, at eleven in the forenoon, 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 Jennings, or that have any of his effects, are not to pay or deliver the same but to Sir J. K. Haberfield and Messrs. Harley and Gibbs, Clerks of the said Court, at the office of the said Court, Broad-street, Bristol, the Official Assignees of the estate and effects of the said insolvent.

WHEREAS a Petition of Joseph Harrington, of Little Comp Farm, in the parishes of Leybourne and Wrotham, Kent, Farmer, an insolvent debtor, having been filed in the County Court of Kent, at the Sessions-house, Maidstone, and an interim order for protection from process having been given to the said Joseph Harrington, under the provisions of the Statutes in that case made and provided, the said Joseph Harrington is hereby required to appear before the said Court on the 6th 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 Joseph Harrington, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Scudamore, Clerk of the said Court, at his office, at Maidstone, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of John Hosier, formerly House Steward at the College for Civil Engineers, at Putney, in the county of Surrey, and of Putney aforesaid, Lodging-house Keeper, afterwards of No. 149, Hoxton Old-town, in the county of Middlesex, Beer-house Keeper, afterwards in lodgings, at No. 2, Ecclestone-place, Ecclestone-street, Belgrave-square, in the county of Middlesex, out of business, afterwards of No. 2, Parkfield-cottages, Richmond-road, Putney aforesaid, Lodging-house Keeper, and at present and for more than twelve months last past residing at Narford, in the county of Norfolk, Butler, an insolvent debtor, having been filed in the County Court of Norfolk, at Swaffham, and an interim order for protection from process having been given to the said John Hosier, under the provisions of the Statutes in that case made and provided, the said John Hosier is hereby required to appear before the said Court, on the 8th 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 Hosier, or that have any of his effects, are not to pay or deliver the same but to Mr. William Pott Pillans, Clerk of the said Court, at his office at Swaffham, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Thomas Lewis, of Risca, in the parish of Risca, in the county of Monmouth, Collier, previously of Risca aforesaid, Contractor, and Proprietor of a Colliery there, called the Darran Colliery, and before then, of Abercarn, in the parish of Mynyddyswyn, in the said county of Monmouth, Contractor, and Proprietor of a Colliery at Cwmhouse, near Abercarn aforesaid, called the Cwmeargwyn Colliery, an insolvent debtor, having been filed in the County Court of Monmouthshire, at Newport, and an interim order for protection from process having been given to the said Thomas Lewis, under the provisions of the Statutes in that case made and provided, the said Thomas Lewis is hereby required to appear before the said Court, on the 7th day of December next, at twelve o'clock at noon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Thomas Lewis, or that have any of his effects, are not to pay or deliver the same but to Mr. William Roberts, Clerk of the said Court, at his office, at Newport, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of James Jacob, of Trosnant, in the parish of Trevelin, in the county of Monmouth, Woodward and Timber Merchant, an insolvent debtor, having been filed in the County Court of Monmouthshire, at Pontypool, and an interim order for protection from process having been given to the said James Jacob,

under the provisions of the Statutes in that case made and provided, the said James Jacob 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 James Jacob, or that have any of his effects, are not to pay or deliver the same but to Mr. Alexander Edwards, Clerk of the said Court, at his office, at Pontypool, the Official Assignee of the estate and effects of the said insolvent.

In the Matter of the Petition of Robert Graham, at present and for the last fifteen months last past residing at Prudhoe-street, in Alnwick, in the parish of Alnwick, in the county of Northumberland, for six years previously thereto residing at Bedlington, in the parish of Bedlington, in the said county of Northumberland, as a Schoolmaster.

NOTICE is hereby given, that the County Court of Northumberland, at Alnwick, 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 Matthew Armstrong, at present and for sixteen months last past residing at Longhoughton, in the parish of Longhoughton, in the county of Northumberland, and for seven years and upwards previous thereto residing at Dunstan, in the parish of Embleton, in the said county of Northumberland, as a Butcher.

NOTICE is hereby given, that the County Court of Northumberland, at Alnwick, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 8th 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 Benjamin Anthony, at present and for the last five months lodging at the Three New Horse Shoes Beerhouse, in the Castle Precincts, in the borough of Newport, in the county of Monmouth, Boatman, previously for three years and a half of the said Three New Horse Shoes Beerhouse, Beer Retailer, and part of the time Carrier, and then a Boatman.

