



The London Gazette.

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FRIDAY, NOVEMBER 25, 1853.

Lord Chamberlain's Office, November 25, 1853.

ORDERS for the Court's going into Mourning on Sunday next, the 27th instant, for Her late Majesty The Queen of Portugal and The Algarves; viz.:

The Ladies to wear black Silk, fringed or plain Linen, white Gloves, Necklaces, and Ear-rings, black or white Shoes, Fans and Tippets.

The Gentlemen to wear Black full-trimmed, fringed or plain Linen, black Swords and Buckles.

The Court to change the Mourning on Sunday the 11th of December next; viz.:

The Ladies to wear black Silk or Velvet, coloured Ribbons, Fans and Tippets, or plain white, or white and gold, or white and silver Stuffs, with black Ribbons.

The Gentlemen to wear black Coats, and black or plain white, or white and gold, or white and silver Stuff Waistcoats, full-trimmed, coloured Swords and Buckles.

And on Sunday the 18th December next, the Court to go out of Mourning.

Lord Chamberlain's Office, November 25, 1853.

NOTICE is hereby given, that the State Apartments, at Windsor Castle, will be reopened to the Public, as heretofore, on Monday next, the 28th instant.

Downing Street, November 23, 1853.

The Queen has been pleased to constitute so much of the present diocese of Cape Town, as comprises the eastern districts of the colony of the Cape of Good Hope, consisting of the divisions of Albany, Uitenhage, Port Elizabeth, Fort Beaufort, Victoria, Albert, Somerset, Graaf Reinet, Cradock, Colesberg, and Queen's Town, and all portions of that colony not comprised in these divisions, lying south of the Orange and east of the Ongars Rivers, and also the territories called or known as British Kaffraria,—to be a Bishop's See and Diocese, to be called "The Bishoprick of Graham's Town;" and Her Majesty has appointed the Reverend John Arnistrong, Doctor in Divinity, to be ordained and consecrated Bishop of the said See of Graham's Town.

Her Majesty has also been pleased to constitute so much of the present diocese of Cape Town as

comprises the district of Natal, to be a Bishop's See and Diocese, to be called, "The Bishoprick of Natal;" and Her Majesty has appointed the Reverend John William Colenso, Doctor in Divinity, to be ordained and consecrated Bishop of the said See of Natal.

Foreign-Office, November 23, 1853.

The Queen has been pleased to approve of Mr. James H. Williams, as Consul at Sydney, for the United States of America.

*Board of Trade, Whitehall,
Marine Department, 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 Notice (a translation of which is subjoined), issued by the French Government, respecting Lighthouses and Beacons, which has been transmitted by Her Majesty's Ambassador at Paris.

By order,
James Booth.

(Translation.)

Ministry of Agriculture, Commerce, and Public Works.

LIGHTS AND BEACONS.

NOTICE TO MARINERS.

Baleines New Lights (île de Ré); Portrieux Beacon (Côtes-du-Nord), and Provisional Beacons on the Cherbourg Breakwater (Manche), English Channel.

BALEINES LIGHTS.

Mariners are informed that the flashing light, eclipsed every succeeding $\frac{3}{4}$ of a minute, at present established on the "Pointe des Baleines" (île de Ré), $46^{\circ} 14' 41''$ north latitude, and $3^{\circ} 53' 57''$ west longitude (Paris), will be replaced, on the 15th of January next, by two new lights, one erected on the île de Ré, a short distance to the east of the existing light,—the other in the sea, on the shoal named "Le Haut-Banc du Nord," about $1\frac{1}{2}$ miles (French) to the north-west of the former light.

The character and positions of the new lights are as follows:—

"BALEINES" LIGHTS.

Flashing light, eclipsed every half-minute [☉ 1.], on the Pointe des Baleines (île de Ré).

Lat. 46° 14' 41" N.—Long. 3° 53' 55" W. (Paris.)

Elevation, 50 metres.—Range, 22 miles (French).

In ordinary weather the light will appear totally eclipsed only at a distance of 10 miles (French).

LIGHT ON THE "HAUT-BANC DU NORD."

Fixed light [☉ 3.].

On the shoal called the "Haut-Banc du Nord," at the distance of about 1½ miles (French) to the N.W. of the "Baleines" Light.

Lat. 46° 15' 51" N.—Long. 3° 55' 29" W. (Paris.)

Elevation, 22 metres.—Range, 15 miles (French).

Mariners should bear in mind that the dangers on the Pointe des Baleines extend to a distance of more than a mile (French) all round this latter light.

"PORTRIEUX" BEACON.

(Côtes-du-Nord.)—Fixed Red Light.

Since the 24th of June last, a small beacon, consisting of a fixed red light, has been exhibited from the Jetty of Portrieux, at a distance of about 15 metres from the extreme point.

Lat. 48° 38' 50" N.—Long. 5° 9' 40" W. (Paris.)

Elevation, 9 metres.—Range, 3 miles (French).

PROVISIONAL BEACONS ON THE CHERBOURG BREAKWATER (MANCHE), ENGLISH CHANNEL.

Since the 12th of October, a provisional beacon, consisting of a *fixed red light*, has been lighted on the west point of the Cherbourg Breakwater.

Lat. 49° 40' 29" N.—Long. 3° 59' 10" W. (Paris.)

Elevation, 12 metres.—Range, 3 miles (French).

A beacon, also provisional, of the same order as the preceding, but consisting of a *fixed green light*, erected on the east point of the said breakwater, will probably be lighted during the month of December next.

Its range will be somewhat inferior to that of the beacon on the west point.

Oct., 1853.

Board of Trade, Whitehall,

Marine Department, November, 24, 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 Stockholm, inclosing copy of a Notice issued by the Royal Maritime Board of Sweden (a translation of which is subjoined), respecting the lighthouse on the Storjungfruns, and also the lighthouse at Holmögadds.

By order,
James Booth.

(Translation.)

The Royal Board of Maritime Affairs makes known to mariners, that the Notice issued on the

4th March, concerning a change to take place in the manner of lighting the "Storjungfruns" lighthouse (viz., that from a closed coal-fire beacon, it should be made into a lantern of the 3rd class), has been carried into effect during the past summer, so that the new method of lighting might commence on the evening of the 28th of last month, and continue to be lighted during the same period as the other lighthouses of this kingdom. The lighthouse is built of granite, and "lime dashed," so as to appear white to a height of 46½ feet, where the balcony begins; and thereupon is erected a breast wall of fireproof tiles, which supports the lantern in which the lighting apparatus is fixed, and which gives, while burning, a stationary strong light at the height of 57 feet above the ground, which is 31 feet high, consequently the flame is 88 feet above the level of the sea, and lights the horizon from about N.W. to W. ½ W. N.E., and S. to S.W. ½ S. by the compass. The light should be visible from the deck of a vessel, in tolerably clear weather, at a distance of 3½ Swedish miles (sea), or 14 English minutes. The lighthouse is situate in latitude N. 61° 9' 56", and in longitude 17° 20' 15" E. from Greenwich.

As it now appears that the rebuilding of the lighthouse at Holmögadds, which was announced at the same time, cannot be ready during the present year, the announcements formerly made for its being provisionally lighted shall continue in force till next year.

Stockholm, October 7, 1853.

Board of Trade, Whitehall,
November 25, 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 French Imperial Decree, a translation of which is subjoined, reducing the duties on iron and coal imported into France.

By order,
James Booth.

TRANSLATION.

"Napoleon by the grace of God and the will of the nation, Emperor of the French, to all present and to come, our greeting.

"On the report of our Minister the Secretary of State for the Department of Agriculture, Commerce, and Public Works;

"With reference to the law of the 17th December, 1814 (Art. 34);

"And after taking the advice of our Superior Council of Commerce, Agriculture, and Industry, we have decreed and decree as follows:—

"Art. 1. The duties to be levied on the importation of foreign coal and iron are fixed as follows:—

"COAL PER 100 KILOGRAMMES.

"Coal, by Sea.—From Sables d'Olonne, exclusively, to Dunkirk, inclusively, in French vessels, 30c.; in foreign vessels, 80c.; by all other ports; in French vessels, 15c.; in foreign vessels, 65c.

"Coal, by Land.—From the sea to Halluin, exclusively, 30c.; by all other ports, the existing duties.

"Coke.—One half above the duties on coal.

"Coal ashes.—The existing duties.

"IRON PER 100 KILOGRAMMES.

"Pig iron, weighing 15 kilogrammes or more, by sea, in French vessels, 5f.; in foreign vessels,

5f. 50c.; ditto, by land, from Blanc Misseron inclusively to Montgenevre exclusively, from the adjacent countries, 4f.; from all other places, 5f.

"In bars (etiré), without regard to the mode of fabrication, in French vessels and by land, flat bars of 458 millimetres and more, the length multiplied by the thickness, 12f.; 213 millimetres inclusive to 458 millimetres exclusive, 14f.; less than 213 millimetres, same thickness, ditto, 16f. In square bars of 22 millimetres and more on each side, 12f.; 15 millimetres inclusive to 22 millimetres exclusive, ditto, 14f.; less than 15 millimetres, ditto, 16f. In round bars of 15 millimetres and more in diameter, 14f.; less than 15 millimetres, ditto, 16f. By foreign vessels, the above duties and one tenth more.

"In Rails.—Same duties as those on bar iron, according to their dimensions.

"In plates, or *laminé-noir-tôle*.—In French vessels, 25f.; in foreign vessels and by land, 27f. 50c.

"Steel in bars, cast or wrought.—In French vessels, 40f.; in foreign vessels and by land, 44f.

Art. 2.—From the 1st of January, 1855, the duty on iron shall be levied according to the following table:—

"Raw pigs, weighing 15 kilogrammes and more, per 100 kilogrammes, by sea, in French vessels, 4f.; in foreign vessels, 4f. 40c.; ditto, by land, 4f.

"Bars, without regard to the mode of fabrication, in French vessels, and by land, in flat bars of 458 millimetres and more, the length multiplied by the thickness, 10f.; 213 millimetres inclusively to 458 millimetres exclusively, 12f.; less than 213 millimetres, ditto, 14f. In square bars of 22 millimetres and more on each side, 10f.; 15 millimetres inclusively to 22 millimetres exclusively, 12f.; less than 15 millimetres, ditto, 14f. In round bars of 15 millimetres and more in diameter, 12f.; less than 15 millimetres, ditto, 14f.

"The same by foreign vessels—the above duties and one-tenth more.

"Iron in Rails—the same duties as on bar iron, according to their dimensions.

"Iron Plates.—In French vessels, 20f.; in foreign vessels, and by land, 22f.

"Steel in bars, cast or wrought.—In French vessels, 30f.; in foreign vessels, and by land, 33f.

Art. 3. The laws, decrees, and ordinances which are not opposed to the present decree remain in full force.

Art. 4. Our Minister of Agriculture, of Commerce, and Public Works, and our Minister of Finance, in their respective departments, are intrusted with the execution of this decree.

Done at the Palace of Fontainebleau, on the 22nd of November, 1853.

"NAPOLEON.

"Countersigned by the Minister Secretary of State for the Department of Agriculture, Commerce, and Public Works.

"P. MAGNE."

War-Office, 25th November, 1853.

2nd Regiment of Life Guards, Lieutenant Fountain Hogge to be Captain, by purchase, vice Honourable Cornwallis Maude, who retires. Dated 25th November, 1853.

Cornet and Sub-Lieutenant Augustus Savill Lumley to be Lieutenant, by purchase, vice Hogge. Dated 25th November, 1853.

2nd Dragoon Guards, Cornet George Bushman (Riding Master) to be Lieutenant, by purchase, vice Howell, who retires. Dated 25th November, 1853.

4th Dragoon Guards, George Alexander Muttelbury, Gent., to be Cornet, by purchase. Dated 25th November, 1853.

Cornet Daniel Peplow Webb to be Adjutant, vice Mullin, who resigns the Adjutancy. Dated 25th November, 1853.

2nd Dragoons, Ensign Andrew Smythe Montague Browne, from the 56th Foot, to be Cornet, paying the difference, vice Prentis, promoted. Dated 25th November, 1853.

1st or Grenadier Regiment of Foot Guards.

The undermentioned officers have been permitted to retire from the service by the sale of their Commissions, viz:

Ensign and Lieutenants.

Charles Pierrepont Lane Fox. Dated 25th November, 1853.

William Rumbold. Dated 25th November, 1853.

Charles Braudling. Dated 25th November, 1853.

5th Foot, Assistant-Surgeon Thomas Ravenscroft Whitty, from the Staff, to be Assistant-Surgeon, vice Hanley, appointed to the Staff. Dated 25th November, 1853.

13th Foot, Lieutenant Robert Peel to be Captain, by purchase, vice Nicol, who retires. Dated 25th November, 1853.

Ensign Charles Poore Long to be Lieutenant, by purchase, vice Peel. Dated 25th November, 1853.

Henry Edward Hall, Gent., to be Ensign, by purchase, vice Long. Dated 25th November, 1853.

34th Foot, Lieutenant John Peel to be Captain, by purchase, vice Sitwell, who retires. Dated 25th November, 1853.

Francis Richard Hurt to be Lieutenant, by purchase, vice Peel. Dated 25th November, 1853.

Francis Peel, Gent., to be Ensign, by purchase, vice Hurt. Dated 25th November, 1853.

47th Foot, First Lieutenant Jasper Lucas, from the 87th Foot, to be Lieutenant, vice Roberts, who exchanges. Dated 25th November, 1853.

51st Foot, Ensign William Agg to be Lieutenant, without purchase, vice Pilmer, deceased. Dated 19th May, 1853.

56th Foot, Havilland John De Carteret, Gent., to be Ensign, by purchase, vice Browne, appointed to the 2nd Dragoons. Dated 25th November, 1853.

61st Foot, Captain Robert Hunt, from the Ceylon Rifle Regiment, to be Captain, vice Grant, appointed Paymaster. Dated 25th November, 1853.

Captain Andrew Grant to be Paymaster, vice Toole, deceased. Dated 25th November, 1853.

65th Foot, Lieutenant and Adjutant Richard Bulkeley Twyford Thelwall to be Captain, by purchase, vice Barnard, who retires. Dated 25th November, 1853.

Ensign Frederic Stansfield Herries to be Lieutenant, by purchase, vice Thelwall. Dated 25th November, 1853.

Edmund Jacob Whitbread, Gent., to be Ensign, by purchase, vice Herries. Dated 25th November, 1853.

Lieutenant Thomas George Strange to be Adjutant, vice Thelwall, promoted. Dated 25th November, 1853.

80th Foot, Ensign Garnet Joseph Wolseley to be Lieutenant, without purchase, vice Montgomerie, deceased. Dated 16th May, 1853.

87th Foot, Lieutenant Thomas Law Roberts, from the 47th Foot, to be Lieutenant, vice Lucas, who exchanges. Dated 25th November, 1853.

95th Foot, Captain John Christopher Minnitt, from the Royal Canadian Rifle Regiment, to be Captain, vice Seton, who exchanges. Dated 25th November, 1853.

Royal Canadian Rifle Regiment, Captain George Seton, from the 95th Foot, to be Captain, vice Minnitt, who exchanges. Dated 25th November, 1853.

HOSPITAL STAFF.

Assistant-Surgeon Dudley Hanley, M.D., from the 5th Foot, to be Assistant-Surgeon to the Forces, vice Whitty, appointed to the 5th Foot. Dated 25th November, 1853.

MEMORANDUM.

The removal of Lieutenant Augustus Applewhaite, from the 23rd to the 15th Foot, as stated in the Gazette of the 11th November, 1853, has been cancelled.

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

Christopher Bramwell, Esq., to be Deputy Lieutenant. Dated 17th November, 1853.

Richard Lawrence Pemberton, Esq., to be Deputy Lieutenant. Dated 17th November, 1853.

Commission signed by the Lord Lieutenant of the Tower Hamlets.

King's Own Light Infantry Regiment of Militia. George Fuller Howes to be Ensign.

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

North Salopian Regiment of Yeomanry Cavalry.

The Honourable Rowland Clegg Hill to be Cornet, vice Andrew G. Corbet, Esq., resigned. Dated 22nd November, 1853.

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

Carmarthenshire Regiment of Militia.

James William Bowen Thomas, Gent., to be First Lieutenant, vice Powell, resigned.

Lewis Evans, Gent., to be Second Lieutenant, vice George, resigned.

John Thirlwall, Gent., to be Second Lieutenant, vice Thomas, resigned.

CHARITY COMMISSION. November, 1853.

WITH the view of insuring the regular keeping and delivery of the accounts of charities according to the provisions of "The Charitable Trusts Act, 1853," the Charity Commissioners for England and Wales request the particular attention of all trustees, and other persons acting in the administration of charities, to the following section of the Act:—

16 and 17 Vic., c. 137.

SEC. 61. "The trustees or persons acting in the administration of every charity shall in books to be kept by them for that purpose, regularly enter or cause to be entered full and true accounts of all

money received and paid respectively on account of such charity,

"And on or before the twenty-fifth day of March in every year, or on or before such other day as shall or may be fixed and appointed for that purpose by the said Board, shall cause a statement in writing to be made of the income and revenues, whether actually paid or then due, and the actual receipts and expenditure of such charity for the year ending on the thirty-first day of December then next preceding, or on some other convenient day to be fixed and appointed for that purpose by the said Board, and also a balance-sheet containing a clear statement of the balance of such account, which statement and balance-sheet respectively shall be certified under the hand of some one or more of such trustees or persons (and audited by the auditor of such charity, if any there be),

"And as to every charity whose gross annual income for the time being shall not exceed thirty pounds, every such statement and balance-sheet respectively, or a duplicate or true copy thereof respectively, shall be delivered or sent by such trustees or persons free of charge to the Clerk of the County Court, or some one of the County Courts (if more than one) to whose jurisdiction such charity may be subject under this Act (in case such charity be subject to the jurisdiction of any County Court under this Act), or if such charity be not subject to the jurisdiction of any County Court, then to the Clerk of the County Court for the district or any one of the districts (if more than one) wherein or nearest adjoining whereto, such charity is established, or the property thereof (in whole or in part) is situate or administered and distributed,

"And as to every charity whose gross annual income for the time being shall exceed thirty pounds, every such statement and balance-sheet, or a duplicate or true copy thereof respectively (unless the said Board shall otherwise direct), shall be delivered or sent free of charge to the Clerk of the Peace for the county or the division of the county, or some one of the counties or divisions of counties (if more than one) in which the charity is established, or the property thereof is wholly or partially situated or administered and distributed,

"And every such statement and balance-sheet, or a duplicate or true copy thereof respectively, shall be kept and registered without fee or reward by the Registrar of County Court Judgments, or the Clerk of such County Court, and the Clerk of the Peace of such county, or division respectively, and shall be open to the inspection of all persons, at all seasonable hours, on payment of the sum of one shilling to the registrar or clerk for every such inspection; and any person may require and have a copy of any such statement and balance-sheet, or of any part thereof, paying therefor to such registrar or clerk, after the rate of twopence for every seventy-two words or figures,

"And a duplicate or copy of every such statement and balance-sheet to be made according to the foregoing provision, so certified and audited as aforesaid, shall be delivered or transmitted through the Post, or otherwise, free of charge, by such trustees or other persons, to the said Board, on or before the said twenty-fifth day of March in every year, or such other day as may be fixed and appointed by the said Board as aforesaid,

"And the said Board may from time to time by any order direct that the statement and balance-sheet, or a duplicate or true copy thereof respectively, of the accounts of any charity whose gross annual income exceeds thirty pounds shall be delivered, or sent to the Clerk of the County Court

in the same manner, as if the income of such charity did not exceed thirty pounds;

"And the said Board may make and give such further and other orders and directions in relation to the delivery and publication of such accounts, and the form thereof, as they may think fit, which directions and orders shall be obligatory on and obeyed by all such trustees and persons as aforesaid."

*Inland Revenue, 27, Norfolk Street, Strand,
November 27, 1853.*

"THAT an additional Warehouse, belonging to Mr. James Hartley, situate at Dublin Wharf, Lower East Smithfield, in the county of Middlesex, be approved as a General Warehouse, for the deposit therein of British Spirits, under the provisions of the Act, 11 and 12 Victoria, cap. 122."

J. Johnson, Storekeeper.

THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR.

The Produce of the British Possessions in AMERICA, Computed from the RETURNS made in the Week ending the 22nd day of November, 1853.

Is Twenty-three Shillings and Eight Pence Halfpenny per Hundred Weight;

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

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

THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR.

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

Is Twenty-five Shillings and Four Pence Halfpenny per Hundred Weight;

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

Computed as above, and Exclusive of Duty,

Is Twenty-four Shillings and One Farthing per Hundred Weight.

By Authority of Parliament.

HENRY BICKNELL,
Clerk of the Grocers' Company.

Grocers'-Hall, November 25, 1853.

York, Newcastle, and Berwick Railway.
(Additional Powers for Construction of Docks at Jarrow Slake, and Branch Railway thereto Agreement with Dean and Chapter of Durham as to appropriation of part of money payable to them; Increase of Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to alter, amend, 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; 9th and 10th 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 it is proposed by the said intended Act to

confer upon the York, Newcastle, and Berwick Railway Company, further and additional powers for the construction and maintenance of, and to authorise and empower the said Company to construct and maintain a dock, or docks, with all suitable and necessary piers, walls, locks, gates, bridges, arches, quays, landing-places, avenues, approaches, wharfs, depots, warehouses, buildings, staiths, timber ponds, reservoirs, works, and conveniences, at and near to Jarrow Slake, upon or within the River Tyne, and the lands adjoining the same; which said dock or docks, approaches, and works, or some of them, will extend or pass to, from, through, or into, or be made and maintained within the parishes, townships, and extra-parochial places following, or some of them; that is to say: Jarrow, Saint Hilda, Holy Trinity, South Shields, and Westoe, otherwise Wyvestoe, all in the county of Durham, and Saint Nicholas, in the borough and county of Newcastle-upon-Tyne.

And also to make and maintain a railway or railways from and out of that part of the York, Newcastle and Berwick Railway which is called or known as the South Shields branch of the Brandling Junction Railway, commencing at or near a point where the same branch railway crosses a lane or road called the Green-lane, in the township of Harton, and parishes of Jarrow, Saint Hilda, and Holy Trinity, or one of them, in the county of Durham, 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: Monkwearmouth, South Shields, Fulwell, Jarrow, Harton, Saint Hilda, Holy Trinity, Westoe, otherwise Wyvestoe, and Saint Nicholas, all in the said county of Durham, and Saint Nicholas, in the borough and county of Newcastle-upon-Tyne, and terminating in various lines of approach to and at or near the south and west sides of the said proposed docks in Jarrow Slake, in the said township of Westoe, otherwise Wyvestoe, and parishes of Saint Hilda, Holy Trinity, Jarrow, and Saint Nicholas, or some or one of them, with all proper and necessary works and conveniences connected therewith.

And it is also proposed by the said intended Act to authorise the York, Newcastle, and Berwick Railway Company to raise a further sum of money for the purposes of the said intended docks, railways, and works, and for the general purposes of their undertaking, by the creation of shares, with or without a preference or priority in the payment of dividends or other special advantages attached thereto, or by mortgage, or by both of such means, and to apply to such purposes any part of the corporate funds of the Company as they shall think fit.

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, railways, and tram-roads within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up for the purposes of such proposed docks, railways, and other works respectively.

And also to take water from the River Tyne and from the Dean Burn, for the use of the said docks.

And also to take powers for the purchase by compulsion or otherwise of lands and houses, for the purposes of the said intended docks, 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 docks, railways, and works, and to confer other rights and privileges; and also to enable the said Company to levy and collect tonnage and other rates, tolls, dues, and duties, for or in respect of the use of the said intended docks, railways, wharfs, quays, and works, and for the deposit of ballast and other materials, and to confer such exemptions from the payment of such tolls, rates, dues, and duties as may be thought expedient.

And it is also proposed by the said intended Act to empower the Company to appropriate and set apart any particular portion or portions of the said intended docks, and of the quays, wharfs, and shipping places thereof, and the use of the cranes, drops, spouts, and machinery for the time being erected thereon, or belonging thereto; and also of the sidings and standage places or lines of railway used as such, leading to such cranes, drops, spouts, and shipping places, for the purpose of shipping the coals of and from any particular colliery or collieries exclusively, or otherwise; and also to enter into all necessary contracts or agreements with the owners, lessees, or occupiers of such colliery or collieries with reference thereto, and to the conveyance upon the lines of railway belonging to the said Company of coals, minerals, and other articles and things passing to or from such colliery or collieries, or any other colliery or collieries, from or to the said intended docks and works; and to enable such owners, lessees, and occupiers to make and enter into such contracts and agreements.

And also to enable the Company to grant leases, and to enter into agreements for leases for terms of years of any of the lands belonging to them, or which may be acquired by them under the powers of the said recited Acts, or the said intended Act.

And it is also proposed to enable the Company, with the consent of the Dean and Chapter of the cathedral church of Durham, and also the said Dean and Chapter, to appropriate out of the money arising from the sale of the land required from the said Dean and Chapter, for the purposes of the said intended docks and railways, any sum not exceeding £5,000 towards the erection and endowment of a church at or near the said intended docks and works, and to enable the said Company to grant or sell, and the said Dean and Chapter or others to purchase, take, and hold a site for such church, and for a parsonage house, with suitable offices and grounds attached thereto.

And notice is hereby further given, that, on or before the 30th day of November instant, duplicate maps, plans, and sections of the said intended docks, railways, and works, together with books 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 county of Durham, at his office in the city of Durham, and with the Clerk of the Peace for the borough and county of Newcastle-upon-Tyne, at his office in the same borough and county; and that on or before the said 30th day of November instant, a copy of so much of the said maps, plans, sections, and books of reference as relates to each parish or extra-parochial place in or through which the said intended docks, 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 adjoining parish, 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.

Kingswood District of Turnpike Roads.

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

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, for an Act to continue for a further term of years, and to alter, amend, extend, and enlarge 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 Fourth, intituled "An Act for making and maintaining a turnpike road, from Wootton-under-Edge, through Kingswood to Wickwar, and branch roads therefrom, all in the counties of Gloucester and Wilts," and that powers will be applied for in the said intended Act to levy tolls, rates, and duties on the said district of roads, and to alter or vary existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from payments of tolls, rates and duties and to confer, vary, or extinguish other rights and privileges.

And notice is hereby also given, that provisions will, or may be made in the said intended Act, with respect to the adjustment, settlement, reduction, payment, and discharge of the mortgage debts of the said trust, and the interest due, or hereafter to accrue, in respect thereof, and otherwise with respect to the debts of the said trust, and the rights and powers of the mortgagees, and creditors thereof; and that printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December, now next ensuing.

Dated this tenth day of November, 1853.

John Vizard, Clerk to the Trustees.

The Commissioners for the Exhibition of 1851.

(Power to make Roads between Kensington Gore and Old Brompton; to take Lands and Houses compulsorily, and to close Highways; to exempt Buildings of the Commissioners from the Metropolitan Building 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 for the following, or some of the following, purposes (that is to say):—1. To enable the Commissioners for the Exhibition of 1851, or the said Commissioners and Mr. William Jackson (lessee of the Earl of Harrington), to make and maintain the following public carriage roads, that is to say: (1) A public carriage road, commencing at Kensington Gore, from and out of the road running from Kensington to Knightsbridge, commonly called the Kensington-road, at a point thirty-seven yards or thereabouts to the west of Gore-lane, otherwise Park-lane, and terminating at or near certain almshouses, commonly called Methwold's, or Brompton Almshouses, in Old Brompton, which said road will pass through the parishes, townships, and extra-parochial or other places of Kensington, St. Margaret's, Westminster, and Brompton, in the county of Middlesex, some or one of them; (2) a public carriage road, commencing from and out of the said intended road firstly before described, at a point 293 yards, or thereabouts, south of the Kensington-road aforesaid, and terminating in the road leading from the Kensington-road aforesaid to Hereford-square, commonly called the Gloucester-

ter-road, at a point 350 yards or thereabouts, south of the Kensington-road aforesaid, and passing through the parishes, townships, extra-parochial, or other places aforesaid or some or one of them; (3) a public carriage road, commencing from and out of the Gloucester-road aforesaid, at Cromwell-row, in the said parish of Kensington, and terminating in the road leading from Knightsbridge to Fulham, called the Brompton-road, near to the Church of the Holy Trinity, Brompton, and passing through the parishes, townships, or extra-parochial or other places aforesaid, or some or one of them. 2. To enable the said Commissioners to purchase by compulsion or agreement such lands or houses as may be requisite for the purposes aforesaid, or as the said Commissioners may require for carrying out the objects mentioned in the several letters patent under which they are constituted, and to vary and extinguish all rights and privileges connected with such lands or houses. 3. To authorise the said Commissioners, on the completion of the roads firstly and thirdly hereinbefore described, to stop up the said lane or pathway called Gore-lane, otherwise Park-lane, and a certain other pathway in continuation thereof, called Brompton Park-lane, which communicate between the Kensington-road aforesaid and Old Brompton, and a certain pathway leading from Gloucester-road aforesaid, at a point 370 yards, or thereabouts, to the south of the Kensington-road aforesaid, and running from thence in a straight line to Methwold's, or Brompton Almshouses aforesaid, and to vest the soil of the said lanes and pathways in the said Commissioners, or in the owners of the lands through which the same respectively pass, which said lanes and pathways are situate in the parishes, townships, extra-parochial, or other places aforesaid, or some or one of them. 4. To enable the said Commissioners to make such alterations in the levels, drains and sewerage, subways, roads, footways, and pavements of the streets and lands surrounding or in the neighbourhood of the property of the said Commissioners, or of such lands as they may acquire

as aforesaid as may require alteration. 5. To exempt the said Commissioners, and all the buildings of the said Commissioners, from the operation of the Acts of 7 and 8 Vict., cap. 84, for regulating the construction and size of buildings in the metropolis and neighbourhood: and 9 and 10 Vict., cap. 5, for the amendment thereof, and to amend the said last-mentioned Acts. 6. To give to the said Commissioners all other such powers and provisions as may be necessary or desirable for carrying into effect all or any of the purposes aforesaid, and to vary or extinguish other rights and privileges. 7. To incorporate with the said intended Act the provisions of the Lands Clauses Consolidation Act, 1845. Plans and sections in duplicate, describing the line or situation of the said intended roads, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees and reputed lessees, and occupiers of the lands and houses required for the same, 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 said county of Middlesex, at the Sessions-house, Clerkenwell, in the said county of Middlesex, and at the office of the Clerk of the Peace for the city and liberty of Westminster, at the Sessions-house aforesaid; and on or before the same 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each of the said parishes will be deposited with the parish clerk thereof, or, in case of an extra-parochial place, with the parish clerk of some parish immediately adjoining thereto. 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 15th day of November, 1853.

Solicitor to the Treasury.

Fladgate, Clarke, and Finch, Agents to the Solicitor to the Treasury, Solicitors for the Bill.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Saturday the 19th day of November, 1853.

ISSUE DEPARTMENT.

	£.		£.
Notes issued	29,150,715	Government Debt	11,015,100
		Other Securities	2,984,900
		Gold Coin and Bullion	15,150,715
		Silver Bullion	—
	<u>£29,150,715</u>		<u>£29,150,715</u>

Dated the 24th day of November, 1853.

M. Marshall, Chief Cashier.

BANKING DEPARTMENT.

	£.		£.
Proprietors' Capital	14,553,000	Government Securities (including	
Rest	3,217,322	Dead Weight Annuity)	12,477,425
Public Deposits (including Ex-		Other Securities	15,989,650
chequer, Savings' Banks, Com-		Notes	7,559,980
missioners of National Debt, and		Gold and Silver Coin	668,642
Dividend Accounts)	6,034,154		
Other Deposits	11,632,208		
Seven Day and other Bills	1,259,013		
	<u>£36,695,697</u>		<u>£36,695,697</u>

Dated the 24th day of November, 1853.

M. Marshall, Chief Cashier.

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

Received in the Week ended November 19, 1853.	WHEAT.						BARLEY.						OATS.						RYE.						BEANS.						PEAS.					
	Quantities.		Price.				Quantities.		Price.				Quantities.		Price.				Quantities.		Price.				Quantities.		Price.				Quantities.		Price.			
	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	
London	1312	0	5002	15	7	2351	0	6183	0	3	2603	0	3596	19	2	49	0	110	13	6	408	0	981	19	3	198	0	603	9	3						
Uxbridge	467	6	1771	8	6	151	0	303	11	6	88	0	116	2	6	—	—	—	—	—	14	0	32	19	0	4	0	10	8	0						
Chelmsford	1318	5	4989	11	6	1348	7	3134	18	3	37	0	49	6	0	—	—	—	—	257	4	574	5	0	118	6	296	12	0							
Colchester	578	6	2166	10	9	1629	7	3412	18	1	59	0	75	7	0	—	—	—	—	39	2	91	15	6	65	2	156	9	6							
Romford	607	0	2114	5	4	292	0	646	18	0	24	0	33	18	6	7	0	14	14	0	—	—	—	—	—	3	0	7	4	0						
Chipping Ongar	22	4	80	5	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Saffron Walden	381	5	1374	9	4	678	0	1481	15	1	37	0	44	18	0	—	—	—	—	—	—	—	—	—	—	7	0	16	2	0						
Braintree	576	1	1794	14	7	628	2	1367	7	10	34	0	41	8	0	—	—	—	—	—	109	4	222	0	4	56	4	133	15	6						
Hertford	230	7	821	12	6	2059	1	4586	15	7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Boston	454	3	1661	10	0	1025	0	2279	2	0	75	0	90	0	0	—	—	—	—	—	15	0	39	0	0	4	0	10	4	0						
Bishop Stortford	301	7	1023	4	6	3702	1	8589	15	10	48	4	63	3	0	—	—	—	—	—	7	0	15	15	0	—	—	—	—	—	—	—	—	—	—	
St. Albans	116	2	427	13	6	172	4	369	3	0	27	6	36	5	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hemel Hempstead	76	7	288	2	6	72	0	148	5	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hitchin	303	1	1133	5	0	1593	2	3568	18	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Aylesbury	49	4	183	15	0	438	0	893	3	0	15	0	18	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Buckingham	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
High Wycombe	186	0	713	12	6	605	4	1245	4	6	9	0	10	13	9	—	—	—	—	—	4	4	12	4	6	—	—	—	—	—	—	—	—	—	—	
Newport Pagnel	20	0	72	0	0	125	0	234	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Oxford	103	0	377	9	0	1055	0	2157	9	0	70	0	94	17	0	—	—	—	—	—	100	0	243	1	6	28	0	83	10	0						
Banbury	160	6	562	3	8	40	0	78	5	0	90	0	106	0	0	—	—	—	—	—	6	6	19	11	6	12	0	32	0	0						
Henley	208	3	784	16	9	363	0	757	15	0	107	0	129	14	6	—	—	—	—	—	7	0	14	14	0	—	—	—	—	—	—	—	—	—	—	
Witney	49	4	188	9	0	183	0	366	15	6	5	4	7	8	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Chipping Norton	42	0	145	9	4	397	0	796	12	6	10	0	12	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Warminster	617	4	2041	11	0	1646	2	3402	3	6	—	—	—	—	—	—	—	—	—	—	6	4	18	7	0	—	—	—	—	—	—	—	—	—	—	
Swindon	218	4	628	1	0	403	0	820	15	0	—	—	—	—	—	—	—	—	—	—	24	4	65	2	0	—	—	—	—	—	—	—	—	—	—	
Devizes	532	0	1780	9	6	682	0	1417	6	0	14	0	16	2	0	—	—	—	—	—	2	0	4	0	0	—	—	—	—	—	—	—	—	—	—	
Salisbury	390	4	1357	19	0	734	0	1507	13	6	—	—	—	—	—	—	—	—	—	—	28	0	74	7	0	—	—	—	—	—	—	—	—	—	—	
Troubridge	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Chippenham	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Windsor	46	0	167	6	0	117	0	265	19	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Reading	831	2	3166	17	0	674	4	1388	17	0	20	0	28	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Abingdon	233	4	861	0	6	267	4	546	0	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Maidenhead	75	0	348	0	0	480	4	1067	7	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

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Received in the Week ending November 19, 1853.		WHEAT.			BARLEY.			OATS.			RYE.			BEANS.			PEAS.															
		MARKETS.		Quantities.		Price.		Quantities.		Price.		Quantities.		Price.		Quantities.		Price.		Quantities.		Price.										
		Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.						
No. 21497. B	Newbury	672	4	2481	15	6	1127	4	2225	15	0	86	0	118	9	0	—	—	—	—	—	53	0	151	6	0	1	0	2	4	0	
	Wallingford	243	0	831	12	6	568	0	1253	18	9	99	0	131	8	0	—	—	—	—	—	19	0	47	5	0	—	—	—	—		
	Guildford	78	0	308	4	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	Croydon	119	0	434	6	0	54	0	116	2	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	Kingston	94	0	348	16	0	65	4	145	10	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	Dorking	71	4	287	8	6	61	0	128	18	0	5	0	7	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	Maidstone	120	0	454	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10	0	24	0	0	—	—	—	—	—	
	Canterbury	896	0	3369	1	0	714	0	1494	6	0	21	0	30	1	0	—	—	—	—	—	52	0	114	10	0	26	0	67	16	0	
	Dartford	69	0	263	13	6	61	0	138	4	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	Chatham & Rochester	15	0	54	0	0	174	4	377	2	6	27	2	35	12	3	—	—	—	—	—	55	0	120	11	0	—	—	—	—	—	
	Dover	142	0	537	1	0	29	4	56	11	6	10	0	12	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	Gravesend	145	4	555	17	6	31	0	61	1	0	—	—	—	—	—	—	—	—	—	—	29	0	56	13	0	17	0	65	10	0	
	Ashford	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	Chichester	152	0	558	12	0	139	0	276	19	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	Lewes	110	4	426	10	6	114	0	246	8	0	80	0	100	0	0	—	—	—	—	—	18	5	45	1	3	—	—	—	—	—	
	Rye	22	0	85	8	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	Brighton	—	—	—	—	—	—	—	—	—	—	110	0	143	15	0	—	—	—	—	—	—	15	0	33	10	0	—	—	—	—	—
	East Grinstead	47	0	177	4	0	10	0	17	0	0	20	0	22	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	Battle	80	0	297	0	0	35	0	47	15	0	20	0	26	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	Arundel	143	4	533	8	0	—	—	—	—	—	20	0	25	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	Hastings	—	—	—	—	—	8	0	16	0	0	40	0	50	0	0	—	—	—	—	—	10	0	20	0	0	10	0	22	10	0	
	Midhurst	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	Shoreham	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	Winchester	289	4	1015	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	Andover	405	0	1494	4	0	208	0	378	7	0	10	0	12	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	Basingstoke	550	4	2016	16	0	362	0	718	2	9	144	4	173	5	9	—	—	—	—	—	73	0	186	8	0	3	0	7	1	0	
	Fareham	69	4	250	5	0	300	0	575	1	0	20	0	23	10	0	—	—	—	—	—	11	0	27	7	0	—	—	—	—	—	
	Havant	30	0	109	15	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Newport	25	1	88	15	9	283	4	561	9	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Ringwood	41	0	139	8	0	140	0	272	0	0	—	—	—	—	—	—	—	—	—	—	26	0	57	12	0	10	0	25	0	0		
Southampton	23	4	84	12	0	10	0	17	15	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Portsmouth	—	—	—	—	—	102	4	213	1	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Christchurch	—	—	—	—	—	35	0	68	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Blandford	157	0	532	7	0	316	0	616	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Bridport	106	0	371	6	0	224	0	460	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Dorchester	251	0	846	10	0	582	0	1144	10	6	70	0	96	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Sherborne	21	0	75	12	0	72	0	145	16	0	20	0	27	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Shaftesbury	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		

Received in the Week ended
November 19, 1853.