NOTICE is hereby given, that the County Court of Monmouthshire, at Newport, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 7th 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 Thomas Rawlins, for the last three weeks lodging at Avon-crescent, in the city of Bristol, out of business, and from the 9th day of December last past, to the 18th day of August last, residing and carrying on the business of a Beer Retailer, and occasionally letting lodgings at Nova Scotia, Cumberland Basin, in the said city of Bristol, and for twelve months previous thereto lodging in ready furnished apartments in Avon-crescent aforesaid, in the same city, out of business and for four years and nine months previous thereto residing and carrying on business as a Beer Retailer, and occasionally letting lodgings, Hallier, and part of the time Proprietor of a Steam Boat, at Nova Scotia, Cumberland Bason aforesaid, in the said city of Bristol.

NOTICE is hereby given, that Arthur Palmer, Esq., Judge of the County Court of Gloucestershire, at Bristol, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 7th day of December next, at eleven of the clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Frederick William Bush, for the last twelve months residing on Redcliff-crescent, and for two weeks previous thereto residing on Temple Backs, and for two years previous thereto on Hillsbridge-parade, all in the city of Bristol, and carrying on his business of a Millwright and Engineer, in the name of William Bush, on Temple Backs, in the said city, and for two years previous thereto residing at Knowle, in the county of Somerset, part of the time of the last-mentioned residence Journeyman Millwright and Engineer, and part of the time Millwright and Engineer, and carrying on his said business in the name of William Bush, on Temple Backs aforesaid.

NOTICE is hereby given, that Arthur Palmer, Esq., Judge of the County Court of Gloucestershire, at Bristol, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 7th day of December next, at eleven of the clock in the forenoon precisely, unless cause be then and there shown to the contrary.

In the Matter of the Petition of William New, of No. 5, Stephen-street, Unity-street, in the parish of Saint Philip and Jacob [without], Journeyman Smith, previously of No. 1, Penstone-place, Pennywell-road, in the said parish of Saint Philip and Jacob [without], Journeyman Smith, previously of No. 9, Jacob-street, in the parish of Saint Philip and Jacob [within], and carrying on business there as a General Smith, Bell-hanger, and Boiler Maker, and being occasionally employed as a Journeyman Smith, formerly of Barton-road, in the said parish of Saint Philip and Jacob [without], and there carrying on business as a General Smith, and being employed as a Journeyman Smith, all the aforesaid places of residence being in the city and county of Bristol.

NOTICE is hereby given, that Arthur Palmer, Esq., the Judge of the County Court of Gloucestershire, at Bristol, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 7th day of December next, at eleven of the clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Charles Bainbridge, of Croft, near Milnrow, in the parish of Rochdale, and county of Lancaster, Wheelwright and Blacksmith.

NOTICE is hereby given, that the County Court of Lancashire, at Rochdale, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 15th day of December next, at twelve of the clock at noon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of John Kenney, of Great Massingham, in the county of Norfolk, Shoe Maker, Grocer, and Draper, Dealer in Tobacco, Post Office Keeper, General Shopkeeper, and Dealer in Skins.

NOTICE is hereby given, that the County Court of Norfolk, at King's Lynn, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 7th of December next, at three of the clock in the afternoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of William Austin, formerly of Peterborough, in the county of Northampton, and whilst there in business as the Keeper of a Beer House, and a General Dealer, afterwards a resident in Newborough, in the said county, with his father for a few months, being at the time out of business, next of Uppingham, in the county of Rutland, where he worked as a Journeyman Tailor, then a resident with his father in Newborough aforesaid, when he assisted him in his business of a Farmer, afterwards and until the 8th day of October last, a Retailer of Beer, Farmer, and Tailor, in Newborough, but now of Newborough aforesaid, out of business.

NOTICE is hereby given, that the County Court of Northamptonshire, at Peterborough, acting in the matter of this Petition, will proceed to make a Final Order thereon; at the said Court, on the 5th day of December next, at twelve o'clock at noon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Richard Taylor, late of Gig, near Bury, in the county of Lancaster, Spindle and Fly Manufacturer, afterwards of Bury aforesaid, Spindle and Fly Manufacturer, afterwards of Warrington, in the said county of Lancaster, Journeyman Spindle Maker, afterwards of Manchester, in the said county of Lancaster, Journeyman Spindle Maker, and now of Mount Pleasant, Bacup, in the said county of Lancaster, Spindle Maker.

NOTICE is hereby given, that the County Court of Lancashire, at Haslingden, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 13th of December next, at twelve o'clock at noon precisely, unless cause be then and there shewn to the contrary.