MARKETS.	WHEAT.			BARLEY.			OATS.			RYE.			BEANS.			PEAS.		
	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.
	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.
Wareham.....	43	0	146 1 6	114	0	235 12 0	—	—	—	—	—	—	—	—	—	—	—	—
Poole.....	—	—	—	47	4	91 5 6	—	—	—	—	—	—	—	—	—	—	—	—
Exeter.....	129	1	457 1 9	107	4	219 8 4	—	—	—	—	—	—	—	—	—	—	—	—
Barnstaple.....	21	3	77 1 0	176	2	332 9 7	—	—	—	—	—	—	—	—	—	—	—	—
Plymouth.....	36	0	127 16 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Totness.....	12	4	44 10 0	92	4	169 15 0	—	—	—	—	—	—	—	—	—	—	—	—
Tavistock.....	56	0	206 16 9	103	0	183 16 0	119	0	143 3 0	—	—	—	—	—	—	—	—	—
Kingsbridge.....	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Oakhampton.....	13	6	47 0 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tiverton.....	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Honiton.....	44	1	157 15 3	7	7	14 10 2	106	2	128 6 8	—	—	—	—	—	—	—	—	—
Truro.....	45	0	157 9 6	71	2	125 16 6	7	4	9 5 0	—	—	—	—	—	—	—	—	—
Bodmin.....	80	4	313 13 10	126	3	222 15 6	36	3	46 1 8	—	—	—	—	—	—	—	—	—
Launceston.....	80	4	287 13 6	11	4	20 2 6	55	4	64 0 0	—	—	—	—	—	—	—	—	—
Redruth.....	—	—	—	303	3	527 19 0	—	—	—	—	—	—	—	—	—	—	—	—
Helstone.....	101	2	371 5 0	26	2	45 10 0	—	—	—	—	—	—	—	—	—	—	—	—
St. Austell.....	42	0	158 9 0	51	0	87 19 0	5	2	7 0 0	—	—	—	—	—	—	—	—	—
Falmouth.....	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Callington.....	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Liskeard.....	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Columb.....	71	2	259 0 0	7	4	13 5 0	—	—	—	—	—	—	—	—	—	—	—	—
Bristol.....	316	0	1035 18 0	933	5	1979 13 9	282	4	349 18 6	—	—	—	75	0	172 5 9	31	0	105 8 0
Taunton.....	298	0	1059 17 2	227	0	417 4 0	—	—	—	—	—	—	—	—	—	—	—	—
Wells.....	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bridgewater.....	93	6	328 10 3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Frome.....	3	0	10 10 0	—	—	—	—	—	—	—	—	—	3	4	10 10 0	—	—	—
Chard.....	230	0	798 7 4	72	4	127 10 0	58	0	67 9 10	—	—	—	9	6	20 19 3	—	—	—
Somerton.....	392	7	1325 15 9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shepton Mallett.....	—	—	—	101	4	216 6 6	—	—	—	—	—	—	—	—	—	—	—	—
Wellington.....	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wiveliscomb.....	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Monmouth.....	40	5	143 15 0	10	0	19 0 0	—	—	—	—	—	—	—	—	—	—	—	—
Abergavenny.....	28	7	109 5 5	71	7	152 2 8	—	—	—	—	—	—	—	—	—	—	—	—
Chepstow.....	49	5	168 16 6	79	3	160 5 0	—	—	—	—	—	—	—	—	—	—	—	—
Pontipool.....	35	4	126 12 4	27	0	55 16 0	—	—	—	—	—	—	—	—	—	—	—	—
Newport.....	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Gloucester.....	50	4	172 19 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cirencester.....	780	0	2550 4 6	885	0	1720 19 0	130	0	172 0 0	—	—	—	Incor rect.	—	—	—	—	—

Received in the Week ended November 19, 1853.		WHEAT.			BARLEY.			OATS.			RYE.			BEANS.			PEAS.				
MARKETS.		Quantities.		Price.			Quantities.		Price.			Quantities.		Price.			Quantities.		Price.		
		Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.
Tetbury	142	4	470	4	0	79	0	155	13	0	—	—	—	—	—	—	—	—	—	—	—
Stow-on-the-Wold	50	0	185	0	0	42	0	81	1	0	—	—	—	—	—	—	—	—	—	—	—
Tewkesbury	120	5	433	4	2	—	—	—	—	—	—	—	—	—	—	—	6	2	15	0	0
Cheltenham	—	—	—	—	—	45	0	93	2	6	—	—	—	—	—	—	—	—	—	—	—
Dursley	None	—	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Northleach	37	2	125	13	0	56	4	111	8	6	—	—	—	—	—	—	—	—	—	—	—
Stroud	35	0	114	10	0	5	1	9	19	10	—	—	—	—	—	—	—	—	—	—	—
Hereford	96	2	351	15	10	106	2	212	10	0	—	—	—	—	—	—	12	4	27	10	0
Leominster	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kington	None	—	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worcester	113	5	409	14	6	194	1	419	12	0	—	—	—	—	—	—	—	—	—	—	—
Bromsgrove	218	7	805	6	10	23	4	51	0	0	—	—	—	—	—	—	2	2	6	12	0
Kidderminster	58	4	227	19	4	71	7	159	19	0	—	—	—	—	—	—	—	—	—	—	—
Stourbridge	16	4	61	2	0	98	6	216	15	8	—	—	—	—	—	—	—	—	—	—	—
Evesham	4	4	16	4	0	72	0	149	0	0	—	—	—	—	—	—	7	4	22	0	0
Shrewsbury	226	2	851	6	4	230	0	525	8	6	—	—	—	—	—	—	27	5	76	2	0
Ludlow	6	6	27	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Newport	69	3	255	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Oswestry ..	90	5	325	6	3	41	4	92	13	4	—	—	—	—	—	—	—	—	—	—	—
Wellington	110	7	424	17	6	323	2	694	5	0	—	—	—	—	—	—	—	—	—	—	—
Wenlock	68	3	269	11	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Whitchurch	30	2	114	12	6	79	7	169	18	1	—	—	—	—	—	—	—	—	—	—	—
Market Drayton	62	6	245	4	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stafford	None	—	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Burton-on-Trent	39	0	148	11	0	437	0	948	9	0	—	—	—	—	—	—	—	—	—	—	—
Lichfield	76	2	282	10	0	40	0	85	10	0	—	—	—	—	—	—	—	—	—	—	—
Newcastle-under-Lyne	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone	None	—	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Uttoxeter	32	1	120	10	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Walsall	None	—	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wolverhampton	63	0	240	7	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Chester	133	4	490	16	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Nantwich	103	2	365	5	0	50	3	109	11	8	—	—	—	—	—	—	—	—	—	—	—
Middlewich	99	6	335	8	2	—	—	—	—	—	57	5	77	15	10	—	—	—	—	—	—
Four-Lane-ends	7	5	28	12	0	—	—	—	—	—	14	6	19	3	4	—	—	—	—	—	—
Congleton	None	—	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Macclesfield	None	—	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stockport	None	—	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Received in the Week ended
November 19, 1853.

MARKETS.	WHEAT.			BARLEY.			OATS.			RYE.			BEANS.			PEAS.				
	Quantities.	Price.		Quantities.	Price.		Quantities.	Price.		Quantities.	Price.		Quantities.	Price.		Quantities.	Price.			
	Qrs. Bs.	£.	s. d.	Qrs. Bs.	£.	s. d.	Qrs. Bs.	£.	s. d.	Qrs. Bs.	£.	s. d.	Qrs. Bs.	£.	s. d.	Qrs. Bs.	£.	s. d.		
Derby	169	4	656	2	0	203	0	437	17	6	22	0	30	5	0	—	—	—		
Chesterfield	107	5	451	0	11	—	—	—	—	—	12	4	18	2	0	—	—	—		
Coventry	269	6	1011	11	2	15	0	30	0	0	—	—	—	—	15	0	44	0	0	
Birmingham	550	4	2023	9	6	676	0	1503	11	0	45	0	68	5	0	—	—	—		
Warwick	384	4	1463	11	9	272	2	583	12	6	—	—	—	—	35	5	98	0	0	
Stratford-on-Avon	376	1	1420	1	6	1045	0	2219	0	0	—	—	—	—	22	4	53	15	0	
Leicester	1052	0	3974	3	6	952	0	1980	0	0	196	0	276	2	6	—	—	—		
Loughborough	68	4	260	17	0	247	0	538	14	0	29	0	41	16	0	—	—	—		
Hinckley	33	0	122	10	0	205	0	414	0	0	80	0	125	0	0	—	—	—		
Lutterworth	12	4	46	4	0	50	0	101	11	0	59	0	77	6	0	—	—	—		
Northampton	1056	0	3818	2	0	1523	0	3130	10	9	94	0	130	16	0	380	0	1017	8	6
Peterborough	1563	0	5511	10	9	599	0	1324	8	0	328	0	386	17	0	132	0	363	4	0
Daventry	78	0	276	16	0	23	0	44	7	0	—	—	—	—	3	0	8	14	0	
Wellingborough	114	0	426	8	0	44	0	93	12	0	—	—	—	—	10	0	16	0	0	
Kettering	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Oakham	50	0	188	0	0	30	0	67	10	0	—	—	—	—	—	—	—	—	—	
Bedford	288	2	1044	3	0	476	4	1085	2	9	—	—	—	—	19	3	52	3	0	
Leighton Buzzard	—		—			61	1	131	4	10	—	—	—	—	3	6	10	7	0	
Luton	135	0	511	18	0	209	4	477	5	9	74	0	92	17	0	16	2	35	10	0
Huntingdon	257	4	935	1	9	361	3	807	6	7	90	0	111	15	0	17	6	46	14	0
St. Ives	681	4	2398	10	0	73	2	155	13	0	137	0	165	8	0	—	—	—	—	—
Cambridge	1175	5	4132	17	7	2310	4	4926	13	11	240	4	296	19	0	115	0	294	2	6
Ely	410	3	1347	5	0	110	0	230	15	0	403	4	507	17	3	121	4	298	16	0
Wisbeach	963	0	3231	15	3	103	4	211	6	6	394	4	458	14	4	20	4	56	14	6
Newmarket	424	4	1506	12	9	415	4	910	3	0	—	—	—	—	—	82	0	202	5	0
Ipswich	382	2	1288	6	1	1652	4	3496	5	3	—	—	—	—	—	—	—	—	—	—
Woodbridge	307	4	1120	19	6	1393	2	2968	7	9	—	—	—	—	—	—	—	—	—	—
Sudbury	569	0	2019	19	7	1059	2	2262	10	3	74	4	96	13	6	—	—	—	—	—
Hadleigh	413	7	1502	14	3	760	4	1674	19	0	60	0	78	15	0	17	4	40	9	0
Stowmarket	131	0	455	18	4	1224	0	2647	19	3	13	0	16	3	9	—	—	—	—	—
Bury St. Edmunds	1867	5	6553	2	1	2997	3	6350	1	10	360	0	465	8	1	3	4	8	13	3
Beccles	110	0	422	11	9	667	0	1422	14	6	—	—	—	—	—	39	4	88	8	0
Bungay	468	0	1705	11	0	1050	0	2245	6	0	24	0	32	8	0	16	0	36	11	6
Lowestoft	None		Sold.			—	—	—	—	—	—	—	—	—	—	20	0	45	9	0
Norwich	1937	1	7222	12	8	8311	2	17706	17	1	92	4	127	12	6	—	—	—	—	—
Yarmouth	328	7	1137	18	3	1075	5	2282	6	6	—	—	—	—	—	3	0	6	18	0
Lynn	1060	7	3828	4	6	1933	4	4218	1	6	—	—	—	—	—	—	—	—	—	—
Thetford	None		Sold.			—	—	—	—	—	—	—	—	—	—	15	4	29	9	0
																50	0	114	0	0

Received in the Week ended
November 19, 1853.

MARKETS.	WHEAT.			BARLEY.			OATS.			RYE.			BEANS.			PEAS.		
	Quantities.	Price.		Quantities.	Price.		Quantities.	Price.		Quantities.	Price.		Quantities.	Price.		Quantities.	Price.	
	Qrs. Bs.	£.	s. d.	Qrs. Bs.	£.	s. d.	Qrs. Bs.	£.	s. d.	Qrs. Bs.	£.	s. d.	Qrs. Bs.	£.	s. d.	Qrs. Bs.	£.	s. d.
Watton	295	5	1098 16 3	152	2	318 8 6	—	—	—	—	—	—	—	—	—	—	—	—
Diss	238	0	849 18 6	580	0	1217 8 6	—	—	—	—	—	—	—	—	—	—	—	—
East Dereham	556	0	2026 2 6	1391	4	2949 8 9	89	0	119 14 6	—	—	—	—	—	—	—	—	—
Harleston.....	331	3	1251 9 3	903	1	1927 15 0	6	4	9 8 6	—	—	—	6	4	14 14 0	—	—	—
Holt.....	269	4	1046 7 0	823	6	1747 18 6	—	—	—	—	—	—	—	—	—	—	—	—
Aylesham.....	136	1	515 13 6	205	4	424 17 1	—	—	—	—	—	—	—	—	—	—	—	—
Fakenham	1600	1	6044 12 0	4607	1	9971 5 2	—	—	—	—	—	—	—	—	—	—	—	—
Northwalsham.....	146	0	525 6 3	631	7	1287 13 7	—	—	—	—	—	—	—	—	—	—	—	—
Swaffham.....	52	4	193 10 0	163	2	349 0 8	—	—	—	—	—	—	—	—	—	—	—	—
Linecoln	2733	0	9950 6 3	2838	0	5794 19 0	667	0	936 17 9	—	—	—	50	0	131 5 0	200	0	588 5 0
Gainsborough	362	0	1332 1 6	288	0	581 6 6	—	—	—	—	—	—	—	—	—	—	—	—
Glanfordbridge	882	0	3275 12 0	1405	0	2797 18 6	60	0	72 0 0	—	—	—	—	—	—	30	0	87 0 0
Louth	844	0	3092 4 6	1034	0	2102 6 6	428	0	577 12 0	—	—	—	16	4	48 15 0	29	0	87 17 0
Boston	2670	6	9193 5 9	779	4	1556 0 0	748	4	920 5 0	—	—	—	280	0	810 6 0	557	2	1640 4 0
Sleaford	218	0	794 4 0	73	0	154 8 0	—	—	—	—	—	—	—	—	—	—	—	—
Stamford	552	0	2065 13 0	747	0	1672 8 6	—	—	—	—	—	—	—	—	—	—	—	—
Spalding	473	0	1660 10 6	68	0	127 17 0	69	0	90 9 0	—	—	—	29	0	82 0 0	—	—	—
Barton-on-Humber.....	135	0	489 5 0	346	4	719 1 9	—	—	—	—	—	—	—	—	—	—	—	—
Bourne.....	33	0	119 18 0	35	0	73 10 0	—	—	—	—	—	—	—	—	—	—	—	—
Grantham	635	0	2423 8 0	625	4	1362 6 0	—	—	—	—	—	—	89	0	270 3 6	—	—	—
Grinsby	225	0	797 10 0	64	0	117 10 0	—	—	—	—	—	—	—	—	—	—	—	—
Horncastle	399	0	1396 10 0	658	0	1280 9 6	215	4	290 11 9	—	—	—	—	—	—	3	0	7 10 0
Market Raisin.....	294	0	1062 8 0	275	0	559 5 0	69	0	83 4 6	—	—	—	—	—	—	—	—	—
Caister	185	0	679 5 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Alford	41	0	140 0 0	122	0	249 18 0	—	—	—	—	—	—	8	0	20 8 0	—	—	—
Holbech	29	0	101 4 0	28	0	348 3 8	—	—	—	—	—	—	—	—	—	5	0	13 10 0
Long Sutton	78	0	275 19 0	20	0	37 10 0	—	—	—	—	—	—	80	0	240 0 0	59	4	161 8 0
Nottingham.....	604	0	2314 19 6	1174	0	2514 18 0	657	0	1016 4 0	—	—	—	199	0	593 4 0	143	0	464 2 0
Newark	577	0	2218 15 6	1594	4	3434 17 6	178	0	253 15 0	—	—	—	133	4	409 10 6	10	0	24 0 0
Mansfield.....	159	1	631 16 0	27	0	55 2 0	22	0	31 6 0	—	—	—	10	0	30 0 0	12	0	38 8 0
Retford	16	0	64 0 0	10	0	19 5 0	—	—	—	—	—	—	7	4	25 0 0	—	—	—
York	624	7	2402 18 9	1148	0	2191 5 3	136	0	180 3 10	—	—	—	34	2	102 4 0	—	—	—
Leeds	841	6	3151 12 10	902	4	2020 0 0	271	6	399 19 0	15	0	33 0 0	152	0	420 1 6	—	—	—
Wakefield	1542	6	5392 10 2	477	6	1062 13 0	—	—	—	—	—	—	55	6	156 2 7	—	—	—
Bridlington	445	4	1609 16 0	271	0	520 5 0	85	0	101 7 2	—	—	—	—	—	—	—	—	—
Beverley	551	7	2040 13 10	265	0	537 8 6	85	0	106 5 0	—	—	—	—	—	—	—	—	—
Howden	150	0	551 18 0	71	0	133 13 0	15	0	16 10 0	—	—	—	—	—	—	—	—	—
Sheffield	97	6	415 3 4	—	—	—	9	0	13 5 6	—	—	—	9	6	28 0 6	—	—	—

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AN ACCOUNT of the Total Quantities of each Kind of CORN, distinguishing Foreign and Colonial, imported into the principal Port of GREAT BRITAIN (viz. London, Liverpool, Hull, Newcastle, Bristol, Gloucester, Plymouth, Leith, Glasgow, Dundee, and Perth), with the Quantities entered therein for Home Consumption, and the Rates and Amount of Duty thereon, in the Week ended 16th November, 1853.

SPECIES.	Quantities Imported into the Ports of Great Britain, enumerated above (being those into which Corn is chiefly Imported).						Quantities Entered for Home Consumption, at the same Ports.						Amount of Duty received thereon.									Rates of Duty (Foreign and Colonial).			
	Foreign.		Colonial.		Total.		Foreign.		Colonial.		Total.		Foreign.			Colonial.			Total.			Corn and Grain of all sorts, per qr.	Meal and Flour of all sorts, per cwt.		
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	£	s.	d.	£	s.	d.	£	s.	d.	s.	d.
Wheat & Wheat Flour	94894	5	6968	0	101862	5	94894	5	6968	0	101862	5	4945	4	8	374	0	2	5319	4	10				
Barley & Barley Meal	7239	7	—		7239	7	7239	7	—		7239	7	362	0	1	—			362	0	1				
Oats and Oat Meal	28493	4	0	6	28494	2	28493	4	0	6	28494	2	1424	13	7	0	0	9	1424	14	4				
Rye and Rye Meal	—		—		—		—		—		—		—			—			—						
Pease and Pea Meal	7670	3	1217	0	8887	3	7670	3	1217	0	8887	3	383	10	9	60	17	0	444	7	9	1	0	0	4
Beans and Bean Meal	3261	0	—		3261	0	3261	0	—		3261	0	163	1	5	—			163	1	5				
Indian Corn & Indian Meal	7207	2	—		7207	2	7207	2	—		7207	2	360	7	3	—			360	7	3				
Buck Wheat & Buck Wheat Meal	0	2	0	1	0	3	0	2	0	1	0	3	0	0	3	0	0	2	0	0	5				
Beer or Bigg	—		—		—		—		—		—		—			—			—						
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Office of the Inspector-General of Imports and Exports, Custom-house, London, 23rd November, 1853.

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

Wrexham and Ruthin Railway.

(Incorporation of Company for constructing a Railway from Wrexham, in the county of Denbigh, to Ruthin, in the same county, with a Branch to Coed Poeth Colliery; Powers to use portions of the Shrewsbury and Chester Railway.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act or Acts to authorise the construction and maintenance of a railway or railways, with all proper and necessary works, stations, and conveniences connected therewith or necessary thereto, commencing by a junction with the Shrewsbury and Chester Railway, at or near to a gatekeeper's lodge or cottage on or adjoining the Shrewsbury and Chester Railway, in the occupation of Edward Kenrick, situate in the township of Wrexham Abbot, in the parish of Wrexham, in the county of Denbigh, and terminating at or near to a certain field called or known by the name of Copsy Bach, near to the town of Ruthin, in the parish of Llanrhydd, in the borough of Ruthin, in the said county of Denbigh, which said intended railway or railways and works, will be made in, and pass from, in, through, or into the several parishes, townships, townlands, and extra parochial and other places following, or some or one of them, (that is to say) Wrexham, Wrexham Regis, Wrexham Abbot, Bersham, Broughton, Brymbo, Minera, Llandegla, Trefyd (otherwise Trevyd), Bychan, Trerllan (otherwise Trellan), Llanarmon-yn-yale, Llanarmon, Bodidris, and Bodidristrian, in the county of Denbigh; Bodidris and Bodidristrian, in the county of Flint; Gellygynnon, Eryrys, Trerllan, Chwyleiriog, Bodigree Yarl (otherwise Ial), and Bodigree Abbott, Tallibidwell, Gwelhrene, Bodynwydog, Trerllan, Bryn-Eglwys, Llanelidan, Llanfair-dyffryn-clwyd, Faenol-quarter, Derwen-quarter (otherwise Derwen Llanerch), Garthgynan-quarter, Eyarth-quarter, Llanrhydd, Ruthin, Llanrhydd-ucha, and Llanrhydd-issa, in the said county of Denbigh. And also to authorise the construction and maintenance of a branch railway or railways, with all necessary and proper works, stations, and conveniences connected therewith or necessary thereto, commencing by a junction with the Minera Branch Railway of the Shrewsbury and Chester Railway, at a point or points in a field, situate near the Geggins, in the township of Minera, in the said parish of Wrexham, in the said county of Denbigh, and terminating at or near to the Coed Poeth Colliery, situate in the said township of Bersham, in the said parish of Wrexham, in the said county of Denbigh, which said intended branch railway or railways and works connected therewith will be made in and to pass from, in, through, or into the parishes, townships, and townlands of Minera and Bersham aforesaid, in the said county of Denbigh.

And it is further proposed in and by the said Act to take powers to incorporate a Company for carrying into effect the objects aforesaid, with full power to purchase and take lands, houses, tenements, and hereditaments by compulsion or agreement for the purposes thereof, and for varying or extinguishing all rights and privileges in any manner connected with such lands, houses, tenements, and hereditaments, and also to levy tolls, rates, and duties, for the use of the said intended railway or railways, branch railway or railways, and works, and to raise money on the credit of the said railway or railways, branch railway or railways and works, and of the said tolls, rates, and duties, for the purposes of the said intended Act.

And it is also proposed by the said intended

No 21497.

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Act to take power to deviate in the construction of the said railway or railways, branch railway or railways, and works connected therewith respectively to such extent as will be shown or defined on the plans hereinafter referred to, and to break up, alter, divert, and stop up, either permanently or temporarily all such highways, turnpike and other roads, railways, ways, banks, bridges, drains, streams, rivers, and watercourses, within the before-mentioned several parishes, townships, townlands, and extra-parochial places, or any of them, as it may be necessary to break up, alter, divert, or stop up for the purposes of the said intended railway or railways, branch railway or railways, and works, or otherwise, for effecting the objects of the said intended Act.

And it is further proposed, in and by the said Act, to empower the Company to be thereby incorporated, or any other Company or person lawfully using the said intended railway or railways, branch railway or railways, to use 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 or railways, branch railway or railways, the stations, watering places, water, and conveniences of the Shrewsbury and Chester Railway Company at Brymbo aforesaid, and also to use and pass over with engines and carriages as aforesaid, so much of the railway of the Shrewsbury and Chester Railway Company, as may be necessary for the use, by the said intended Company or such other Company or person as aforesaid, of the said stations, and to fix and determine the amount of rate, toll, or charge, which shall be paid by the said intended or such other Company or person as aforesaid, for the use by them of the before-mentioned stations, railways, works, and conveniences, or any of them, and also, if deemed expedient, to alter and limit the tolls, rates, and charges, now authorized to be levied by the Shrewsbury and Chester Railway Company in respect thereof.

And notice is hereby further given, that plans and sections showing the lines, situations, and levels of the said intended new works, and the lands, houses, and other property to be taken for the purposes thereof, together with a book of reference to such plans, and also a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Denbigh, at his office in Ruthin aforesaid, and with the Clerk of the Peace for the county of Flint, at his office in Mold, in the said county of Flint; and that a copy of so much of the said plans, sections, and books of reference respectively, as relates to each parish, in, from, through, or into which the said proposed railway or railways, branch railway or branch railways and works connected therewith respectively, are intended 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 respective place of abode, and that on or before the 31st day of December, 1853, printed copies of the Bill intended to be brought into Parliament in the ensuing session, upon which the said Act is intended to be founded, will be deposited at the Private Bill Office of the House of Commons.

Dated this fourteenth day of November, 1853.

Edgworth and Pugh, } Solicitors, Wrexham.
James and Owen, }
Edwards and Frankish, Parliamentary Agents.

Hatfield Chase.
(Incorporation of Company. Warping and Improvement of Lands. Purchase of Snow Sewer.)

A PPLICATION will be made to Parliament, in the next session thereof, for a Bill to incorporate a Company for the purpose of warping, by means of the waters of the river Trent, and of draining and otherwise improving certain of the low lands, marsh lands, and fens, in the Level of Hatfield Chase, in the counties of York, Lincoln, and Nottingham; which said lands are situate in the parishes of Owston, Misterton, Haxey, Misson, Wroot, Belton, and Epworth, in the parts of Lindsey, in Lincolnshire, and in Misson and Finningley, in Nottinghamshire, and Cantley, Hatfield, and Finningley, in the West Riding of Yorkshire, or some of them, and are bounded on the north by the river Torne, on the west and east by adjoining high lands, and on the south by the river Idle or By Carr's dyke, in the several parishes aforesaid, or some of them; and to enable such Company, for the purposes of warping and improving such lands, to alter, enlarge, straighten, and improve any of the existing drains within such lands, and to make all such new temporary drains, inlets, outlets, tidal courses, and embankments within the same lands, and to vary the same from time to time, as may be necessary to complete such warping; and the Bill will confer upon the Company the following, or some of the following, among other powers:—

To purchase of the participants of the Level of Hatfield Chase, or of the trustees of decreed lands in Hatfield Chase, a certain drain, called the Snow Sewer, and the banks thereof, together with the power of carrying off warping and drainage water, to their outfall through any other drain of the said participants or trustees in the said Level, and of embanking, enlarging, straightening, and using the same drains, or any of them, for the purposes of warping, and to vest the said Snow Sewer and power absolutely in the Company.

To enable the Company to deepen, straighten, widen, and otherwise improve the said sewer throughout its entire course, commencing at its outlet at the river Trent, at Ferry, in the parish of Owston, in the county of Lincoln, passing through or into the several places following, or some of them, Haxey, Misterton, Misson, and Wroot, in the county of Lincoln, and Finningley, in the county of York, and Misson and Finningley, in the county of Nottingham, and terminating at the highway at a place called Misson Springs, in the said parish of Misson, and counties of Lincoln and Nottingham, or one of them.

Also power to divert, alter, or enlarge a certain drain, called the Ferry Drain, in the said parishes of Haxey and Owston, and to use, cross, stop up, alter, or divert, whether temporarily or permanently, all such existing roads, streams, drains, and other works, as may be necessary in carrying the said Bill into execution; and to enable the Company to enter upon and to purchase lands by compulsion, and to levy rates and taxes upon the owners and occupiers of the lands to be improved; and to make such rates and taxes a primary charge upon the lands so improved; and to vary and extinguish all such existing rights and privileges in such lands or appertaining thereto, or in the drains to be affected by the powers of the said Bill, as would interfere with the foregoing objects, or any of them.

It is intended by the said Bill to alter and amend some of the powers and provisions of an Act, passed in the 35th year of the reign of King George the Third (chap. 107), intituled "An Act

for dividing, allotting, enclosing, draining, and improving the commons and waste grounds within the several parishes of Epworth, Haxey, Bilton, and Owston, in the Isle of Axholme, in the county of Lincoln; and also for making compensation for the tithes arising from the said commons, and from certain other lands within the said parishes;" and also of an Act, passed in the 51st year of the same reign (chap. 30), intituled "An Act for enclosing lands in the parishes of Hatfield, Thorne, and Fishlake, in the manor of Haitefield, in the West Riding of the county of York;" and also of the following Acts: 23 George 3rd, c. 13; 27 George 3rd, c. 53; 53 George 3rd, c. 161, intituled "An Act for the more effectually draining and improving lands within the level of Hatfield Chase and parts adjacent, in the counties of York, Lincoln, and Nottingham;" also 53 George 3rd, c. 177; and 56 George 3rd, c. 58.

Plans, showing the line and situation of the works on the Snow Sewer and Ferry Drains, before particularly described, and the lands through which the same will be constructed, with sections showing the levels thereof, a book of reference to the plans, containing the names of the owners, lessees, and occupiers of the lands, houses, and other property to be taken, and 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 Lindsey Division of Lincolnshire, at Spilsby; for the county of Nottingham, at Newark-upon-Trent; and for the West Riding of Yorkshire, at Wakefield; and, on or before the same day, a copy of so much of the said plans, sections, and book of reference, as relates to each parish, and 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.

And notice is hereby also given, that 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.

Baxters and Co. Solicitors, Doncaster.

New River Company.

(Hertford Sewerage Diversion, Drains, and other Works; Extension of provisions of Acts to other localities; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to extend and enlarge the powers of the Governor and Company of the New River, brought from Chadwell and Amwell to London, and to extend the provisions of the New River Company's Act, 1852, to the several parishes and places of Saint John Hertford, Ware, Great Amwell, Little Amwell, Saint Margaret's, Hoddesdon, Wormley, Broxbourne, and Cheshunt, in the county of Hertford, and Enfield, Edmonton, and Tottenham, in the county of Middlesex, and to regulate the supply of water by the said Governor and Company within those parishes and places; and also to enable the said Governor and Company to provide more effectually against the deterioration of the waters of the said New River, and of all streams, reservoirs, aqueducts, cuts, channels, and other works belonging to the said Governor and Company, or which are in any way connected with the New River, or which now do or will supply the same or any of the said intended works with water; and to exercise all such powers, as shall be necessary to form intercepting sewers and drains within

the parishes and places of Bengoe, Saint Andrew Hertford, Saint John Hertford, All Saints Hertford, and Brickendon, in the town and county of Hertford, so as effectually to intercept the sewage of the said town, parishes, and places, and prevent the same from falling into the River Lee or other streams leading into the same, above the balance engine of the said Governor and Company, in the parish of Saint John Hertford aforesaid, and to compel all persons dwelling in such town, parishes, and places to abstain from fouling, or permitting any drainage or sewage from running into, the said River Lee or other streams leading into the same, in the said parishes and places above the aforesaid balance engine; also to make and maintain the several works, or some of them hereinafter-mentioned, in the lines and according to the levels defined on the plans and sections hereinafter referred to; that is to say:

First. To make a sewer or drain commencing in the parish of Bengoe, in the county of Hertford, at the western end of the public highway, called Port Vale, and terminating in the parish of Saint Andrew Hertford, in the said county, at or near the east end of a bridge over the River Beane, called Cow-bridge.

Second. To make a sewer or drain commencing in the parish of Saint Andrew Hertford, in the public highway, called the North-road, near to Sele's Mill, and terminating in the said parish by a junction with the sewer or drain firstly hereinbefore described, at the east end of Cow-bridge aforesaid.

Third. To make a sewer or drain commencing in the same parish in the public highway, called the Hertingfordbury-road, at or near to the Cottagers' Allotment Gardens there, and terminating in the same parish by a junction with the said firstly and secondly described sewers or drains at the east end of Cow-bridge aforesaid.

Fourth. To make a sewer or drain commencing in the same parish, by a junction with the first, second, and third hereinbefore described sewers or drains, at their point of junction at the east end of Cow-bridge aforesaid, and terminating in the parish of St. John Hertford, by a junction with the intended sewer or drain, eighthly hereafter described, in the road leading to the King's Meads, at or near the Hertford Station of the Eastern Counties Railway Company.

Fifth. To make a pipe track, sewer, or drain, commencing in the said parish of Saint Andrew Hertford, at the south end of the public highway called Hartham-lane, and terminating in the parish of St. John Hertford, by a junction with the fourthly hereinbefore described sewer or drain, in certain lands called Hartham Mead.

Sixth. To make a sewer or drain in the said parish of Saint John Hertford, commencing on the western side of the Lee Navigation, at or near to Bull's Plain Bridge, and terminating in the same parish by a junction with the drain or sewer fourthly hereinbefore described, near the bridge across the Dicker Mill Head Stream.

Seventh. To make a cut or channel and other works connected therewith on the River Beane, commencing in the said parish of St. Andrew Hertford, at or near the point of junction of the said river Beane with the back stream from the waste gates of Sele's Mill, and terminating in the said parish of St. Andrew, Hertford, by a junction with the River Beane, at or near and on the south side of Cow-bridge aforesaid, and to divert the waters of the said river Beane and stream into the said cut or channel.

Eighth. To make a sewer or drain commencing in the parish of Brickendon otherwise liberty of

Brickendon, in the parish of All Saints Hertford, in the county of Hertford, on the east side of the River Lee, at or near a garden now occupied by Josh. Sterry, and terminating in the said parish of St. John Hertford, in the road leading to King's Meads by a junction with the sewer or drain fourthly hereinbefore described, at its terminus, at or near the Hertford Station of the Eastern Counties Railway Company.

Ninth. To make a sewer or drain commencing in the parish of Saint John Hertford aforesaid, in the said road leading to the said King's Meads, at a point where the said sewers or drains fourthly and eighthly hereinbefore described terminate and unite, and terminating in the parish of Great Amwell, in the county of Hertford, in Amwell Marsh, by a junction with the River Lee Navigation at or near the lower side of Amwell Marsh Lock; which said intended sewer or drain will pass from, through, or into the several parishes, townships, and extra-parochial and other places of Saint John Hertford, Ware, Great Amwell, and Little Amwell, or some of them, all in the county of Hertford.

To enable the Company, in case they shall adopt any process for clarifying the water received by the sewer or drain hereinbefore ninthly described, to adapt such drain to and to discharge the water received by such drain, after being so clarified, into Manifold Ditch, below the Tumbling Bay, now fixed and standing across such ditch, and within the limits of deviation marked on the plans to be deposited with the clerk of the peace as hereinafter mentioned, such part of Manifold Ditch being in, and forming the boundary of, the parishes of Ware and Great Amwell, in the county of Hertford.

All which said sewers, drains, channels, cuts, pipe tracks, and other works, will be made in or pass from, through, or into, the several parishes, townships, extra-parochial or other places following, or some of them, that is to say, Bengoe, Saint Andrew Hertford, St. John Hertford, All Saints Hertford, Brickendon, Ware, Great Amwell, and Little Amwell, in the county of Hertford.

And for the purposes aforesaid it is intended to apply for powers to make and maintain all necessary tunnels, pipe tracks, sluices, embankments, aqueducts, cuts or channels of communication, tanks, culverts, engines, mains, pipes, drains, floodgates, and other conveniences, for the effectual construction, use, and maintenance of the said intended works, and to remove any existing works which may interfere therewith.

And it is also intended for the purposes aforesaid, to divert sewage and other water into the intended works, from the Old River Lee, the River Lee or Lee Navigation, the Old Navigable Mill Head, the River Mimram, the River Beane, and the New River, and the several reservoirs and works of the New River Company, some or one of them, and from the several streams and tributaries connected with the same rivers respectively; and to cross, divert, break up, alter or stop up, either temporarily or permanently, any turnpike or other roads, highways, footways, tunnels, bridges, streets, railways, tramroads, rivers, navigations, streams, brooks, watercourses, drains, pipes, and sewers, within the parishes or places before-mentioned, so far as may be necessary for the purposes of the said intended works, and for the supply of the parishes and places first before-named.

To purchase lands, houses, and waters, by compulsion and by agreement, for the purposes of the said Bill, and to vary or extinguish any rights and privileges connected with such lands, houses, and waters, and any other rights and privileges which

would interfere with the execution of the objects of the said Bill; also to raise a further sum of money for the general purposes of the Company, on security of the rates, rents, duties, lands, and other property of the said Governor and Company, or by raising new capital for that purpose.

To alter, amend, and enlarge, so far as may be necessary for the several purposes of the said Bill, the Charter granted to the said governor and company, by King James, in the seventeenth year of his reign, and also the several Acts following, or some of them (that is to say), thirteenth Elizabeth, cap. 18; third James 1, cap. 18; fourth James 1, cap. 12; eleventh George 2, cap. 14; twelfth George 2, cap. 32; seventh George 3, cap. 51; nineteenth George 3, cap. 53; and the local and personal acts forty-fifth George 3, cap. 69; third George 4, cap. 109; thirteenth and fourteenth Victoria, cap. 109; fifteenth and sixteenth Victoria, cap. 160; and sixteenth and seventeenth Victoria, cap. 166.

And notice is hereby given, that on or before the 30th day of November, 1853, duplicate plans and sections of the said intended works, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection, with the Clerk of the Peace for the county of Hertford, at his office at Saint Albans, in the same county, and that on or before the said 30th day of November, copies of so much of the said plans, sections, and book of reference as relates to each parish in, through, or into which the said intended works will be made or pass, together with a copy of this notice as published in the London Gazette will be deposited in the case of each such parish, with the parish clerk of such parish, at his place of abode; and that on or before the thirty-first day of December, one thousand eight hundred and fifty-three, 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.

Baxter, Rose, and Norton, 3, Park-street, Westminster.

New River Company.

(New Reservoirs, Filtering-beds, and other Works, Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to extend and enlarge the powers of the Governor and Company of the New River brought from Chadwell and Amwell to London, and to enable the said Company to make and maintain the several works or some of them hereinafter mentioned in the lines and according to the levels defined on the plans and sections hereinafter referred to; that is to say:

1st. To fence off and enclose the banks of the New River, commencing at or near a bridge over the said New River, numbered 148, in the parish of St. Mary Islington, in the county of Middlesex, and terminating at or near the bridge over the said New River, whereby Paul's terrace-road, crosses the same in the same parish and county.

2nd. To make and lay mains, pipe-tracks, or channels of communication, widenings, and straightenings of the New River, commencing in the parish of St. Mary Islington, in the county of Middlesex, at or near the bridge over the New River, whereby Paul's-terrace-road crosses the same, and terminating in the parish of St. James Clerkenwell, in the said county of Middlesex, in the reservoir or pond at the New River Head.

3rd. To make and lay a main, pipe-track, or channel of communication, commencing in the said parish of St. Mary Islington, at or near a certain road, called the Back-road, leading from Newington-green to Kingsland-green, passing across the inclosure, called Kingsland-green, and terminating in the parish of Hackney, in the county of Middlesex, by a junction with the authorized mains of the New River Company, in the Kingsland-road, at or near the toll bar gate there.

4th. To make and lay a main, pipe track, or channel of communication commencing in the said parish of St. Mary Islington, by a junction with the authorized reservoirs of the New River Company, situate between Maiden-lane and the Junction-road, and terminating in the same parish in the said Junction-road, at or about four hundred and eighty yards north of the toll bar gate, on the said road.

5th. To make and lay a main, pipe-track, or channel of communication, commencing in the said parish of St. Mary Islington, in Maiden-lane, at or near the end of Gloucester-road, and terminating in the said parish, in the Ramsbury-road, about two hundred and sixty yards east of the toll bar gate there.

6th. To make a reservoir or reservoirs, filtering-beds and other works, in certain lands on each side of the New River adjoining and abutting, and on the west side of the Green-lanes-road, nearly opposite to the Stoke Newington reservoirs of the said New River Company, which said intended reservoirs and works will be wholly situate in the parish of Hornsey, in the said county of Middlesex.

7th. To make and lay a main, pipe-track, or channel of communication, commencing in the said parish of Stoke Newington, by a junction with the authorised works of the New River Company, on the east side of the Green-lanes-road, and to the south of the said Stoke Newington Reservoirs, terminating in the same parish, or the parish of Hackney, in the county of Middlesex, in the road to Stamford-hill, where the Hackney-brook crosses the same.

8th. To make a reservoir or reservoirs, filtering-beds, and works, in certain lands situate at Wood-green, and lying on and between the New River and the Great Northern Railway, all in the parish of Tottenham, in the county of Middlesex.

9th. To make and lay a main, or pipe-track, or channel of communication, commencing in the parish of Tottenham aforesaid, from and out of the lastly-before described intended reservoirs, and terminating in the parish of Hornsey, in the high-road, near to where the same passes under the Great Northern Railway.

10th. To make a reservoir or reservoirs, on the summit level of Hampstead-heath, to the south of, and near to, the public-house called Jack Straw's Castle, in the parish of St. John Hampstead.

Which said mains, pipe-tracks, channels of communication, reservoirs, filtering-beds, and other works, will be made in or pass from, through, or into, the several parishes, townships, extra-parochial, or other places following, or some of them, that is to say: Tottenham, Hornsey, Stoke Newington, Hackney, Saint Mary Islington, Saint James Clerkenwell, St. John Hampstead, in the county of Middlesex.

And for the purposes aforesaid, it is intended to apply for powers to make and maintain all necessary tunnels, pipe tracks, sluices, embankments aqueducts, cuts or channels of communication, tanks, culverts; engines, mains, pipes, drains, floodgates, and other conveniences for the effectual construction, use, and maintenance of the said in-

tended works, and to remove any existing works, which may interfere therewith.

And it is also intended to cross, divert, break up, alter or stop up, either temporarily or permanently, any turnpike or other roads, highways, footways, tunnels, bridges, streets, railways, tram-roads, rivers, navigations, streams, brooks, water-courses, drains, pipes, and sewers, within the parishes or places before-mentioned, so far as may be necessary for the purposes of the said intended works, and also

To purchase lands, houses, and waters, by compulsion and by agreement, for the purposes of the said Bill, and to vary or extinguish any rights and privileges connected with such lands, houses, and waters, and any other rights and privileges, which would interfere with the execution of the objects of the said Bill, also to raise a further sum of money, for the general purposes of the Company, on security of the rates, rents, duties, lands, and other property of the said Governor and Company, or by raising new capital for that purpose.

To alter, amend, and enlarge, so far as may be necessary for the several purposes of the said Bill, the charter granted to the said Governor and Company by King James, in the seventeenth year of his reign, and also the several Acts following, or some of them (that is to say): thirteenth Elizabeth, cap. 18; third James I. cap. 18; fourth James I. cap. 12; eleventh George II. cap. 14; twelfth George II. cap. 32; seventh George III. cap. 51; nineteenth George III. cap. 58; and the local and personal Acts forty-fifth George III. cap. 69; third George IV. cap. 109; thirteenth and fourteenth Victoria, cap. 109; fifteenth and sixteenth Victoria, cap. 160.

And notice is hereby given, that, on or before the 30th day of November, 1853, duplicate plans and sections of the said intended works, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited, for public inspection, with the Clerk of the Peace for the county of Middlesex, at his office, at Clerkenwell, in that county; and that, on or before the said 30th day of November, 1853, copies of so much of the said plans, sections, and book of reference, as relates to each parish from, in, through, or into which the said intended works will be made or pass, together with a copy of this notice as published in the London Gazette, will be deposited, in the case of each such parish, with the parish clerk of such parish, at his place of abode; and that on or before the 31st day of December, 1853, 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.

Barter, Rose, and Norton, 3, Park-street, Westminster.

Wycombe and Oxford Railway.

(To incorporate a Company for making a Railway in extension of the Wycombe Railway to Oxford, with a Branch to Aylesbury; Power to Great Western Railway Company to Subscribe.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to authorize the construction and maintenance of the railway or railways, and branch railways, hereinafter mentioned, or some of them, or some part or parts thereof, together with all proper works and conveniences connected therewith, and approaches thereto, that is to say: a railway commencing by a junction with the Wycombe Railway, at or near the south-east end of the Wycombe Station, in the parish of

Chepping Wycombe, in the county of Buckingham, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say: Wycombe, otherwise High Wycombe, otherwise Chepping Wycombe, otherwise Chipping Wycombe, West Wycombe, Bradenham, Bledlow, Bledlow; Bledlow Ridge, Bledlow with Bledlow Ridge, Saunderton, Saunderton, Slough, Saunderton Lee, Lookington, otherwise Lockington, Horsendon, otherwise Horsenden, Little Horsendon, otherwise Little Horsenden, Princes Risborough, Princes Risborough, Speen, Lacy Green, otherwise Lacey Green, Looseley, otherwise Loosely, Loosley Row, otherwise Loosly Row, Long Wick, Culverton, Illmer, otherwise Illmire, Towersey, otherwise Towsey, Kingsey, Tythrope, otherwise Tythrop, Kingsey-with-Tythrope, otherwise Tythrop, Long Crendon, Shabbington, Ickford, Draycott, otherwise Draycot, Draycot, otherwise Draycott in Ickford, Ickford with Draycott, otherwise Draycot, and Little Ickford, in the county of Buckingham; Chinnor, Henton, otherwise Hempton, Winnall, Henton Winnall, otherwise Hempton Winnall, Chinnor Henton, Emington, otherwise Emington, Sydenham, Sydenham Hurst, Thame, New Thame, Thame with New Thame, Old Thame, Priest End, North Weston, Moreton, otherwise Morton, Thame Park, Kingsey, Tythrop, otherwise Tythrope, Kingsey with Tythrop, otherwise Tythrope, Albury, Tiddington, Tiddington-cum-Albury, Rycote, Ickford, Draycott, otherwise Draycot, Ickford with Draycot, otherwise Draycott, Great Hazeley, otherwise Great Haseley, Rycote, Waterstock, Waterperry, Great Milton, Chilworth, Cuddesden, otherwise Cudsden, Wheatley, Denton, Chippinghurst, Littleworth, Cuddesden, Holton, Littleworth, Forest Hill, otherwise Forrest Hill, Littleworth, Horsepath, Shotover, Shotover Hill, Garsington, otherwise Gasington, Ledwell, Nuneham Courtney, otherwise Newenham Courtney, March Baldon, otherwise Marsh Baldon, Toot Baldon, Baldon-on-the-Row, Chilselhampton, otherwise Chilselhampton, Brookhampton, Newington, Stadhampton, otherwise Stodham, Little Milton, Ascot, Ascot with Little Milton, Little Hazeley, otherwise Haseley, Latchford, Lobb, otherwise Lob, Sydenham, Chalford, Sydenham Leys, Tetsworth, Headington, Cowley, Temple Cowley, Saint Clement Cowley, Cowley Marsh, Cowley Church, Littlemoor, otherwise Littlemore, Cowley with Littlemoor, otherwise Littlemore, Hockmoor, otherwise Hockmore, Hockmoor Street, otherwise Hockmore Street, Cowley Field, Middle Cowley, Bullington, otherwise Bullingdon, Rose Hill, Saint Mary the Virgin, Saint Mary the Virgin Oxford, Littlemoor, otherwise Littlemore, Saint Mary the Virgin with Littlemoor, otherwise Littlemore, Iffley, otherwise Iffley, otherwise Yeffley, otherwise Ifley with Littlemore, otherwise Littlemoor, Sandford, otherwise Wet Sandford, Saint Michael's, Saint Michael's Oxford, Rose Isle, Saint Michael's Isle, The Island, George's Island, Saint Clement, otherwise Saint Clements, otherwise Bridgeset, Saint Bartholomew, otherwise Bartlemas, the city and liberty of the city of Oxford, the liberty of Oxford, and Saint Aldate, otherwise Saint Olave, Wooton, Berrymeads, in the county of Oxford, Saint Aldate, otherwise Saint Olave, Grandpont, otherwise Grandpound, Saint Aldate, otherwise Saint Olave, with Grandpont, otherwise Grandpound, in the city and liberty of the city of Oxford, North Hinksey, otherwise North Hinksey, otherwise Ferry Hinksey, Cumner, otherwise Cumnor, South Hinksey, otherwise South Hinksey, Radley, Ken-

nington, Radley with Kennington, Sunningwell, Kennington, Sunningwell with Kennington, Little London, Rose Isle, Saint Michael's Isle, The Island, George's Island, Saint Clement, otherwise Saint Clements, otherwise Bridgeset, Cowley, Iffley, otherwise Yeffley, otherwise Ifley, and Sandford, otherwise Wet Sandford, Nuneham Courtney, otherwise Newenham Courtney, Ledwell, Wooton, Berrymeads, Saint Mary the Virgin, in the county of Berks, and terminating by a junction with the branch to Oxford of the Great Western Railway at or near the post thereon denoting sixty-one miles from London.