RICHARD WILDMAN, Esq., Judge of the County Court of Nottinghamshire, at Newark, authorized to act under a Petition of Insolvency presented by Alfred Furbank, of Newark-upon-Trent, in the county of Nottingham, Grocer's Assistant, will sit on the 16th day of December next, at nine o'clock in the forenoon, at the County Sessions Rooms, in Newark, 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.

RICHARD WILDMAN, Esq., Judge of the County Court of Nottinghamshire, at Newark, authorized to act under a Petition of Insolvency presented by Alfred Furbank, of Newark-upon-Trent, in the county of Nottingham, Grocer's Assistant, will sit on the 16th day of December next, at nine of the clock in the forenoon, at the County Sessions-room, in Newark, to make a Dividend of the estate and effects of the said insolvent; when and where

the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

THE estates of Simeon Phineas Cohen, Optician, and General Agent for Birmingham, Wolverhampton, and Sheffield Manufactures, in Glasgow, were sequestrated on the 15th day of November, 1853.

The first deliverance is dated 15th November, 1853.

Mr. John Miller, Accountant, in Glasgow, has been appointed Interim Factor on the estate.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Wednesday the 30th day of November 1853, within the Globe Hotel, George-square, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend their oaths and grounds of debt must be lodged on or before the 15th day of March, 1854, provided the time fixed for payment of the first dividend shall not have been accelerated, or one month before the time fixed for payment of the first dividend where such time shall have been accelerated.

The Lord Ordinary, in awarding sequestration, granted a Personal Protection to the said Simeon Phineas Cohen against Arrest or Imprisonment for Civil Debt, until the meeting of the creditors for the election of a Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WILL MEIKLE, S.S.C. Agent,
66, Great King-street, Edinburgh.

THE estates of Thomas Ritchie, Farmer, and Cattle Dealer and Grain Dealer, at Bowhouse, near Alloa, were sequestrated on the 18th November, 1853.

The first deliverance is dated 7th November, 1853.

The Lord Ordinary officiating on the Bills has appointed Andrew Jameson, Writer to the Signet, Sheriff Clerk of Clackmannanshire, Interim Factor.

The meeting to elect the Trustee or Trustees in succession and Commissioners is to be held at twelve o'clock noon, on Thursday, the 1st day of December, 1853, within the Royal Oak Hotel, Alloa.

A composition may be offered at this meeting and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before 19th March, 1854.

The Lord Ordinary, when awarding sequestration, granted the Bankrupt a Warrant of Protection against Arrest or Imprisonment for Civil Debt, until the meeting of the creditors for the election of a Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

C. & E. BAXTER, W.S.,
32, Castle-street, Edinburgh, Agents.

THE estates of Alexander Nairne, Writer, in Edinburgh, and Solicitor before the Supreme Courts of Scotland, lately residing at No 52, Northumberland-street, Edinburgh, now deceased, were sequestrated on the 19th day of November, 1853.

The first deliverance is dated the 5th day of October, 1853.

Alexander Weir Robertson, Accountant, in Edinburgh has been appointed Interim Factor; and the meeting to elect a Trustee or Trustees in succession and Commissioners, is to be held within the Rooms of Dowells and Lyon, No. 18, George-street, Edinburgh, on Friday, the 2nd day of December, 1853, at two o'clock afternoon.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 5th day of February, 1854.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JOHN MARTIN, W.S.,
32, Great King-street, Edinburgh, Agent.

THE estates of John Fraser, Merchant, in Invergordon, were sequestrated on the 19th day of November, 1853.

The first deliverance is dated 19th November, 1853.

Mr. Simon W. C. Gauld, Sheriff Clerk Depute, Invergordon, has been appointed Interim Factor on the estate.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Monday, the 5th day of December, 1853, within the Commercial Inn, Invergordon.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 19th March, 1854, provided the time fixed for payment of the first dividend shall not have been accelerated, or one month before the time fixed for payment of the first dividend, where such time shall have been accelerated.

The Lord Ordinary, when awarding sequestration,

granted a Personal Protection to the said John Fraser against Arrest or Imprisonment for Civil Debt; until the meeting of creditors for the election of a Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JOHN GALLETTLY, S.S.C., Agent.
Edinburgh, 31, London-Street,
November 19, 1853.

COURT FOR RELIEF OF INSOLVENT DEBTORS.

See Notice at the end.

The following PERSON, who, on his Petition filed in the Court, has obtained an Interim Order for protection from process, is required to appear in Court as hereinafter mentioned, at the Court-House, in Portugal-Street, Lincoln's-Inn, as follows, to be examined and dealt with according to the Statute:

On Wednesday the 7th December, 1853, at Ten o'Clock precisely, before Chief Commissioner Law.