And also a branch railway diverging out of the last-mentioned intended railway and commencing in the parish of Princes Risborough, on the west side of the road leading from Saunderton to Longwick, near to the point where the said road crosses the stream flowing between Culverton Mill and Park Mill; passing thence in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them; that is to say: Bledlow, Bledlow Ridge, Bledlow with Bledlow Ridge, Saunderton, Saunderton, Slough, Saunderton Lee, Lockington, otherwise Lookington, Horsendon, otherwise Horsenden, Little Horsendon, otherwise Little Horsenden, Princes Risborough, Princes Risborough, Speen, Lacy Green, otherwise Lacey Green, Loosley, otherwise Loosley, Loosely Row, otherwise Loosley Row, Long Wick, Culverton, Monks Risborough, Meadle, Owlswick, Ascot, otherwise Ascott, otherwise Askett, White Leaf, White Cliff, Catsdeans, Hatchmead, Great Kimble, otherwise Kimble Magna, Marsh, Kimblewick, Little Kimble, otherwise Kimble Parva, Ellesborough, Stoke, otherwise Stoke Mandeville, otherwise Stoke Mandeville, Prestwood, Stone, Bishopstone, Stone with Bishopstone, Sedrup, otherwise Southwarp, Stone with Sedrup, otherwise Southwarp, Hartwell, Sedrup, otherwise Southwarp, Hartwell with Sedrup, otherwise Southwarp, Aylesbury, Walton, Walcot, Aylesbury with Walton, all in the county of Buckingham; and terminating in the parish of Aylesbury, on the south side of the street called Walton Street, near the point where the said street crosses a certain mill stream, known as Bear Brook or Mill Brook, together with an extension of the said last-mentioned intended railway wholly in the said parish of Aylesbury, across Walton Street aforesaid, and forming a junction with the Aylesbury branch of the London and North Western Railway Company, at about thirty-eight chains from the station of that Company at Aylesbury.

And it is also proposed by the said intended Act to take power to stop up, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and watercourses of every description, natural or artificial, within or near the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary so to stop up, alter, or divert for the purposes of the said intended works, or any of them.

And it is also proposed by the said intended Act to incorporate a Company for the purpose of carrying the said intended undertaking into effect, and to take powers for the purchase of lands and buildings by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from the payment of such tolls, rates, and duties, and to vary or extinguish all existing rights or privileges in any manner connected with the lands and buildings proposed to

be purchased or taken for the purposes of the said undertaking or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges:

And it is also proposed by the said intended Act to authorize the Great Western Railway Company to contribute funds towards the construction, use, and maintenance of the intended railways and works or any of them, or any part thereof, and to take and hold shares in and subscribe for and towards the intended undertaking, and to raise capital, either 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 all or any of those means, or to apply capital now in their possession or control for the purposes aforesaid.

And it is further proposed by the said intended Act to authorise the Company thereby to be incorporated on the one part, and the Great Western Railway Company 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 Western Railway Company, either concurrently with or in the stead of the Company, to be incorporated by the said intended Act of the said intended railways and works, or any or either of them, or any part thereof, and as to the payment or contribution by and between the said Companies, 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 said Companies, for or in respect of any traffic, and the division and apportionment between the said Companies of such rates, tolls, charges, and to enable the Great Western Railway Company to levy tolls, rates, and duties upon or in respect of the said intended railways and works, or any or either of them, or any part thereof:

And it is further proposed by the said intended Act to authorise the Company to be thereby incorporated on the one part, and the Wycombe Railway Company on the other part, to make and enter such arrangements as they may think fit, in respect of the working, use, management, supervision, maintenance, support, and repair, by the said intended Company, either concurrently with or in the stead of the Wycombe Railway Company, of the said Wycombe Railway or any part thereof, and as to the payment and contribution by and between the said Companies of and towards the costs, charges, and expenses of such working, use, management, supervision, maintenance, support, and repairs, and also with reference to the tolls, rates, and charges to be charged by and between the said Companies for and in respect of any traffic and the division and apportionment between the said Companies of such rates, tolls, and charges, and to enable the said intended Company to levy tolls, rates, and duties upon and in respect of the said Wycombe Railway or any part thereof:

And it is also proposed by the said intended Act, to give to the Great Western Railway Company power to run and pass over with their own engines and carriages the said intended railways, or either of them, or any part or parts thereof, and to use the same, together with the stations, watering-places, water-sidings, platforms, booking and other offices, warehouses, buildings, and conveniences of or belonging to the said intended Company, upon such terms as may be agreed upon between the said Companies:

And notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans, and sections, describing the direction, line, and levels of the said intended railways and works, and the lands which may be taken for the purposes of the same, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Buckingham, at his office in Aylesbury; with the Clerk of the Peace for the county of Berks, at his office in Abingdon; and with the Clerk of the Peace for the county of Oxford, at his office in Oxford; and that on or before the same day, a copy of so much of the said plans, sections, and books of reference, as relates to each parish, or extra-parochial place, in or through which the said intended railways and works are proposed to be made, together with a copy of this notice as published in the London Gazette, will be deposited as follows; that is to say: in the case of a parish, with the parish clerk of such parish, at his residence; and in the case of an extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence:

And it is also proposed, if need be, for the several purposes aforesaid, to alter, amend, and extend all or some of the powers and provisions of the several Acts following, or some of them, directly or indirectly relating to or affecting the Great Western Railway Company; that is to say: local and personal Acts 5 and 6 William IV., caps., 107; 6 William IV., caps., 36, 38, 77, and 79; 1 Victoria, caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Victoria, cap. 27; 3 Victoria, cap. 47; 3 and 4 Victoria, cap. 105; 4 and 5 Victoria, cap. 41; 5 Victoria, sess. 2, cap. 28; 6 Victoria, cap. 10; 7 Victoria, cap. 3; 7 and 8 Victoria, cap. 68; 8 and 9 Victoria, caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Victoria, cap. 14; 9 and 10 Victoria, caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Victoria, caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Victoria, caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Victoria, caps. 6 and 7; 13 and 14 Victoria, caps. 44, 98, and 110; 14 and 15 Victoria, caps. 48 and 81; 15 and 16 Victoria, caps. 125, 133, 140, 145, 147, and 168; and 16 and 17 Victoria, caps. 121, 153, 175, and 212; and also the several Acts relating to the Wycombe Railway; that is to say: "The Wycombe Railway Act, 1846;" "The Great Western Railway Amendment and Extension Act, 1847;" and "The Wycombe Railway Amendment Act, 1852."

And notice is hereby also given, 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.

*Baxter, Rose, and Norton,
Denton, Kinderley, and Domville,
W. O. and W. Hunt.*

3, Park-street, Westminster.

Rugby and Oxford Junction Railway.

(Incorporation of Company; Construction of Railway and Works; Power to use the Rugby and Leamington Branch Line of the London and North-Western Railway, and the Birmingham and Oxford Junction Railway, with Engines and Carriages; and Limitation of Tolls in respect thereof; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session for an Act to make and maintain

the railway or railways hereinafter mentioned, with proper stations, communications, approaches, conveniences, and other works connected therewith respectively; that is to say: a railway commencing by a junction with the Rugby and Leamington branch Railway of the London and North Western Railway, at or near the Marton Station of the said Rugby and Leamington Branch Railway; of the said London and North-Western Railway in the parish of Marton, in the county of Warwick, and on the south-east side of the said Marton Station, and terminating by a junction with the up-rails of the Birmingham and Oxford Junction Railway, in the parish of Bishops Itchington, in the said county of Warwick, at or near the mile post denoting the distance from London of 98 $\frac{1}{4}$ miles, which said intended railway and works will pass from, in, through, or into, or be situate within, the several parishes, townships, townlands, and extra-parochial, or other places following, or some of them; that is to say: Marton, Long Itchington, Bascote, Stockton, Southam, Ladbrooke, Chapel Ascote, Harbury, and Bishops Itchington, all in the said county of Warwick.

And also a branch railway or tramway, with all necessary approaches, works, and conveniences connected therewith, commencing by a junction with the said intended railway, in or near a field in the parish of Long Itchington, called Limekiln Ground, and belonging or reputed to belong to the Vicar of Stretton-upon-Dunsmore in the said county, and now in the occupation of Thomas Coles, and terminating in the same parish of Long Itchington, in a field called Long Furlongs, belonging or reputed to belong to Thomas Williams Oldham, Esquire, and now in the occupation of George Witherington and Charles Witherington.

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

And notice is hereby further given, that duplicate plans and sections of the said railway and works, together with books of reference to such plans, with a published map, showing the general course and direction of the said proposed railway and works, and also a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Warwick, at his office at Stratford-upon-Avon, in the said county, on or before the 30th day of November instant; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, or books of reference, as relates to each parish, in or through which the said railway and works are intended to be made, and a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, and in the case of any

extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his place of abode; and that on or before the 31st day of December next, copies of the proposed Act will be deposited in the Private Bill Office of the House of Commons.

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

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

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

Dated this tenth day of November, 1853.

J. F. Elmslie, Solicitor to the Bill.

Traethbach New Bridge and Road.

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

making and maintaining a road, to commence from or from near a certain place called Garth-penbryn, in the county of Merioneth, and to terminate at or near to a certain other place called Adwyddu, in the said county of Merioneth, and for erecting a bridge or viaduct (as and to be part of the before-mentioned road) over a certain navigable estuary, in the said county of Merioneth, called Traethbach, at or near a part of the said estuary lying between Garth-penbryn aforesaid and a certain point or promontory called Briwart, in the said county of Merioneth, with embankments and all other necessary and proper approaches to the said bridge or viaduct. And it is intended by the said Bill to take powers to erect a turnpike gate or turnpike gates and toll houses, and to demand, receive, and recover tolls and dues for the passing of vehicles; horses, foot-passengers, cattle, pigs, sheep, and other animals over and along the said road, bridge, embankments, and approaches, and also powers to raise money for the usual and legal purposes of a turnpike road, by mortgage or charge of the said tolls and dues, or otherwise, and for the appointment of trustees for the management of the said road, bridge, and other works, which said road, bridge, and other works will be situate in, or pass from, through, into, and over the several parishes, townships, and places of Llandecwyn, Llanfihangeltraethau, Llaufrothen and Maentwrog, or some or one of them, in the said county of Merioneth. And it is intended by the said Bill to take powers for the purchase, by compulsion and by agreement, of lands and hereditaments for the purposes thereof, and to vary and extinguish all rights or privileges in any way connected with the lands or hereditaments which may be required to be taken, or which might in any way impede or interfere with the carrying into effect of the objects and purposes of the said intended Bill.

And it is also intended by the said Bill to take powers to deviate from the lines of the said intended works to the extent or within the limits defined upon the plans hereinafter mentioned, and so far as may be requisite or desirable for the purposes of the said Bill to cross, break up, divert, alter, or stop up, either temporarily or permanently, any roads, footpaths, streams, navigations, sewers, or drains within the aforesaid parishes and places, or any of them. And notice is hereby further given, that duplicate plans and sections of the intended works, with a book of reference to such plans, containing the names of the owners, lessees, and occupiers of the lands and hereditaments which may be taken for the purposes thereof, and a copy of this notice, as published in the London Gazette, will on or before the thirtieth day of November, one thousand eight hundred and fifty three, be deposited for public inspection with the Clerk of the Peace of the said county of Merioneth, at his office at Bron Eryri, near Portmadoc, in the said county of Merioneth, and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the intended works, or any part thereof, are or is intended to be made or pass, together with a copy of this notice, will be deposited for public inspection, in the case of each such parish, with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and that on or before the thirty-first day of December next printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons.

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

Poole, Powell, & Poole, Carnarvon, North Wales,
Solicitors for the Bill.

Stockton and Cleveland Union Railway.

(Incorporation of Company for constructing a Railway or Railways, from or from near to Stockton, in the county of Durham, to or near to the town of Stokesley, in the North Riding of the county of York, and Branches therefrom; and making arrangements with the Stockton and Darlington Railway Company, the West Hartlepool Harbour and Railway Company, the Leeds Northern Railway Company, and a proposed Company called, or intended to be called, the North Yorkshire and Cleveland Railway Company, or some or one of the same Companies, and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate a Company, under the title of The Stockton and Cleveland Union Railway Company, or such other title as shall be deemed expedient, for the purpose of making and maintaining the railways, and branch railways, landing-place, and other works hereinafter mentioned, with all proper stations, works, and conveniences connected therewith, and approaches thereto, that is to say:

First. A railway, with all necessary works and conveniences, commencing at or near the south bank of the River Tees, at South Stockton, in the parish or township of Thornaby, in the North Riding of the county of York, at a point 130 yards, or thereabouts, in an easterly direction, from a point on the south bank of the River Tees, opposite, or nearly opposite to the shipping place belonging to the West Hartlepool Harbour and Railway Company, and proceeding thence, in a southerly direction through or into the parishes, townships, and extra-parochial or other places, of Thornaby, Stainsby, Maltby, Stainton, otherwise Stainton in Cleveland, Thornton, Stainton and Thornton, Hemlington, Hilton, Newby, Seamer, Rudby, Hutton Rudby, otherwise Hutton Juxta Rudby, and Stokesly, all in the said North Riding of the said county of York, or some of them, to and terminating at the point marked (A) on the plans to be deposited as hereinafter mentioned, in a pasture field belonging to Charles John Bythesea Brome, Esq., and in the occupation of John Braitwaite, situate in the said parish of Stokesley, 450 yards, or thereabouts, in a northern direction, from the bridge across the River Leven, commonly called Bence Bridge, on the public highway leading from Stokesley aforesaid to Thirsk and Northallerton, in the said North Riding of the county of York.

Secondly. A railway commencing by a junction with, or from, and out of the firstly-described intended railway, at or near a point marked (B) on the said plans so to be deposited as aforesaid, in the township or parish of Thornaby aforesaid, in a field belonging to the trustees under the will of the late George Brown, Esq., and in the occupation of Matthew Bowser; and proceeding thence in, through, or into the parish or township of Thornaby aforesaid, in the said North Riding of the county of York, and thence in a north-westerly direction to and across the river Tees, and the Stockton and Darlington Railway, in, through, or into the parish or township of Stockton-upon-Tees, Stockton, and the borough of Stockton, in the county of Durham, or some or one of them, and to and terminating by a junction with the Leeds Northern Railway, at a point marked C on the plans so to be deposited as aforesaid, in the parish or township of Stockton, or Stockton-upon-Tees, or one of them, in the said county of Durham, distant eighty yards, or thereabouts, in a southerly direction, from the place where the said Leeds Northern Railway crosses the public highway, in the parish or township of Stockton aforesaid, called Oxbridge-lane.

Thirdly. A branch railway, commencing by a junction with, or from, and out of the first mentioned railway, at the said point marked A, in the parish of Stokesley, and proceeding thence in, or through, the parishes, townships, and extra-parochial or other places of Stokesley, Dromanby, Great Dromanby, Little Dromanby, Busby, Great Busby, Little Busby, Kirby, otherwise Kirkby-in-Cleveland, otherwise Kirby-cum-Broughton, Broughton, Great Broughton, Little Broughton, Broughton Grange, Greenhow, Ingleby, and Ingleby Greenhow, all in the said North Riding of the said county of York, or some of them, and terminating at a point marked (D) on the said plans so to be deposited as aforesaid, in a field, in the township of Greenhow, otherwise Ingleby Greenhow, in the parish of Ingleby Greenhow, belonging to Lord de Lisle and Dudley, and occupied by William Blackburn, and situate on the east side of and adjoining to the public highway leading from Great Broughton to Bilsdale.

Fourthly. A branch railway commencing by a junction with, or from, and out of the thirdly-described intended railway, at a point marked (E) on the plans so to be deposited as aforesaid, in a field, in the parish or township of Kirby, otherwise Kirkby-in-Cleveland, otherwise Kirby-cum-Broughton aforesaid, belonging to Oliver Strickland and John Wilson, in the occupation of the said Oliver Strickland, and proceeding thence into or through the several parishes, townships, or extra-parochial places of Kirby, otherwise Kirkby-in-Cleveland, otherwise Kirby-cum-Broughton, Dromanby, Great Dromanby, Little Dromanby, Busby, Great Busby, and Little Busby, all in the said North Riding of the county of York, or some or one of them, to and terminating at a point marked (F) on the plans to be deposited as aforesaid, in a field in the township of Dromanby aforesaid, belonging to the Honourable Octavius Duncombe, and occupied by John Barker.

Fifthly. A branch railway commencing by a junction with, or from, and out of the thirdly-described intended railway, at a point marked (G) on the plans so to be deposited as aforesaid, in a field, in the township of Dromanby aforesaid, belonging to Richard Machell Jacques, Esq., and in the occupation of Jane Wilstrop, and proceeding thence by a curved line, to and terminating by a junction with a certain projected railway, called the North Yorkshire and Cleveland Railway, if, and when the same shall be formed, at or near a point marked (H) on the plans so to be deposited as aforesaid, in a field, in the parish or township of Kirby, otherwise Kirkby-in-Cleveland, otherwise Kirby-cum-Broughton aforesaid, belonging to William Kearsley, and occupied by William Kearsley the younger; the whole of which said lastly-described intended branch railway will be situate, or be made, within the parishes or townships of Dromanby and Kirby, otherwise Kirkby-in-Cleveland, otherwise Kirby-cum-Broughton aforesaid, or the one of them.

Sixthly. A branch railway commencing by a junction with or from, and out of the firstly-described railway at or near a point marked (I) on the plans so to be deposited as aforesaid, in the parish or township of Thornaby aforesaid, in a field belonging to the Rev. Ralph Ord, and occupied by John Heslop, and passing thence by a curved line to, and terminating by a junction with, the Middlesbrough branch of the Stockton and Darlington Railway, at a point marked (K) on the said deposited plans, near to the point at which the said Middlesbrough Branch Railway crosses the public highway, leading from Stockton to Guisbrough, the whole of which said lastly-described intended branch railway will be situate, or be made, within the parish or township of Thornaby aforesaid.

Seventhly. A branch railway commencing by a junction with, or from, or out of the firstly-described intended railway, at or near the said point marked (I) on the plans so to be deposited as aforesaid, in the parish or township of Thornaby aforesaid, and passing thence by a curved line to, and terminating by a junction with, the said Middlesbrough branch of the Stockton and Darlington Railway, at a point marked (L) on the plans so to be deposited as aforesaid, distant, in an easterly or north-easterly direction, 950 yards, or thereabouts, from the place where the said Middlesbrough Branch Railway crosses the said public highway leading from Stockton to Guisbrough, the whole of which said lastly-described intended branch railway will be situate, or be made, within the parish or township of Thornaby aforesaid.

Eighthly. A landing-place for goods and passengers, with all convenient approaches and other works connected therewith, at South Stockton aforesaid, on the south shore of the River Tees, at or near the commencement of the said firstly-described railway, in the parish or township of Thornaby aforesaid, the whole of which said landing-place and works will be situate, or be made, within the said parish or township of Thornaby aforesaid.