John Thomas Sallaway, (known as John Sallaway), of Bute-street, Brompton-road, Old Brompton, Middlesex Barman at the sign of the Zeland Arms Public House, Bute-street aforesaid.

N.B.—1. Any creditor may attend and give evidence and produce witnesses. Opposition can only be made by the Creditor in person, or by Counsel appearing for him.

2. The petition and schedule, and all books, papers, and writings filed, will be produced by the proper Officer for inspection and examination until two clear days before the hearing.

3. Creditors' assignee may be chosen according to the Statute.

4. Persons indebted to the said Insolvent Debtors respectively, or having any of their effects, are to pay and deliver the same to the Official Assignee, being the Provisional Assignee of the Court, at the said Court and to no other person.

COURT FOR RELIEF OF INSOLVENT DEBTORS.

Saturday the 19th day of November, 1853.

ASSIGNEES have been appointed in the following Cases. Further particulars may be learned at the Office, in Portugal-Street, Lincoln's-Inn-Fields, on giving the number of the Case.

George Madeley, late of Foston, Derbyshire, Farming Bailiff, Insolvent, No. 10,293 C.; Thomas Bladon, Assignee.

James Wilson, late of Keswick, Crosthwaite, Cumberland, Blacksmith, Insolvent, No. 24,029 C.; John Airey, Assignee.

William Henry Butterfield late of No. 2, Belinda-cottages, Canonbury, Islington, Middlesex, Registrar of Births, &c., Insolvent, No. 59,459 T.; John Holmes Elford, Assignee.

Samuel Covel, late of Worsted, Norfolk, Farm Labourer, Insolvent, No. 77,203 C.; Alfred Sparke, Assignee.

Joseph Pitchers Hastings, late of No. 2, Howard's-building, South Deyes, Great Yarmouth, Norfolk, Ship and Boat Builder, Insolvent, No. 77,200 C.; Robert Steward and Samuel John Fill, Assignees.

James Clethro, late of Rockingham-street, Sheffield, Yorkshire, File Manufacturer, Insolvent, No. 77,163 C.; Henry Howgate, Assignee.

COURT FOR RELIEF OF INSOLVENT DEBTORS.

Saturday the 19th day of November, 1853.

ORDERS have been made, vesting in the Provisional Assignee the Estates and Effects of the following Persons :

On their own Petitions.

- Daniel Horton the elder, late of No. 18, Bingfield-street, Caledonian-road, Middlesex, out of business.—In the Debtors' Prison for London and Middlesex.
- Duncan Maclean, late of No. 49, Britannia-terrace, City-road, Middlesex, out of business.—In the Debtors' Prison for London and Middlesex.
- William Thomas Stephens, late of No. 12, Blucher-road, High-street, Camberwell, Surrey, Clerk to an Assurance Office.—In the Debtors' Prison for London and Middlesex.
- James Croft, late of the Park Tavern, South Fields, Wandsworth, Surrey, Licensed Victualler.—In the Queen's Prison.
- Joseph Bennett Hanson, late of No. 27, Upper Clifton-street, Finsbury, Middlesex, Town Traveller.—In the Debtors' Prison for London and Middlesex.
- Frederick Langloh Moore, late of No. 234, Blackfriars-road, Surrey, Wine Merchant, out of business.—In the Gaol of Surrey.
- William Mitchell, late of No. 185, Upper Thames-street, London, Tin-plate Worker.—In the Debtors' Prison for London and Middlesex.
- Richard Pridmore, late of No. 6, Trigon-terrace, Kennington, Surrey, Proprietor of the Linwood Gallery.—In the Debtors' Prison for London and Middlesex.
- John William Herbert, late of No. 4, Prospect-place, Queen's-road, Dalston, Middlesex, Grocer and Cheesemonger.—In the Debtors' Prison for London and Middlesex.
- Henry Swithen Joseph Thew, late of No. 75, George-street, Portman-square, Middlesex, Envelope Manufacturer.—In the Debtors' Prison for London and Middlesex.
- William Free Parslow, late of No. 3, Saint Andrew's-road, Newington, Surrey, Timber Dealer.—In the Gaol of Surrey.
- James Zacharies Williams, late of No. 82, Upper Stamford-street, Blackfriars, Surrey, Optician.—In the Debtors' Prison for London and Middlesex.
- John Smeed, late of No. 35, Drummond-crescent, Euston-square, Middlesex, Baker.—In the Debtors' Prison for London and Middlesex.
- James Richmond Smith, late of No. 487, New Oxford-street, Middlesex, Business Agent.—In the Debtors' Prison for London and Middlesex.
- John Rowe, late of No. 4, Caroline-villas, Maryland Point, Stratford, Essex, Auctioneer.—In the Debtors' Prison for London and Middlesex.
- John Barwise, late of No. 7, Grove-lane, Camberwell, Surrey, out of business.—In the Gaol of Surrey.
- John Newman, late of Downing-street, Farnham, Surrey, Furniture Dealer.—In the Gaol of Surrey.
- Henry Allen Duncan, late of No. 10, Brecknock-crescent, Camden New Town, Middlesex, Surgeon.—In the Queen's Prison.
- John Procter, late of Providence-place, Wakefield, Yorkshire, out of business.—In the Gaol of York.
- Thomas Poulson, late of Atworth, near Melksham, Wiltshire, Inn Keeper.—In the Gaol of Wilts.
- John Jagger, late of Tunncliffe-hill, Almondbury, near Huddersfield, Yorkshire, Farmer.—In the Gaol of York.
- John Roebuck, late of Flash House, near Holm-bridge, Holmfirth, Yorkshire, Manufacturer.—In the Gaol of York.
- Henry Puplett, late of Hattersley-street, Burnley, Lancashire, out of business.—In the Gaol of Lancaster.
- John Murray, late of No. 129, Low-street, Sunderland, near the sea, Durham, out of business.—In the Gaol of Durham.
- Edward Preston, late of Tamworth-street, Hulme, Manchester, Lancashire, out of business.—In the Gaol of Lancaster.
- Charles Duckhouse, late of Crook Hay, West Bromwich, Stafford, Laborer.—In the Gaol of Stafford.
- Richard Green, late of No. 2, Brunsvick-place, Horselydown, Surrey, Master Mariner.—In the Gaol of Maidstone.
- Robert Murrell, late of No. 7, Portland-terrace, Lower-road, Rotherhithe, Surrey, Commission Agent.—In the Gaol of Maidstone.
- John Staniforth, late of Ecclesall, near Sheffield, Yorkshire, Grinder.—In the Gaol of York.
- Daniel Genn, late of Sheffield, Yorkshire, out of business.—In the Gaol of York.
- John Haines, late of New Hincksey, Berkshire, Turnpike Toll Collector.—In the Gaol of Reading.

- Edward Horlock Mortimer, late of No. 15, Western Cottages, Brighton, Sussex, Captain in the Militia.—In the Gaol of Lewes.
- Henry Lewis, late of Stoney-street, Frome, Selwood, Somersetshire, Watch and Clock Maker.—In the Gaol of Wilton.
- Henry Alfred Dyson Main, late of the Globe Hotel, Saint Mary's-yard, Exeter, Devonshire, Commercial Traveller.—In the Gaol of Exeter.
- Thomas Jarman Herapath, late of the Old Park, Bristol, Architect and Surveyor.—In the Gaol of Bristol.
- Elizabeth Clark, late of Terrington St. Clement, Norfolk, Farmer.—In the Gaol of Norwich.
- Henry Cox, late of Farnham Royal, Buckinghamshire, Journeyman to a Wheelwright and Carpenter.—In the Gaol of Aylesbury.
- Henry Charles, late of No. 20, Hyde-street, Deptford, Kent, Carpenter and Joiner.—In the Gaol of Maidstone.
- Thomas Cummins, late of No. 66, Evelyn-street, Lower-road, Deptford, Kent, Carpenter and Joiner.—In the Gaol of Manchester.
- Thomas Badman, late of William's-court, Manchester-road, Bradford, Yorkshire, Fruiterer.—In the Gaol of York.
- George Shaw, late of Lockwood, near Huddersfield, Yorkshire, out of business.—In the Gaol of York.

COURT FOR RELIEF OF INSOLVENT DEBTORS.

See Notice at the end.

The following PRISONERS, whose Estates and Effects have been vested in the Provisional Assignee by Order of the Court, having filed their Schedules, are ordered to be brought up before the Court, as hereinafter mentioned, at the Court-House, in Portugal-Street, Lincoln's-Inn, as follows, to be dealt with according to the Statute :

On Tuesday the 6th December, 1853, at Eleven o'Clock precisely, before Mr. Commissioner Murphy.