And it is also intended by the said intended Act to take powers to deviate in constructing the said proposed railways, branches, 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 also to form junctions with the rails of the said Middlesbrough branch of the Stockton and Darlington Railway, and with the rails of the Leeds Northern Railway, and with the rails of the said projected railway called the North Yorkshire and Cleveland Railway (if the same shall be formed), at the several points of junction with the said existing and projected railways, shown on the said plans to be deposited as aforesaid; and to take other powers to interfere with all or any of the same railways.

And it is also intended by such Act to take powers for the compulsory purchase of lands and houses, for the purposes of the said railways and branch railways, landing-place and works, so intended to be authorised as aforesaid; and also for the levying of tolls, rates, and duties for or in respect of the use of the said intended railways and branch railways, landing-place and works, and to grant exemptions from such tolls, rates, and duties; and to enter into agreements and contracts with the owners or lessees of collieries, ironstone, or other minerals, and others, for the transit of coals, minerals, and other traffic upon and over the said intended railways and branch railways, and landing-place, or any part or parts thereof; and also for raising capital and borrowing money for the purposes of the said undertaking.

And it is also intended by such Act to take powers to cross, alter, vary, stop up, or divert, whether temporarily or permanently, all turnpike and other roads, streets, highways, railways, tramways, aqueducts, canals, streams, rivers, waters, mill-dams, and watercourses, 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 railways and branch railways, landing-place, and works, or any of them.

And it is also intended by such Act to vary, repeal, or extinguish all existing rights, privileges, or exemptions in any manner connected with the lands, houses, railways, roads, the River Tees, and any proposed works thereon, and other property or works proposed to be purchased or taken, or interfered with, which would in any manner impede or

interfere with the construction, maintenance, or use of the said intended railways and branch railways, landing-place, and works, and to confer other rights, privileges, and exemptions.

And it is intended to incorporate in the said intended Act, and make applicable to the objects thereof, 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;" and "The Harbours, Docks, and Piers Clauses Act, 1847;" and all other usual and necessary powers and provisions for carrying the objects and purposes of the said Act into effect.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and branch railways, landing-place, 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 30th day of November, in the present year, with the Clerk of the Peace for the said county of Durham, at his office in or near the city of Durham, and with the Clerk of the Peace for the said North Riding of the county of York, at his office, in North Allerton, in the said North Riding. And that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways and branch railways, landing-place, and works are intended to be made, and also a copy of the said Gazette notice will be deposited on or before the 30th day of November, in the present year, with the parish clerk of each such parish, at his residence; and that a copy of so much of the said plans and sections as relates to each extra-parochial place, together with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will be deposited on or before the said 30th day of November with the parish clerk of some parish immediately adjoining to each such extra-parochial place, at his usual place of abode.

And notice is hereby also given, that it is intended in and by the said intended Act to take powers to enable the Company to be thereby incorporated, or any lessees or other persons lawfully using the said intended railways, or branch railways, or any of them, or any part or parts thereof, either by agreement, or upon terms to be determined by arbitration, or by the Board of Trade, or otherwise, as Parliament shall authorise, to use, run, and pass over with their own engines and other carriages, or with the engines and carriages of such other persons using or passing over the said intended railways or branch railways, or any of them, or any part or parts thereof, that portion of the line of the said Middlesbrough Branch of the Stockton and Darlington Railway, which lies between the point at which it is intended that the said seventhly mentioned intended branch railway shall form a junction with the said Middlesbrough Branch, in the parish or township of Thornaby aforesaid, and the junction of the same branch with the main line of the said Stockton and Darlington Railway, in the parish or township of Stockton, or Stockton-upon-Tees aforesaid. And also that portion of the main line of the same railway which lies between the said last-mentioned junction and the eastern or north-eastern extremity of the same line, on the north side of the river Tees, at Stockton, all in the parish or township of Stockton, or Stockton-upon-Tees aforesaid. And also that portion of the line of the Leeds Northern Railway, which lies between the point at which it is intended that the said

secondly mentioned intended railway shall form a junction with the said Leeds Northern Railway, in the parish or township of Stockton or Stockton-upon-Tees aforesaid, and the point at which the said Leeds Northern Railway joins the Clarence Railway. Also powers to use the stations, booking-offices, warehouses, and other conveniences of the Stockton and Darlington Railway Company, and of the Leeds Northern Railway Company, on the line of or adjoining their said railways or branch railways, so to be used or run over respectively, by the said intended Company; and subject, as aforesaid, 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 portions of the said railways and branch, stations, booking-offices, warehouses, works, and other 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 Stockton and Darlington Railway Company, and the Leeds Northern Railway Company respectively, for the use of the said portion of their respective railways or branch railways, stations, booking-offices, warehouses, works, and conveniences, or any of them; and to enable the said intended Company to require the Stockton and Darlington Railway Company, and the Leeds Northern Railway Company, or either or them, upon such terms as shall be mutually agreed, or as shall be determined by arbitration, or by the Board of Trade, or otherwise, as Parliament shall authorise, to book through and forward all passengers, goods, minerals, animals, and other traffic, and to afford all necessary facilities for the passage and transmission of passengers, goods, minerals, animals, and other traffic over their said railways to and from the said intended railways and branches, or any of them; and to enable the said intended Company to carry passengers, goods, minerals, animals, and other traffic, on the railways of other Companies and persons, and to charge tolls, rates, and charges in respect thereof, and to recover and enforce payment of such tolls, rates, and charges.

And it is further intended to apply for power to be inserted in such Act, to enable the said Company thereby to be incorporated to sell or let and transfer the said intended railways and branches, landing-place, and works, or any part or parts thereof, and all or any powers of such Company in connection therewith, or in relation thereto, to the Stockton and Darlington Railway Company, the West Hartlepool Harbour and Railway Company, the Leeds Northern Railway Company, or the said projected Company, intended to be called the North Yorkshire and Cleveland Railway Company, or any one or more of such Companies, and to enable the said last-mentioned Companies or any or either of them to purchase or rent the said intended railways and branch railways, landing-place, and works, or any part or parts thereof respectively, and to exercise the before-mentioned powers, or any of them. And also to subscribe to, and hold shares in, the said intended Company, and to contribute funds for or towards the construction, maintenance, and use of the said intended railways and branch railways, and landing-place, and works, or any of them, and to nominate directors, and to take part in the management of the said Company, and to authorize the amalgamation of the undertaking of the said Company so to be incorporated with the undertakings of the said Stockton and Darlington Railway Company, West Hartlepool Harbour and Railway Company, Leeds Northern Railway Company, and North Yorkshire and Cleveland Railway Company, or any one or more of them; and to enable the said last-mentioned Companies, or any one or more of them, and the Company to be incorporated,

to enter into and carry into effect such agreements as the respective parties thereto may think fit, in respect of the working and use, by the Stockton and Darlington Railway Company, or the West Hartlepool Harbour and Railway Company, or the Leeds Northern Railway Company, or the North Yorkshire and Cleveland Railway Company, or any one or more of them, of the said intended railways and branch railways, landing-place, and works, or any part or parts thereof, and the regulation and management, by any one or more of such Companies or otherwise, of the traffic upon or over the said intended railways and branch railways, landing-place, and works, or any part or parts thereof, and the payment, and also the division or apportionment, between any of the said Companies, and the Company so to be incorporated, of tolls, rates, and duties received, or to be received, in respect of such traffic, and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between the said Stockton and Darlington Railway Company, the West Hartlepool Harbour and Railway Company, the Leeds Northern Railway Company, and the North Yorkshire and Cleveland Railway Company, or any one or more of such Companies, and the Company which may be so incorporated as hereinbefore mentioned; and for any of the purposes aforesaid, to enable the said Stockton and Darlington Railway Company, the West Hartlepool Harbour and Railway Company, the Leeds Northern Railway Company, and the North Yorkshire and Cleveland Railway Company, or any of them, to raise a further sum of money by the creation of new shares or stock, or by mortgage or bond, or by all or any of those means.

And notice is hereby also given, that it is proposed by the said intended Act, to alter, amend, vary, enlarge, and extend or repeal, and re-enact so far as may be necessary for all or any of the purposes aforesaid, the powers and provisions of the several Acts of Parliament hereinafter mentioned, or any of them, that is to say; "The Stockton and Darlington Railway (consolidation of Acts, increase of capital, and purchase of the Middlesbro' Dock) Act, 1849," "The Stockton and Darlington Railway Act, 1851," "The Stockton and Darlington Railway Act, 1852," and all other Acts relating to the Stockton and Darlington Railway Company; "The West Hartlepool Harbour and Railway Act, 1852," and all other Acts relating to the West Hartlepool Harbour and Railway Company; the 8th and 9th Vic., cap. 104; the 9th and 10th Vic., caps. 149, 153, and 154; the 10th and 11th Vic., cap. 210; the 11th and 12th Vic., caps. 56, 57, 68, and 71; the 12th and 13th Vic., cap. 27; and the 14th and 15th Vic., cap. 47; "The Leeds Northern Railway Act, 1853," and any other Act relating to the Leeds Northern Railway Company; and "The Tees Conservancy and Stockton Dock Act, 1852."

And it is also intended, by such Act, to vary and extinguish all rights and privileges, whether conferred or acquired by Act of Parliament, charter, deed, contract, agreement, or otherwise, howsoever, which would, in any manner, interfere with the objects of the said intended Act, or any of them.

And notice is hereby 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.

Newby and Richmond,
and
Joseph Dodds,
Stockton-on-Tees. } Solicitors for the
Bill.

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

Stourbridge Waterworks.

(Incorporation of Company; Construction of Works; and Supply of Water.)

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 better supplying with water the township of Stourbridge and the several adjacent townships or hamlets of Upper Swinford, Lower Swinford, The Lye, Wollaston, Wollescote, all in the parish of Oldswinford, in the county of Worcester; the hamlet of Amblecote, in the said parish of Oldswinford, but situate in the county of Stafford, and that part of the parish of Kingswinford, in the said county of Stafford, commonly called Wordsley, and for that purpose to incorporate a Company; and it is proposed by the said intended Act to empower the said Company to make and maintain the several works hereinafter mentioned; that is to say: 1st, a reservoir or reservoirs at, near to, or upon lands belonging to Alexander Brodie Cochrane, Henry Bate, and William Francis Price, or some or one of them, at or near a place called the Heath, in the township of Stourbridge, in the said parish of Oldswinford, in the county of Worcester, and then to take, divert, intercept, impound, and use for the purpose of the said undertaking and of the said intended Act, the water or stream, or some part thereof, which runs down or through the said lands, and commonly called or known as the Gig Mill-stream. 2nd, a reservoir in a certain field or fields in the occupation of the representatives of Edward Hill, deceased, and being part of the estate known as the Amblecote-hall estate, in the hamlet of Amblecote, in that part of the parish of Oldswinford, which lies in the said county of Stafford. 3rd, the aqueducts or main pipes following; that is to say: an aqueduct or main pipe, aqueducts or main pipes, from the said intended first-mentioned reservoir or reservoirs, or one of them, at or near the heath aforesaid, to the said secondly-described intended reservoir, at or near Amblecote-hall aforesaid, together with all necessary and proper tunnels, embankments, cuttings, bridges, drains, sewers, weirs, dams, sluices, filtering beds, engines, pumps, conduits, mains, pipes, pipe tracks, and other conveniences, for the effectual construction, maintenance, and use of the said intended works; and which said several aqueducts, conduits, and lines of pipe, reservoirs, and other conveniences, are intended to be made in and pass from, through, and into the several parishes, townships, hamlets, extra-parochial, and other places following, or some of them; that is to say: Stourbridge, Upper Swinford, Lower Swinford, The Lye, Wollaston, Wollescote, in the said parish of Oldswinford, in the county of Worcester, and Amblecote, in the said parish of Oldswinford, and Wordsley, in the said parish of Kingswinford, in the said county of Stafford. And it is also intended by the said Act to empower the said Company to purchase compulsorily or by agreement, and to enter upon, take, use, and hold lands, houses, waters, springs, streams, tenements, and hereditaments, for the purposes aforesaid, and all such hereditaments as would in any manner impede or interfere with the said intended works, and the supply of water as aforesaid, and also to acquire compulsorily or by agreement any easement, liberty, privilege, power, or authority, in or over any lands, houses, water, springs, streams, tenements, and hereditaments, or to take on lease, such lands, houses, water, springs, streams, tenements, and hereditaments. And it is also proposed by the said intended Act to empower the said Company to levy rents, rates, tolls, and charges for the supply of water within the said several hamlets, extra-parochial and other places hereinbefore mentioned,

and to grant total or partial exemptions from the payment of rents, rates, tolls, and charges. And it is proposed by the said intended Act to alter, vary, and extinguish all rights and privileges connected with the lands, tenements, waters, streams, and hereditaments, proposed to be taken for the purposes of the said intended Act; and also to take powers to prevent any deterioration or fouling by drainage, sewerage, bathing, or other impurity of the waters of the said brook or stream called the Gig Mill-stream; and to cut and remove mud, and otherwise cleanse and purify the same, and the bed, banks, and waters thereof. And notice is hereby also given, that it is proposed by the said intended Act, to empower the commissioners for improvement of the said township of Stourbridge to purchase or take upon lease the works, property, powers, rights, privileges, and authorities, and to raise money by mortgage thereof, or of the rates or assessments, duties, and tolls arising and payable to the said commissioners, and to pay the rents reserved by such lease out of the last-mentioned rates and assessments, duties, and tolls; and to empower the said commissioners to take and subscribe for or to purchase shares in the capital of the said undertaking, and to make all requisite payments in respect of such shares out of the said last-mentioned rates and assessments, duties, and tolls, or by mortgage thereof, or of some part or portion thereof. And it is also proposed by the said intended Act that the said Company shall be empowered to contract for supplying the public roads, streets, drains, and passages within the said township of Stourbridge, and the several hamlets, extra-parochial and other places aforesaid with water, and for cleansing and watering the same, and to empower the said Commissioners to contract with the said Company for such service and supply, to pay and apply any part of the last-mentioned rates and assessments, duties, and tolls for the payment of the expense of such supply, and for cleansing and watering the roads, streets, ways, lanes, and passages, pursuant to such contract, and for effecting all or any of the objects and purposes herein mentioned, but not otherwise, to alter, vary, amend, enlarge, and extend the powers and provisions of all or any of the Acts local and personal relating to the said township of Stourbridge, and which is the following (that is to say), the 6th George 4th, cap. 19. And it is also proposed by the said intended Act to enable the said Company to divert, break, or stop up and alter, either permanently or temporarily, turnpike and other public roads, streets, ways, railways, canals, lanes, tunnels, and passages, and to stop up, divert, or alter the public and other drains and sewers, within the said parishes of Oldswinford and Kingswinford, and the several townships, hamlets, extra-parochial and other places aforesaid.

And notice is hereby also given, that it is proposed to insert in the said intended Act all such powers and provisions as may be requisite or proper for carrying into full and complete effect all or any of the objects and purposes of the said intended Act, hereinbefore stated, or which are usually inserted in Acts of a similar nature.

And notice is also hereby given, that duplicate plans and sections describing the lines and levels, course and situation, of the said intended conduits, pipes, reservoirs, and other works, and the streams to be diverted for the purposes of the said intended Act, and the lands and houses proposed to be taken for such purposes, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, together with a copy of this notice as published in the London Gazette, will on or before the 30th day

of November instant be deposited with the Clerk of the Peace of the said county of Worcester, at his office in the city of Worcester; and with the Clerk of the Peace of the county of Stafford, at his office in Stafford; and that copies of so much of such plans, sections, and books of reference as relates to each parish, in, through, or into which the intended works will pass or be situate, with a copy of the said notice, will on or before the said 30th day of November instant be deposited with the parish clerk of each such parish, at his residence, and on or before the the 31st day of December next copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1853.

Roland Price, Solicitor, Stourbridge.

Norfolk, Eastern Counties, and Eastern Union Railway Companies.

(Powers for Amalgamation; Sale; Purchase; Lease; Working; and Traffic Arrangements.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to amalgamate or authorize an amalgamation between the Norfolk Railway Company, the Eastern Counties Railway Company, and the Eastern Union Railway Company, or some of them, upon such terms and conditions as shall be set forth in the said Act, or as may be mutually agreed upon between the Companies amalgamated.

And it is proposed by the said intended Act to authorize each of the said Companies respectively to sell or let their undertaking or property, powers, rights, and privileges to the others or other of such Companies; and also to authorize each of the said Companies respectively to purchase or take and hold on lease the undertakings, property, powers, rights, and privileges of the said other Companies, or either of them, upon such terms and conditions as may be mutually agreed upon between them, or as may be set forth or provided for in the said intended Act.

And it is proposed by the said intended Act to confer full powers upon the amalgamated Company to have, use, and exercise all and every or any of the powers, rights, and privileges of every description belonging to, or which could or might have been exercised by the Companies respectively forming the amalgamated Company if the amalgamation had not taken place; and also full powers upon such of the said Companies, as may purchase or take on lease the undertakings of the said other Companies, or either of them, to have, use, and exercise all and every or any of the powers, rights, and privileges of every description of the Companies or Company whose undertakings or undertaking shall have been so purchased or taken on lease.

And it is proposed by the said intended Act to make or authorize the making of such alterations in the capital stock and shares of the said Companies respectively or any of them, and to authorize the creation of such additional stock or shares, with or without preference or guarantee with respect of dividend, and the creation of such preference or guarantee with respect to dividend upon existing stock or shares in any of the said Companies, or upon stock or shares authorized to be created by them, and such other privileges with respect to shares or stock, or otherwise, as may be necessary or convenient for effecting any such amalgamation, sale, purchase, or lease, as aforesaid.

And it is proposed by the said intended Act to authorize the said Companies, or any of them, to make and carry into effect arrangements

with respect to the working or use of the undertakings belonging to them respectively, or for facilitating the transmission of traffic from one undertaking to the other, and for a division or apportionment amongst them of the tolls and receipts arising from the undertakings so worked or used, or the transmission of which shall be so facilitated, and to alter the existing tolls, rates, duties, and charges at present authorized to be levied or taken by the said Companies respectively or any of them, and to levy and take other tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of any tolls, rates, duties, or charges, and to vary or extinguish all existing rights and privileges which would in any manner impede or interfere with the carrying into full and complete effect any of the objects and purposes of the said intended Act, and to confer other rights and privileges.

And it is proposed by the said intended Act to repeal, alter, enlarge, consolidate, and amend all or some of the provisions of the several local and personal Acts following; that is to say: Acts relating to the Norfolk Railway Company, viz.: 5 Vic., cap. 82; 7 Vic., caps. 4 and 15; 8 and 9 Vic., caps. 41, 45, and 154; 9 and 10 Vic., caps. 132 and 169; 10 and 11 Vic., caps. 64, 94, 98, and 99; 11 and 12 Vic., cap. 30; and 15 Vic., cap. 25: Acts relating to the Eastern Counties Railway Company, viz.: 6 and 7 William 4th, caps. 103 and 106; 1 and 2 Vic., cap. 81; 2 and 3 Vic., caps. 77 and 78; 3 Vic., cap. 52; 4 Vic., caps. 14 and 24; 4 and 5 Vic. cap. 42; 6 Vic., cap. 28; 7 Vic., caps. 19, 20, and 35; 7 and 8 Vic., caps. 62 and 71; 8 and 9 Vic., caps. 85, 110, and 201; 9 Vic., cap. 52; 9 and 10 Vic., caps. 258, 356, 357, and 367; 10 and 11 Vic., caps. 92, 156, 157, and 158; 15th Vic., caps. 30, 33, 51, 84, and 108; 16 and 17 Vic., caps. 87 and 117: and Acts relating to the Eastern Union Railway Company, viz.: 7 and 8 Vic., cap. 85; 8 and 9 Vic., caps. 94 and 97; 9 Vic., cap. 53; 9 and 10 Vic., caps. 76, 97, 106, and 280; 10 Vic., caps. 11, 18, 19, and 21; 10 and 11 Vic., caps. 137, 174, and 225; 12 and 13 Vic., cap. 92; 13 and 14 Vic., cap. 54; 14 and 15 Vic., caps. 58 and 66; 15 and 16 Vic., cap. 148; and 16 and 17 Vic., cap. 221: Acts relating to the Newmarket Railway Company, viz.: 9 and 10 Vic., cap. 172; 10 Vic., caps. 12, 13, and 20; and 15 Vic., cap. 65: and Acts relating to the East Anglian Railway Company, viz.: 8 and 9 Vic., caps. 48, 55, and 126; 9 and 10 Vic., cap. 270; 10 and 11 Vic., caps. 170, 171, and 275; 12 and 13 Vic., cap. 52; 14 and 15 Vic., cap. 101: and the East Anglian Railways Act, 1853.

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

Dated the 12th day of November, 1853.

Parker, Hayes, Barnwell, and Twisden,
60, Russell-square, London, Solicitors
to the Norfolk Railway Company.

Norfolk Railway.

(Improvement of Lowestoft Harbour; Increase of Toll; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to improve the harbour of Lowestoft, in the county of Suffolk, by making a breakwater, and by altering, enlarging, and deepening a certain pool or lake connected with such harbour, or forming part thereof, called Lake Lothing; and to construct and maintain all necessary, proper, and convenient works in connection

therewith; and to make better provision for dredging, scouring, and maintaining the said harbour and lake; all which improvements will be situate in the parishes, townships, and extra-parochial and other places following, or some of them; that is to say: Lowestoft, Oulton, Carlton Colville, Kirkley otherwise Kirtley, and the bed and shores of the sea and of Lake Lothing, all in the county of Suffolk.