- David Andrade, of No. 7, College Market, Newgate-street, London, having lodgings at No. 11, Southampton-street, Strand, Middlesex, Meat Salesman and Butcher, and late of No. 11, Southampton-street aforesaid, out of business.
- Stephen Barnham, formerly of No. 4, Grove-terrace, Bayswater, Provision Merchant, and late of No. 9, Sherbourne-street, Paddington, both in Middlesex, out of business.
- Thomas Jonah Joy, formerly of No. 125, Tottenham Court-road, then of No. 12, Greenland-place, Camden Town, then of No. 52, Paddington-street, then of No. 7, Vernon-terrace, Portobello-road, Notting Hill, all in Middlesex, a Pensioner in the Coast Guard Service.
- John Jefferis (sued as John Jefferies jointly with Henry Clements and Richard Pyne) late of No. 87, Cannon-street, London, Pickle Manufacturer, and Coffee House Keeper, and also carrying on business as a Pickle Manufacturer, having a warehouse at No. 111, Plumbers-row, Commercial-road East, Mile End Old Town, Middlesex, and during part of the time carrying on business as a Tea Dealer, at 87, Cannon-street aforesaid.

On Wednesday the 7th December, 1853, at Ten o'Clock precisely, before Chief Commissioner Law.

- William Richard Foster (known as William Foster, and sued as William Forster) formerly of Prussia-place, Lower Mitcham, Surrey, Carpenter, and late of Church-street, Lower Mitcham aforesaid, Carpenter and Chandler's Shop Keeper.
- Richard Pyne, formerly of No. 10, Spencer-street, Commercial-road, Saint George's in the East, Middlesex, Greengrocer, Coal and Potatoe Dealer, Broker and Furniture Dealer, afterwards of No. 117, Brook-street, Ratcliff, Middlesex, then of No. 5, Parnham-place, Ratcliff, then of No. 4, Devonport-street, Commercial-road, Ratcliff, then of No. 3, Love-lane, Shadwell, afterwards of No. 5, Brook-street, Commercial-road, Ratcliff, then of No. 5, Dorset-street, Ratcliff, then of No. 119, and late of No. 1, Brook-street, Ratcliff, all in Middlesex, Broker, Furniture Dealer, General Dealer, Business Agent, and Rent and Debt Collector.

On Thursday the 8th December, 1853, at Eleven o'Clock precisely, before Mr. Commissioner Murphy.

- Richard Butler, (sued and committed as R. Butler), late of No. 23, Market-street, Edgware-road, Paddington, Mid-

dlesex, Coachsmith and Spring Maker, carrying on business at No. 62, Market-street, Edgware-road aforesaid.

Thomas Honor, of the French Horn-yard, Holborn, Middlesex, Carman, latterly Assistant to a Carman.
Andrew Chalcraft, formerly of East-street, then and late of Downing-street, both in Farnham, Surrey, Veterinary Surgeon.

On Thursday the 8th December, 1853, at Eleven o'Clock precisely, before Mr. Commissioner Murphy.

James Croft, formerly of No. 72, Quadrant, Regent-street, then of No. 10, Gerrard-street, Soho, then of No. 3, Macclesfield-street, Soho, then of No. 5, Nassau-street, Middlesex Hospital, then of No. 11, Queen-street, Golden-square, Assistant to a Club House Keeper, then lodging at the Bull Tavern, No. 43, Great Windmill-street, Haymarket, then lodging at No. 5, Pelham-road, Brompton, then of No. 52, Poland-street, Oxford-street, then of No. 6, Pelham-villas, Brompton, then of No. 54, Princess-street, Soho, at same time carrying on business of a Coffee-shop Keeper, at No. 4, Leicester-street, Leicester-square, all in Middlesex, and late of the Park Tavern, South-fields, Wandsworth, Surrey, Licensed Victualler.

On Thursday the 8th December, 1853, at Eleven o'Clock precisely, before Mr. Commissioner Phillips.

William Thomas Stephens, sued as William Stephens, formerly of No. 37, Lambeth-street, Goodman's-fields, Whitechapel, then of Little Alie-street, Whitechapel, both in Middlesex, then of No. 13, Blucher-road, High-street, Camberwell, then and late of No. 12, Blucher-road aforesaid, Surrey, Clerk to an Assurance Office and Commission Agent.

Adjourned Hearing.

On Monday the 5th December, 1853, at Ten o'Clock precisely, before Chief Commissioner Law.

Solomon Jacobs, formerly of Flora Gardens, Camberwell, Surrey, Manager of those Gardens, afterwards of Clements-lane, Strand, Middlesex, then of Golden-buildings, Strand aforesaid, out of business, then of No. 84A, Broad Wall, New Cut, Lambeth, then of No. 69, Charlotte-terrace, New Cut, Lambeth aforesaid, both in Surrey, having a lodging at Chenies-street, Tottenham Court-road, Middlesex, China and Glass Dealer, and late of No. 14, Fitzroy-place, Henry-street, Hampstead-road, Middlesex aforesaid, out of business and employment, occasionally a Commission Agent.