And it is proposed by the said intended Act to take powers for the compulsory purchase or taking of lands and buildings in the several parishes and places aforesaid, or some of them, for the purposes of the said intended improvements; and to stop up, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, brooks, streams, water-courses, pipes, sewers, and drains, which it may be necessary or expedient so to stop up, alter, or divert, for the purposes of the said improvements; and to vary or extinguish all existing rights and privileges in any manner connected with the lands and buildings so to be purchased or taken, or any such roads, highways, brooks, streams, water-courses, pipes, sewers, or drains, as aforesaid, or which would in any manner impede or interfere with the carrying into full and complete effect any of the objects and purposes of the said intended Act; and to confer other rights and privileges.

And it is proposed by the said intended Act to authorize the Norfolk Railway Company to execute the said works, and to appropriate any funds belonging to them or under their controul to that purpose, or to raise money for the purpose by the creation of shares, with or without preference or priority in payment of dividend, or by mortgage of their undertaking, or any part thereof.

And it is proposed by the said intended Act to take powers to alter and increase tolls, rates, and duties at present authorized to be taken upon or in respect of ships or vessels of any description, entering or using the said harbour, and upon or in respect of the cargoes thereof; and to levy other tolls, rates, and duties; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties.

And it is proposed by the said intended Act to alter the powers to make bye-laws, rules, and regulations in reference to the said harbour; and to authorize the Norfolk Railway Company to make, and from time to time to alter, bye-laws, rules, and regulations in reference to the said harbour.

And it is proposed by the said intended Act to alter and amend the several local and personal Acts following, or some of them, relating to the said harbour and Company; that is to say: local and personal Acts, 5th and 6th Vic., cap. 82; 7th and 8th Vic., caps. 4 and 15; 8th and 9th Vic., caps. 41, 45, and 154; 9th and 10th Vic., caps., 132 and 169; 10th and 11th Vic., caps. 64, 94, 98, and 99; 11th and 12th Vic., cap. 30; and 15th Vic., cap. 25; 7th and 8th George the Fourth, cap. 42; 2nd William the Fourth, cap. 2.

And notice is hereby given, that plans and sections of the said intended improvements, shewing the situation, line, and levels thereof, and the lands upon which they 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 the lands and buildings proposed to be taken or purchased for the purposes thereof, and a copy of this notice, as published in the London Gazette, will be deposited, on or before the 30th day of No-

vember instant, with the Clerk of the Peace for the county of Suffolk, at his office in Bury St. Edmunds, in the county of Suffolk.

And that a copy of so much of the said plans, sections, and book of reference as relates to the parishes and extra-parochial places in which the said improvements will be situate, together with a copy of this notice, as published in the London Gazette, will, on or before the same 30th day of November, 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, on or before the 31st day of December next, at the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1853.

Parker, Hayes, Barnwell, & Twisden,
60, Russell-square, London;

John Oddin Taylor, Norwich; Solicitors.

Norfolk Railway Company.

(Power to make Railway to Aylsham 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 Norfolk Railway Company to make and maintain a railway with all proper stations, works, and conveniences connected therewith, commencing by a junction with the existing line of the Norfolk Railway, in the parish of Keswick, in the county of Norfolk, at or near the west side of a certain bridge, by which the said Norfolk Railway crosses the river Yare, and which said bridge is situated partly in the said parish of Keswick, and partly in the hamlet of Eaton, in the county of the city of Norwich, and terminating in the parish of Aylsham, in the county of Norfolk, in or near to a certain field, known as the Barn Close, belonging to and in the occupation of the Reverend James Bulwer, and being on the west side of the turnpike-road from Norwich to Aylsham, which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say: Keswick, Cringleford, Intwood, Colney, Hellesdon otherwise Hellesden, Bowthorpe, Costessey otherwise Cossey, Drayton, Taverham, Horsford, Felthorpe, Haveringland, Hevingham, Burgh, Brampton, Marsham, and Aylsham, in the county of Norfolk, and Eaton, Lakenham, Heigham, Earlam, and Hellesdon otherwise Hellesden, in the county of the city of Norwich.

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

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

railway and works, and to confer other rights and privileges.

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

And notice is hereby further given that maps, plans, and sections describing the direction, line, or situation and levels of the said intended railway and works, and the lands in or through which the same are intended to be made, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Norfolk, at his office in Aylsham, in the said county of Norfolk, and with the Clerk of the Peace for the city of Norwich and county of the same city, at his office in the said city; 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 or extra-parochial places in or through which the said railway and works are proposed to be made, and also a copy of this notice, as published in the London Gazette, will be deposited as follows; that is to say: in the case of parishes, with the parish clerks of such parishes respectively at their places of abode, and in the case of any extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence.

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

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

And it is also proposed by the said intended Act to alter, vary, amend, repeal, or enlarge all or any of the provisions and powers of the several Acts following, or some of them, directly or indirectly affecting the Norfolk Railway Company; that is to say: local and personal Acts 5th and 6th Vic., cap. 82; 7th and 8th Vic., caps. 4 and 15; 8th and 9th Vic., caps. 41, 45, and 154; 9th and 10th Vic., caps. 132 and 169; 10th and 11th Vic., caps., 64, 94, 98, and 99; 11th and 12th Vic., cap. 30; and 15th Vic., cap. 25.

Dated the 10th day of November, 1853.

*Parker, Hayes, Barnwell, and
Twisden, 60, Russell-square,
London;* } Solicitors.
John Oddin Taylor, Norwich;

The Kensington Improvement Act, 1851,
Amendment.

(For Purchasing Ground for forming a New Public Road or Way to unite the Road at the North End of Brompton-square to the South End of the present road, called Princes-terrace.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter,

amend, enlarge, and extend some of the powers and provisions of an Act passed in the 14th and 15th years of the reign of Her Majesty Queen Victoria, intituled "An Act for better paving, lighting, cleansing, regulating and improving the parish of Saint Mary Abbott's, Kensington," and whereof the short title is "The Kensington Improvement Act, 1851;" and that it is intended by the said Bill to take power to authorise and require the Commissioners appointed, or to be appointed, for carrying such last-mentioned Act into execution, to purchase and take by compulsion or agreement a certain plot of ground situate at the north end of Brompton-square, in the respective parishes of Saint Mary Abbott's, Kensington, and Saint Margaret, Westminster, and to lay out, make, and form the same as a public road or way, and to join and connect the same with a road or way west of the front of Princes-terrace, in the said parish of Saint Margaret, Westminster, for the purpose of using the same as a carriage and foot way connecting the two high roads, one leading from London to Fulham, and the other from London to Kensington.

And notice is hereby further given, that it is intended by the said Bill to take power that when the said public road or way shall be completed, the maintenance, support, lighting, cleansing, and regulating of so much thereof as is situated in the said parish of Saint Mary Abbott's, Kensington, shall be borne and paid for by the said Commissioners under the said recited Act in like manner as the present Brompton-square roads are maintained, supported, lighted, cleansed, and regulated, and shall be used in like manner, with full and free power for the inhabitants and the public to pass over, along, and through the whole of the said public road or way, so intended to be laid out, made, and formed under the powers of the proposed Bill, and also over, along, and through the whole of the said road or way west of the front of Princes-terrace, as hereinbefore described, without any let, charge, hindrance, molestation, or interruption from, or by the direction of any person or persons whomsoever, and that the said Commissioners shall be empowered and authorised to rate and charge the first costs and expenses of purchasing, laying out, making, and forming the said public road or way, and of obtaining and passing the Act, upon the occupiers of that part of the said parish of Saint Mary Abbott's, Kensington, which is commonly called or known by the name of the Holy Trinity District.

And it is also intended by the said proposed Act, to confer, vary, or extinguish exemptions from payment of rates, to confer vary, or extinguish, any rights, powers, or privileges which may in any manner impede or interfere with the objects, provisions, and purposes of the said proposed Act, and to confer other rights, powers, or privileges.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the said intended public road or way, describing the line and level thereof and the land to be taken for the purpose thereof, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such land, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions-house, Clerkenwell, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which

the said intended public road or way is proposed to be made, with a copy of this notice as published in the London Gazette, will be deposited with the parish clerks of the said respective parishes of Saint Mary Abbott's, Kensington, and Saint Margaret, Westminster, at their respective places of abode; and 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 18th day of November. 1853.

By order,

Walmisley and Son, Parliamentary Agents,
23, Parliament-street.

Derbyshire, Staffordshire, and Worcestershire
Junction Railway.

(Alteration of Name; Abandonment of Part of Railway; Revival and Extension of Powers for Remainder; Reduction and Regulation of Capital; Removal and Appointment of Directors; Regulations as to Audit of Accounts, and Remedies against Directors, Officers, and Shareholders; Powers of Lease, Sale, or Amalgamation to or with the South Staffordshire Railway Company or their Lessees; Traffic Arrangements; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill for the following, or some of the following, among other objects; that is to say:

To relinquish all that portion of the railway as authorised to be made by "The Derbyshire, Staffordshire, and Worcestershire Junction Railway Act, 1847," as lies north or north-east of the Trent Valley Line of the London and North-Western Railway.

To revive, continue, and extend the powers of the Derbyshire, Staffordshire, and Worcestershire Junction Railway Company, for making and maintaining all the remainder of the railway and works as so authorised to be made by the said Act; or to give the said Company new powers for making and maintaining a new railway and works; such remainder of the railway or new railway to commence at or near to Cannock Mill, in the parish of Cannock, in the county of Stafford, at a road numbered 154 on the plan referred to in the said Act and on the plans hereinafter mentioned, to pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following; that is to say: Cannock, Rugeley, Colton, Blithfield, Abbot's Bromley, and Kingston otherwise Kinson, all in the county of Stafford; and to terminate in the said parish of Colton and county of Stafford, at or near the point shown on the said plans as the intended junction with the Trent Valley Line of the London and North-Western Railway:

To deviate from the line and levels and gradients of such remainder of the railway as so authorised, in the manner and to the extent to be described on the plans and sections hereinafter mentioned, or in the said intended Bill:

To change the corporate name of the Company:

To reduce, alter, and regulate the capital of the said Company, and the number and amount of the shares therein, and the calls which may be made upon the respective proprietors:

To remove all or some of the present Directors, and to appoint others to be named in the said Bill:

To facilitate and regulate the audit of the

accounts of the said Company, and to provide more efficient remedies and make provisions for the speedy recovery of moneys and enforcement of rights, from, by, against, and between the several directors, officers, and proprietors:

For the lease or sale of the undertaking to and by the South Staffordshire Railway Company, or to and by their lessee John Robinson M'Clean, or for its amalgamation with the undertaking of the said South Staffordshire Railway Company.

And it is intended to insert in the said Bill all or some of the following powers; that is to say:

To purchase, by compulsion or by agreement, lands and houses:

To divert, alter, and stop up, whether temporarily or permanently, all turnpike and other roads, aqueducts, canals, navigations, and railways; to levy tolls, rates, and charges; and to alter the tolls, rates, and charges as authorised in the said Act; and to vary and extinguish all rights and privileges, and confer all such other rights and privileges, which may be necessary and convenient for the purposes of the objects aforesaid; and to confer all necessary and convenient powers on the Derbyshire, Staffordshire, and Worcestershire Junction Railway Company, the South Staffordshire Railway Company, and John Robinson M'Clean respectively; to enter into contracts and engagements with each other for the objects aforesaid, or for traffic arrangements with respect to the use of the Derbyshire, Staffordshire, and Worcestershire Junction Railway:

And notice is hereby given, that duplicate plans, and sections showing the line or course, or situation, and levels of the said remainder of the railway, or new railway and works to be made, and the alterations in the line, levels, and gradients thereof, and the lands and houses intended to be taken, and books of reference containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, a published map showing the course or direction of the said remainder of the railway or new railway, and a copy of this notice, as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Stafford, at his office in Stafford; and a copy of so much of the said plan, sections, and book of reference as relates to the parishes or extra-parochial places aforesaid, in or through which any works will be situate or made, with a copy of the said Gazette notice, will, on or before the said thirtieth day of November, be deposited with the parish clerk of each such parish, at his residence, and, in the case of an extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence:

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

And it is intended to alter, amend, enlarge, or repeal some of the powers and provisions of "The Derbyshire, Staffordshire, and Worcestershire Junction Railway Act, 1847," and of the several Acts relating to the South Staffordshire Railway Company, or some of them; that is to say: "The South Staffordshire Junction Railway Act, 1846," "The Trent Valley, Midlands, and Grand Junction Railway Act, 1846;" "The South Staffordshire Railway Act, 1847;" "The South Staffordshire Railway Leasing Act, 1850;" and "The South Staffordshire Railway Act, 1851."

Dated this 1st day of November, 1853.

Dartmouth, Torquay and South Devon Extension
Railway.

(Incorporation of Company; Construction of Railways from the Torquay Station of the South Devon Railway to or near to Dartmouth, and also to the Pier or Harbour of Torquay, with an Approach Road to the Dartmouth Floating Bridge; Power to make working Arrangements with the South Devon Railway Company, and to enable that Company to subscribe, &c. to the Undertaking: Amendment of Acts of the South Devon Railway Company, and of the Dartmouth Floating Bridge Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts, to incorporate a Company, for the purpose of making and maintaining the railways hereinafter mentioned, or some or one of them, with all proper approaches, stations, and other works and conveniences connected therewith (that is to say):—

A railway commencing by a junction with the Torquay Branch of the South Devon Railway at or near the north end of the Torquay Station, at or near Torre otherwise Torr, in the parish of Tormoham otherwise Tormohun, in the county of Devon, and terminating at or near, Hoodown Ferry Passage House, in the occupation of Mary Burgoine, in the parish of Brixham, in the same county, which said intended railway will be made or pass, from, in, through, or into, or be situate within, the several parishes, townships, extra-parochial or other places following, or some of them (that is to say), Tormoham otherwise Tormohun, Torre otherwise Torr, Torquay, Tor Abbey, Chilston, Cockington, Paignton, Goodrington, Galmpton, Churston Ferrers, Kingswear, and Brixham, all in the said county.

Also a railway commencing by a junction with such intended railway, at a point in a field or inclosure adjoining to and on the north-west side of the lane leading from the Brixham and Kingswear turnpike-road to Hoodown Ferry Passage House aforesaid, and which point is three hundred yards, or thereabouts, in a direct line from the proposed terminus of the first mentioned intended railway at or near Hoodown Ferry Passage House aforesaid, and terminating in the parish of Brixham aforesaid, at or near a certain public-house, called or known by the name of "Dartmouth Floating Bridge Inn," occupied by George Griffis, and situate at the eastern end of the Dartmouth Floating Bridge, and on the east side of the Harbour of Dartmouth, and which said railway will pass from, in, through, into, or be situate within the said parish of Brixham.

Also a railway commencing at or near the western quay or pier of the Harbour of Torquay, in the said parish of Tormoham otherwise Tormohun, and terminating by two junctions with the first-mentioned intended railway, the one at or near Livermead House, in the parish of Cockington, in the said county of Devon, and the other at a point in a field belonging to Charles Herbert Mallock, Esquire, adjoining to and on the west side of the road leading from Livermead House aforesaid to Torre otherwise Torr, and which said last-named point is twenty chains or thereabouts in a direct line from the sea-shore, and which said railway and junctions will pass from, in, through, or into, or be situate within the several parishes, townships, extra-parochial or other places of Tormoham otherwise Tormohun, Torquay, Cockington, and Tor Abbey, or some or one of them, all in the county of Devon.

And it is also intended by the said Act or Acts to authorise and empower the said Company so to be incorporated as aforesaid, to make a road or approach, commencing from or near the proposed terminus of the firstly-described intended railway

near Hoodown Ferry Passage House aforesaid, and terminating in the said parish of Brixham, at or near a certain public-house called or known by the name of "Dartmouth Floating Bridge Inn," occupied by George Griffis, and situate at the eastern end of the Dartmouth Floating Bridge, and on the east side of the Harbour of Dartmouth, and which said road or approach will pass from, in, through, into, or be situate within the said parish of Brixham.

And it is also intended by the said Act or Acts to confer upon the Company to be thereby incorporated all necessary powers for effecting the purposes following; (that is to say),

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

To make lateral deviations from the lines of the said intended railways, road, and works, to the extent and within the limits defined upon the plans hereinafter mentioned, and to purchase, by compulsion or otherwise, lands, houses, and hereditaments for the purposes of the intended railways, road, and works, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

To levy tolls, rates, and duties upon or in respect of the intended railways, road, and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemption from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

And it is also proposed by the said Act or Acts to authorise the South Devon Railway Company to subscribe and contribute funds towards the said undertaking, and to guarantee to the intended Company such interest, dividend, annual or other payments, as may be agreed upon between such companies respectively, and to take and hold shares in the said undertaking, and to apply any capital or funds now or hereafter belonging to them, or under the control of their directors, or to raise additional capital by the creation of new shares, either with or without preference or priority in payment of interest or dividend, or by borrowing on mortgage or bond, for the purposes aforesaid, or any of them, and to enable the said South Devon Railway Company to vote at meetings of the Company to be incorporated as aforesaid, and to appoint directors of that Company.

And it is also proposed by the said intended Act or Acts, to enable the said intended Company and the said South Devon Railway Company, to make, enter into, and carry into effect such contracts and arrangements, on such terms and conditions, and subject to such restrictions, as may be, or may have been mutually agreed upon, by or on behalf of those companies, with reference to the working and use of the said intended railways, road, and works, the conduct, management, and direction of the traffic, or any portion of the traffic, upon the same, and the division and apportionment of such traffic, and the tolls, rates, and charges arising therefrom, between and amongst the said two companies, and for enabling the said intended Company and the said South Devon Railway Company, to appoint a joint committee for carrying into effect any such contracts or arrangements, and to exercise by means of such joint committee or otherwise, such of the rights, powers, or privileges, whether with reference to the levying of tolls, rates, and duties, or otherwise, now

or hereafter vested in or belonging to the said companies, and all such other rights, powers, and privileges as may be necessary or expedient, for more effectually carrying into effect any such contracts or arrangements.

And it is also proposed by the said intended Act or Acts to confirm all or any arrangements, now or hereafter to be entered into, between the said intended Company and the South Devon Railway Company, or on their behalf, with reference to all or any of the purposes before mentioned.

And notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans, and sections, showing the direction, line, and levels of the said intended railways and works, and plans and sections of the said road, 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 or extra-parochial place in or through which the said railways, road, and works, or any part thereof, will be made or pass, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each such parish, with the parish clerk thereof at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence.

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

And it is also proposed by the said intended Act or Acts, so far as may be necessary for the purposes thereof, to alter, amend, extend, vary, and enlarge or repeal the powers and provisions or some of the powers and provisions of the several Acts of Parliament following, or some or one of them (that is to say):—

“The South Devon Railway Act, 1844,” “The South Devon Railway Act (Amendment and Branches), 1846,” “The South Devon Railway Act (Extensions and Amendment), 1847,” and “The South Devon Railway Act, 1851,” and also an Act passed in the 11th year of the reign of his Majesty King George the Third, intituled “An Act for establishing a Floating Bridge over the Harbour of Dartmouth, from or near to Lower Sand Quay Point to Old Rock, in the county of Devon, and for building Quays and Landing-places, and for making Roads and Approaches thereto, with Branches therefrom.”

Dated this 3rd day of November, 1853.

<p><i>Tozer, Whidborne, Mackenzie,</i> and <i>Tozer, Teignmouth;</i> <i>H. and W. Toogood, 22, Par-</i> <i>liament Street, Westminster;</i></p>	<p>} Solicitors for the Bill.</p>
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Wellington (Salop) Improvement.

(Appointment of Commissioners for the General Improvement of the Town of Wellington; Establishment of Baths and Washhouses, Slaughterhouses, and Cemetery; Regulation of Markets; Purchase of Gas and Water Works and Market Hall; Levying of Rates; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to provide for the paving, lighting, draining, watering, cleansing, and otherwise improving and regulating the town of Wellington, in the county of Salop, and for the prevention and abatement of nuisances therein, and for regulating the width, level, and mode of laying

down, constructing, paving, repairing, and maintaining streets, roads, lanes, and other public and private ways and places within the said town, and for providing and maintaining such works as may be necessary for the effectual drainage and sewerage of the said town; and for improving, regulating, and maintaining the present and future drains and sewers within the limits to be prescribed by the said intended Act, with all necessary and proper appliances and appurtenances thereto respectively.

And it is proposed by the said intended Act to provide for regulating the construction of dwelling-houses and all other places used for human habitation, and for the ventilation and drainage thereof, and otherwise to provide for the sanitary condition of the same.