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 Eleven in the Forenoon and Three in the Afternoon, two clear days before the day of hearing above mentioned, exclusive of Sunday, and exclusive both of the day of entering such notice and of the said day of hearing; but in the case of a Prisoner, for the removal of whom for hearing in the country an order has been obtained, but not carried into effect by the Creditors, notice of opposition will be sufficient if given one clear day before the day of hearing.

N.B. Entrance to the Office in Portugal-street.

2. The petition and schedule, and all books, papers, and writings filed therewith, will be produced by the proper Officer for inspection and examination until the last day for entering opposition inclusive; and copies of the petition and schedule, or such part thereof as shall be required, will be provided by the proper Officer, according to the Act 1 and 2 Vict. c. 110, sec. 105.

3. Notice to produce at the hearing any books or papers filed with the schedule must be given to the Officer having the custody thereof, within

the hours above mentioned, on any day previous to the day of hearing.

4. Opposition at the hearing can only be made by the Creditor in person, or by Counsel appearing for him.

Pursuant to the Acts for the Relief of Insolvent Debtors in England.

See Notice at the End.

The following PRISONERS, whose Estates and Effects have been vested in the Provisional Assignee by Order of the Court for Relief of Insolvent Debtors, and whose Petitions and Schedules, duly filed, have been severally referred and transmitted to the County Courts hereinafter mentioned, pursuant to the Statute in that behalf, are ordered to be brought up before the Judges of the said Courts respectively, as herein set forth, to be dealt with according to Law:

Before the Judge of the County Court of Kent, holden at Maidstone, on Tuesday the 6th day of December, 1853, at Twelve o'Clock at Noon precisely.

Arthur John Barrow (sued and committed as Arthur J. Barrow) formerly Governor of Her Majesty's Convict Ship, The York, lying in Portsmouth Harbour, Portsmouth, Hampshire, and during part of the time of Elm Cottage, Bembridge, Isle of Wight, Hampshire, then Governor of Her Majesty's Ship, The Warrior, lying off the Dockyard, Woolwich, Kent, and of Maryon House, Maryon Road, Woolwich, Kent, and then and late of Maryon House, Maryon Road aforesaid, out of business or employment.

Joseph Dove, formerly and late of Exchequer-place, Lewisham, Kent, Tailor, occasionally letting lodgings.

Richard Green, formerly of No. 2, Brunswick-place, St. John's, Horsleydown, Surrey, Master Mariner, holding the appointment of Master of the schooner Azores Packet, then of same place, out of employment, then of same place, First Officer of the Ship Oriental, then of same place, out of employment, and then and late of same place, Master Mariner, holding the appointment of Master of the Schooner Tiger.

Robert Murrell, formerly of Hull Bridge, Hockley, Essex, Farmer and Corn and Coal Merchant, then of same place, out of business and employ, then of same place, Master of The Jubilee Barge, then of St. James-crescent, Bermondsey, Surrey, Agent for James Robert Murrell, and then and late of No. 7, Portland-terrace, Rotherhithe, Surrey, Agent for the said James Robert Murrell.

Thomas Cummins, formerly and late of No. 66, Evelyn-street, Lower-road, Deptford, Kent, Carpenter and Joiner, during part of the time in co-partnership with Henry Charles, as Carpenters and Joiners.

Alexander Young, formerly and late of No. 4, Caroline-place, Lower-road, Deptford, Kent, Journeyman Coach Builder.

Henry Charles, formerly and late of No. 20, Hyde-street, Deptford, Kent, Carpenter and Joiner, during part of the time in co-partnership with Thomas Cummins, as Carpenters and Joiners.

Before the Judge of the County Court of Staffordshire, holden at Stafford, on Wednesday, the 7th day of December, 1853, at Eleven o'Clock in the Forenoon precisely.

Charles Duckhouse, late of Crook Hay, in the parish of Westbromwich, in the county of Stafford, Labourer at the Crook Hay Iron Works, Westbromwich aforesaid, previously of Bilston-street, Wolverhampton, in the said county, in no business or employment, formerly of Bilston-street, Wolverhampton aforesaid, Butcher.

Before the Judge of the County Court of Berkshire, holden at Reading, on Thursday the 8th day of December, 1853, at Ten o'Clock in the Forenoon precisely.

Alfred Plummer, late of the Rose and Thistle Yard, Northbrook-street, Newbury, in the county of Berks, Baker, Vendor of Sheep's Trotters, and Labourer, previously of Cheap-street, Newbury aforesaid, Dealer in

Ready Made Clothes, before-then of Eastbury, near Lambourne, in the county of Berks, following no trade, profession, or calling, before that of Brampton, in the county of Oxford, Grocer, and formerly of College Farm, Bampton aforesaid, Farmer.

Elizabeth Thompson, late of No. 16, Duke-street, Reading, in the county of Berks, Brush and Basket Maker and General Dealer.

John Haines, of New Hincsey, in the county of Berks, Turnpike Toll Collector and Bricklayer, previously of Wantage, in the county of Berks, Bricklayer, and from the 1st of September, 1850, to 27th January, 1852, of Haydon-lane Toll-bar, in the parish of Watford, in the county of Hertfordshire, Turnpike Toll Collector and Bricklayer.

Before the Judge of the County Court of Suffolk, holden at Ipswich, on Friday the 9th day of December, 1853, at Ten o'Clock in the Forenoon precisely.

William Ling Hicks, formerly of Cretingham, near Debenham, in the county of Suffolk, Farmer, afterwards of Cretingham aforesaid, having at the same time a Farm at Winston, near Debenham aforesaid, Farmer, and late of Cretingham aforesaid, Farmer.

Edmund Youngs, late of Ramsey, near Harwich, in the county of Essex, Lodging-house Keeper, Bricklayer, and Shopkeeper.

Before the Judge of the County Court of Kent, holden at the New Sessions-House, Dover, on the 20th day of December, 1853, at Eleven o'Clock in the Forenoon precisely.

William Henry Chidwick, late residing in Cannon-street, Dover, in the county of Kent, formerly carrying on business there as Grocer, Tea Dealer, Tobacconist, British Wine Merchant, and Foreign Fruiterer, afterwards employed to conduct a business there, for Solomon Wood.

Before the Judge of the County Court of Norfolk, holden at Norwich, on Saturday the 10th day of December, 1853,

Mary Ann Gilbert, lately lodging in Ber-street, in the parish of Saint John Sepulchre, in the city of Norwich, out of business, previously lodging at Alderson's-buildings, in the said parish of Saint John Sepulchre, Dealer in

Earthenware and Fancy Toys, formerly of the Half Moon Tavern, Market-place, in the parish of Saint Peter of Mancroft, in the said city, Licensed Victualler, before then of Little London-street, in the parish of Saint John of Maddermarket, in the said city, Dealer in Earthenware and Toys.

Robert Spinks, late of Feltwell, in the county of Norfolk, Tailor, previously of the same place, Tailor and Dealer in Toys, formerly of the same place, Tailor.

Robert Fordham, late of Blo Norton, in the county of Norfolk, Journeyman Miller, and Dealer in Bread, previously of the same place, Miller, Farmer, and Dealer in Bread and Flour.

N. B.—1. If any Creditor intends to oppose a Prisoner's discharge, notice of such intention must be given to the said Prisoner, in writing, which may be left at the Gaol two clear days before the day of hearing above mentioned, exclusive of Sunday, and exclusive both of the day of giving such notice and of the said day of hearing.

2. The petition and schedule will be produced by the proper Officer for inspection and examination at the Office of the Court in London, between the hours of Ten and Four on this notice being exhibited; and copies of the petition and schedule, or such part thereof as shall be required, will be provided by the proper Officer, according to the Act of 1st and 2nd Victoria, cap. 110, sec. 105.

N. B. Entrance to the Office in Portugal-street, Lincoln's-inn-fields.

3. The duplicates of the petitions and schedules, and all books, papers, and writings filed therewith, will be produced by the Clerks or Assistant Clerks of the said County Courts, for inspection and examination, at the Offices of the said County Courts respectively, at the Towns aforesaid, and copies of the petition and schedule, or such part thereof as shall be required, will be provided according to sec. 106 of the Act.

All Letters must be Post-paid.

Published by FRANCIS WATTS, Editor, Manager, and Publisher, of No. 1, Warwick Square, Pimlico, in the Parish of St. George, Hanover Square, at No. 45, St. Martin's Lane, in the Parish of St. Martin-in-the-Fields, both in the County of Middlesex.

Printed by THOMAS RICHARD HARRISON and THOMAS HARRISON, Printers, at their Office No. 45, St. Martin's Lane in the Parish and County aforesaid.

Tuesday, November 22, 1853.

Price One Shilling.