And it is proposed by the said intended Act to provide for the same being carried into effect within the limits following (that is to say): within a boundary commencing at the toll-gate at Watling-street, in the township of Arleston, commonly called Watling-street turnpike-gate, and proceeding along the east fence of a garden, in the occupation of Martha Poole, as far as a stable or building in her occupation, thence along the north and east fence of the said garden, then proceeding in a northerly direction, in a straight line across a meadow belonging to Mr. William Pinches, in the occupation of John Dean, to the northern corner of the said field, thence along the eastern boundary of the township of Wellington, to the highway leading from Leegomery to Wellington, thence in a straight line in a north-westerly direction to the boundary of the township of Wellington, at a point ninety-four yards, or thereabouts, from the turnpike-road leading from Shawburch to Watling-street, thence along the said boundary to the western side of the said road, thence along the said western side of the said road to the south-east corner of the garden in the occupation of Mr. Thomas Baddeley, thence along the east fence of the said garden to its junction with property belonging to Lord Forester, in the occupation of Mr. Charles Lewis, thence along the northern fence of an orchard in the occupation of the said Thomas Baddeley, to the end thereof, thence along the west side of the said orchard, and continuing in the same direction along the west fence of a field belonging to St. J. C. Charlton, Esquire, now or late in the occupation of Mr. John Jones, thence along the west fence of a field belonging to James Oliver, Esquire, in the occupation of Mr. John Barber, thence along the west fence of a field belonging to the said St. J. C. Charlton in the occupation of Edward Adney, thence in a westerly direction along the north fence of a pasture field belonging to the said St. J. C. Charlton, in the occupation of T. C. Eyton, Esquire, thence along the west fence of the said field to a cowhouse or building in the occupation of the said T. C. Eyton, thence in a westerly direction, in a straight line across a field belonging to the said St. J. C. Charlton, in the occupation of the said T. C. Eyton, to the northern fence at the back of the stable and coach-house belonging to Lord Forester, in the occupation of the said James Oliver, thence along the northern and western fence of the garden and premises called Spring Hill, in the occupation of the said James Oliver, to the public highway leading from Wellington to Admaston, thence crossing the said highway in a straight line to the western fence of a garden belonging to and in the occupation of Mr. Henry Webb, thence in a southerly direction along the western fence of a field belonging to and in the occupation of the said Henry Webb, thence along the western fence of a field belonging to the said James Oliver, in the occupation of Mr. Robert Plowden Weston, thence in a straight line from the

western corner of the last-mentioned field to the south-west corner of a field belonging to and in the occupation of John Dickson and Colin McKenzie, thence along the west fence of the occupation road, to the said last-mentioned field, to the northern fence of the garden and premises belonging to Mr. John Haynes, in the occupation of William Brown, thence along the northern fence of a croft or garden belonging to the said John Haynes, in the occupation of Edward Greenhouse, thence in the same direction in a straight line across a croft belonging to the said John Haynes, and also in the occupation of the said Edward Greenhouse, thence along the western fence of the said croft to the public highway leading from Wellington to Hay Gate, crossing the said highway, and along the western side of another occupation-road leading from the said highway to the north-east corner of a field belonging to William Turner, Esquire, in the occupation of Henry Morris, and proceeding in the same direction along the eastern fence of the last-mentioned field, thence along the western fence of a field belonging to William Nock, Esquire, in the occupation of John Sandells, thence along the north-western fence of a field belonging to Lord Forester, in the occupation of Catharine Birch, thence along the north-western fence of a field or garden belonging to Miss A. M. Cludde, in the occupation of William Edwards, thence along the north-west fence of a garden belonging to Lord Forester, in the occupation of Rhoda Cartwright, thence in a straight line to the north-west corner of a cottage belonging to Lord Forester, in the occupation of Robert George, thence along the west side of the said cottage to the Holyhead turnpike-road, and thence along the northern side of the said turnpike-road to the south-east corner of the meadow or lawn belonging to and in the occupation of the Reverend Benjamin Banning, thence crossing the said turnpike-road obliquely in a straight line to the north-west corner of the premises in the occupation of Joseph Edward Cranage, belonging to Lord Forester, called the Old Hall, thence along the western fence of the said premises to the south fence of the garden belonging thereto, thence along the south fence of the said garden, and proceeding in a straight line across a field belonging to Lord Forester, in the occupation of Ann Hodgkiss or William North, to the south-east corner of the said field, thence along the south fence of the shrubbery and pleasure-grounds belonging to Lord Forester, in the occupation of George Marcy, Esq., to the turnpike-road leading from Wellington to Coalbrookdale, thence across the said road and along the south side of a certain watercourse to the back of the blacksmith's shop belonging to Lord Forester, in the occupation of the said Martha Poole, thence along the southern side of the said blacksmith's shop and toll-house at Watling-street, and crossing the said turnpike-road to the point first hereinbefore described, all within the parish of Wellington, and townships of Wellington, Watling-street, otherwise Watling-street demesne, and Arleston, or within such other limits as shall be prescribed by the said intended Act, by Commissioners to be constituted as by the said Act shall be provided, and to confer upon the said Commissioners all or some of the powers conferred upon Local Boards of Health by "The Public Health Act, 1848," and also to vest in the said Commissioners all the streets, squares, courts, roads, lanes, ways, paths, and passages within the said limits, and also all the dust, sewerage, soil, and filth thereof and therein.

And to constitute the said Commissioners inspectors of all highways within the limits of the said Act, and to transfer to the said Commissioners all the powers of the existing Board for the repair of highways within the said limits, appointed under

the provisions of the Act 5 and 6 William IV., cap. 50, and to supersede the powers of the said Board within the said limits.

And it is also proposed, by the said intended Act, to enable the said Commissioners to establish public baths and washhouses, and to make regulations for the management thereof, and to establish and levy charges for the use thereof, and to contract with the Wellington Waterworks Company for the supply of water, as well to such baths and washhouses as to the inhabitants of the said town of Wellington, and also to erect and provide slaughter-houses and places for slaughtering cattle, and to make bye-laws for the regulation of the same, and to prevent the slaughtering of cattle within the limits of the said Act, except in such slaughter-houses or other places, and to take dues and charges in respect of the use thereof.

And it is also proposed, by the said intended Act, to supersede the Inspectors of Lighting, at present appointed and acting within the limits of the said intended Act, by virtue of the Act 3 and 4 William IV., cap. 90, and to transfer to and vest in the said Commissioners all the powers of the said Inspectors, or such of them as may be necessary, and to enable the said Commissioners to contract with the Wellington Coal and Gas-light Company, or any other company or person, to supply and light with gas the various streets, squares, roads, and other passages and places, and to do all other acts, matters, and things which shall be necessary or proper, for enabling the said Commissioners to light the said town, and the streets and other public ways within the limits defined by the Act.

And it is also proposed, by the said intended Act, to enable the said Commissioners to purchase by agreement, and to hold, use, and exercise all the rights, estate, lands, property, privileges, and interests of the Wellington Market Hall Company, and in the event of such purchase to construct, provide, and regulate a Smithfield and other market-places, markets, and fairs, and to take tolls, stallage, and other dues in respect thereof, and to enable the said company, or any other company or person, having or claiming any right of holding markets or fairs, or of taking tolls, stallage, and other dues or charges thereat, or any other right or interest appertaining to markets or fairs within the said limits, to transfer the same to the said Commissioners, and also to enable the said Commissioners to make bye-laws for the regulation of existing markets and fairs, and as to the placing and removing of carts, stalls, and standings used for the exposure of goods, wares, and merchandise, and other articles, and all other causes of obstruction in the public streets and thoroughfares.

And it is also proposed to enable the Commissioners to purchase by agreement the property, rights, privileges, and interests of the Wellington Waterworks Company and of the Wellington Coal and Gas-light Company respectively, or to rent or lease the same, and to enable the said Companies respectively to sell or lease their respective properties to the said Commissioners.

And it is also proposed by the said intended Act to empower the said Commissioners to establish a cemetery for the burial of the dead, with chapels, and all necessary and proper approaches, works, and conveniences annexed thereto or connected therewith within the limits of the said Act, and to levy rates, fees, charges, and duties for the use of the said cemetery.

And it is also proposed by the said intended Act to confer on the said Commissioners powers to purchase by agreement, or to take upon lease or otherwise, and to hold and use for all or any of the purposes aforesaid, or in connection therewith, all lands, houses, or other buildings, streams, water-

courses, easements, rights, and hereditaments, and to alter or extinguish all existing rights and privileges connected with such lands, houses, and other property which would interfere with the effectual carrying out of the purposes aforesaid, 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, 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 enabling them to carry into effect all or any of the purposes thereof, to levy tolls, rates, and duties within the limits defined by the said Act, and to continue, alter, or extinguish existing tolls, rents, rates, and duties, and to confer exemptions from payment of tolls, rents, rates, and duties, and to confer, vary, or extinguish other rates and privileges, and also to raise money from time to time for the purposes of the said intended Act, or any of them, on the security of the said several tolls, rents, rates, and duties, or on the security of any property which may hereafter be acquired by and belong to the said Commissioners.

And it is also proposed by the said intended Act to confer on the said Commissioners all such powers and privileges as may be deemed necessary for carrying into effect the purposes aforesaid, or any of them, or which are usually inserted in Acts of a similar nature, and also to incorporate in the said intended Act the whole or some portion of "The Lands Clauses Consolidation Act, 1845," "The Commissioners Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Markets and Fairs Clauses Act, 1847," "The Gasworks Clauses Act, 1847," "The Waterworks Clauses Act, 1847," "The Town Police Clauses Act, 1847," and "The Cemeteries Clauses Act, 1847."

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 11th day of November, 1853.

George Marcy and Rob. D. Newill,
Wellington, Salop, Solicitors.

Cameron and Martin, 10, New Palace
Yard, Westminster, Parliamentary
Agents.

Albert Park.

(St. Mary Islington, Hornsey, and Stoke Newington, in the county of Middlesex.)

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 forming and making a public park, to be called "Albert Park;" and for that purpose to authorise the purchase, taking, and using of all those several pieces and parcels of land situate in the parishes of St. Mary Islington, Hornsey, and Stoke Newington, some or one of them, all in the county of Middlesex, and containing by estimation in the whole 400 acres or thereabouts, together with the houses, buildings, and other erections thereon, and which said park it is intended shall be comprised within a line commencing at the south-west corner of the bridge over the New River in the Green Lanes near Northumberland-house, and thence westward for a distance of two hundred and fifty yards or thereabouts along the south bank of the said river, and from thence south-west by a footpath (leading from the Green Lanes aforesaid, into Hornsey Wood-lane), thence westwards to the bridge over the Great Northern Railway in the said Hornsey

Wood-lane, thence southwards from the said bridge by the embankment of the said railway to a viaduct over the road called Stroud Green-lane, thence south-east by the Stroud Green-lane to the junction of the said road with the Seven Sisters-road, thence eastwards for a distance of 25 yards or thereabouts along the said Seven Sisters-road; thence crossing the said road southwards by Blackstock-lane and Highbury-vale; thence eastwards on the south by property belonging or reputed to belong to the devisees or executors of Richard Percival, deceased, and by Newington-lane or footway, in the parish of St. Mary Islington; thence eastwards, across the said Green Lanes, and along the northern side of Paradise-row and Church-street, to the south-western angle of the churchyard of St. Mary, Newington; thence on the western and northern sides of the said churchyard to Meadows-street; thence along the said street to its junction with Queen Elizabeth's-walk; thence northwards along such walk for the distance of 130 yards or thereabouts; thence crossing the said walk, and eastwards to Lordship-road, and along the said road northwards to the point where the New River is crossed by the Lordship-road aforesaid; thence westward, bounded on the north by the New River, for a distance of four hundred yards or thereabouts, thence crossing the said river to the Green Lanes-road; thence northward along the western side of the said road to and terminating at the said south-west corner of the said bridge over the New River in the Green Lanes, near Northumberland-house.

Such park and all works connected therewith will commence, terminate, and be situate wholly within the several parishes, townships, and extra-parochial and other places of St. Mary Islington, Stoke Newington, and Hornsey, all in the county of Middlesex.

To constitute and incorporate a Board of Commissioners for carrying out, or to authorise the Commissioners of Her Majesty's Works and Public Buildings to carry out the purposes of the said intended Bill.

And it is intended to apply for all or some of the following powers, that is to say:—To purchase by compulsion or by agreement the lands and houses to be described in the plans hereinafter mentioned, or any of them or some of them, in the county of Middlesex:—To lease, sell, or mortgage such lands or houses, to divert, alter, and stop up, appropriate, and use, either temporarily or permanently, all highways, thoroughfares, streets, passages, and streams, to alter or remove all water or gas or other pipes; to alter, divert, or stop up any sewers or drains, and to make new sewers or drains in the several parishes and extra-parochial places aforesaid, or any of them, and to vary or extinguish all rights and privileges in any manner connected therewith, and to confer, vary, or extinguish other rights and privileges, and all other powers necessary or convenient for the purposes aforesaid.

To stop up and divert a portion of the public highway known as the Green Lanes-road aforesaid, in the said parishes of Stoke Newington and Hornsey, from its junction with the Seven Sisters-road to its junction with Paradise-road, Stoke Newington.

To authorise a grant for the purposes of such park out of the funds appropriated or to be appropriated to metropolitan improvements, or out of any other fund under the management or control of Her Majesty's Commissioners of Works and Public Buildings, or out of any fund under the management of the Exchequer Bill Loan Commissioners, or out of the Consolidated or other funds raised for public purposes; to borrow or raise for the purposes of the said park by sale, lease, or mortgage, or by the grant of annuities for lives or for terms of

years, or otherwise, all such sums of money as may be necessary for the purposes aforesaid.

To levy, rents, rates, and tolls for the use of the said park, or any portion thereof.

And it is also intended by the said Bill to provide that the land purchased for the said new park and improvements, and the buildings to be erected thereon, shall for a certain term of years be assessable to the poor and other parochial rates at the same annual values at which the said lands and buildings now standing thereon are severally assessed at the time of passing of the said Bill, and to enable the said Commissioners, or the Commissioners of Her Majesty's Works and Public Buildings, to assess and levy on the owners and occupiers of such lands and houses, rates equivalent to the difference between the rates levied from time to time for the poor and other parochial purposes on such ascertained assessable values, and on the increased annual values of such houses and buildings.

And notice is hereby further given, that duplicate plans, describing the line and situation of the said intended park and works, and the lands in, through, or upon which the same are intended to be made, with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses which will be required to be taken for the purposes of the said park and works, and also a copy of this notice as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions-house, Clerkenwell, in the said county of Middlesex, and that on or before the said thirtieth day of November instant, a copy of this notice as published in the London Gazette, and also so much of the said plan and book of reference as relates to the several parishes of Saint Mary Islington, Hornsey, and Stoke Newington, respectively, will be deposited with the parish clerks of each such parish, at his residence, and that printed copies of the proposed Bill, as it will be introduced into the House of Commons, will be deposited in the Private Bill Office, on or before the 31st day of December, 1853.

Dated this 10th day of November, 1853.

Swansea Vale Railway.

(Incorporation of Swansea Vale Railway Company, and Powers to complete Railway from Pontardawe and Swansea.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate the Company of Proprietors of the Swansea Vale Railway, now acting as a corporate body under the powers and provisions of the Act for the registration, incorporation, and regulation of joint stock companies, and to enable such Company to extend their existing railway, and to maintain and work the same as a passenger railway, with all proper wharfs, basins, works, approaches, and conveniences connected, or to be connected therewith.

And notice is hereby also given, that the railway proposed to be authorised by the intended Act to be completed and maintained by the said Swansea Vale Railway Company will be as follows (that is to say):—A railway commencing at or near Pontardawe, in the parish of Killybebill, in the county of Glamorgan, at a point on certain lands of the said Swansea Vale Railway Company situate on the east bank of the river Tawe, and about 250 yards to the north of the turnpike road bridge over the said river, and terminating by a fork at a point in the hamlet of Saint Thomas, and parish of Swansea, on certain lands on the east side of the New Cut, in or near to Fabian's Bay, in the har-

bour of Swansea, about 150 yards below the existing bridges over the said New Cut there, and also at a point in the same hamlet and parish, about 60 yards below the pottery bridge over the town float, on the wharf of the said Swansea Vale Railway Company, situate on the east side of the said float, in the said harbour, all in the county of Glamorgan; and which said railway and works connected therewith, will be situate in or pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say) Killybebill, Killybebill Higher, Killybebill Lower, Cadoxton juxta Neath, Ynisymond, Lansamlet, Lansamlet Higher, Lansamlet Lower, Swansea, Saint Thomas in Swansea, Llanguicke, Alltgreeg, Blaenegal, Caegurwen, and Mawr, all in the county of Glamorgan.

And it is also proposed by such intended Act to take powers to alter, divert, or stop up, temporarily or permanently, all such turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, as it may be necessary or desirable to interfere with, for any of the purposes of the said intended Act.

And it is proposed by such intended Act to take powers for the purchase by compulsion and otherwise, of lands, tenements, and hereditaments, for the purposes aforesaid, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, tenements, or hereditaments purchased or taken, or which would in any manner impede or interfere with the carrying into complete effect the objects and purposes of the said intended Act, and to confer other rights and privileges.

And it is also proposed by such intended Act to enable the said Swansea Vale Railway Company to raise capital for the purposes of the said intended Act; and it is also proposed by such intended Act to take powers for levying tolls, rates, and duties in respect of the use of the said railway and works, and to grant exemptions from such tolls, rates, and duties, and to alter existing tolls, rates, and duties.

And notice is hereby further given, that duplicate plans and sections of the said railway and works hereinbefore referred to, together with books of reference to such plans, and a published map, with the line of such railway delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November, 1853, 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, 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 or maintained, and also a copy of this notice, as published in the Gazette, will be deposited, on or before the said 30th day of November, 1853, with the parish clerk of each such parish, at his residence.

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

Dated this 11th day of November, 1853.

Coke and Jones, Neath, Solicitors.

Shropshire Union Railways and Canal.

(Reduction of Capital; Conversion of Shares into Stock; Lease to London and North-Western 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 fix and reduce the share capital of the Shropshire Union Railways and Canal Company, and the number and amount

of shares into which such capital is divided, and to authorize the conversion of such capital into stock, and to limit and reduce the borrowing powers of the said Company; and to amend the provisions of the "Shropshire Union Railways and Canal Lease Act, 1847," and to authorize such alterations in the terms upon which the undertaking of the said Company is thereby authorized to be leased as may be necessary or expedient; and to vary or extinguish all existing rights and privileges which would or might impede or prevent the carrying into full and complete effect the objects and purposes of the said intended Act, and to confer other rights and privileges.

And it is proposed by the said intended Act to repeal, alter, enlarge, and amend the provisions of the several local and personal Acts of Parliament following; that is to say: Acts relating to the undertaking of the Shropshire Union Railways and Canal Company, viz., 9 and 10 Vic., caps. 322, 323, and 324; 10 and 11 Vic., cap. 121; Acts relating to the Ellesmere and Chester Canal Navigation, viz., local and personal Acts 7 and 8 Geo. 4th, cap. 102; 11 Geo. 4th, cap. 51; 1 Vic., cap. 80; 5 Vic., cap. 33; 8 Vic., cap. 2; 9 Vic., cap. 5; and also the following Acts, or some of them, relating to the Montgomeryshire Canals; that is to say: local and personal Acts, 55 Geo. 3rd, cap. 83; 4 William 4th, cap. 20; 34 Geo. 3rd, cap. 39; 1 and 2 Geo. 4th, cap. 119; and also the following Act relating to the Shrewsbury Canal; that is to say: local and personal Act 33 Geo. 3rd, cap. 113; and the Acts relating directly or indirectly to the London and North-Western Railway Company, viz., 9 and 10 Vic., intitled "An Act to consolidate the London and Birmingham Grand Junction and Manchester and Birmingham Railway Companies;" 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic., cap. 67; 9 and 10 Vic., 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; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; and 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222.

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

Dated this 12th day of November, 1853.

Parker, Hayes, Barnwell, and Twisden,
60, Russell-square.

C. W. and F. Potts, Chester;
S. Carter, } 32, Great George-
Swift and Wagstaff, } street, Solicitors.

The Shrewsbury and Hereford Railway.

(Power to Lease Railway and Works; to Purchase Additional Land for Station Purposes at Shrewsbury; to construct Joint Stations at Hereford for the use of the Shrewsbury and Hereford, and the Hereford, Ross, and Gloucester Railway Companies; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act or Acts to authorize and empower the Shrewsbury and Hereford Railway Company to lease to any person or persons, for such term of years, and subject to such terms and conditions in regard to the determination of the said lease and otherwise, as shall be provided by the said Act, the railway belonging to the said Shrewsbury and

Hereford Railway Company, and all and singular the branches thereof, and all the estate, right, title, and interest, works, conveniences, and things on, about, or appertaining thereto, or connected therewith, and the messuages, tenements, lands, hereditaments, and premises of and belonging to the Shrewsbury and Hereford Railway Company, and the estate, right, title, and interest, conveniences, and things in, about, or appertaining thereto, or connected therewith; and all other their property and effects, and all the powers and privileges now vested in them, the said Shrewsbury and Hereford Railway Company, or some part or parts thereof, and to grant to the said proposed lessee during the continuance of such lease, the powers, authorities, and privileges vested in the said Company, to levy and receive tolls, rates, and duties, for or in respect of the said railway and works, and to transfer to such lessee during the continuance of such lease, other rights, powers, and privileges, duties, liabilities, and obligations of the said Company, relating to the said railway and works, and to relieve the said Company from such duties, obligations, and liabilities, and to confer upon the said lessee the benefit of all contracts entered into by the said Company:

And it is also proposed to take powers in the said intended Act or Acts to enable the said Shrewsbury and Hereford Railway Company to purchase, take, hold, or lease certain pieces of land adjoining their main line of railway, within or near the borough of Shrewsbury, in the parishes of Holy Cross and Saint Giles, and Saint Julian, in the county of Salop, and to erect such stations, sheds, depôts, warehouses, and other works and conveniences upon the said pieces of land as may be required for the accommodation of the traffic of the said Shrewsbury and Hereford Railway Company:

And it is also proposed by the said intended Act to enable the Shrewsbury and Hereford Railway Company, and the Hereford, Ross, and Gloucester Railway Company, or either of the said Companies, to make and maintain a station at Hereford, in the several parishes, townships, and places following, or some or one of them (that is to say): Holmer and Tupsley, in the county of Hereford, and All Saints, St. John's the Baptist, St. Peter, St. Owen, Holmer and Tupsley, in the city of Hereford, or the liberties thereof, at or near a place called Barr's-court, in the said parishes of St. John Baptist and All Saints, or one of them, with all necessary works and conveniences connected therewith, to be used jointly by the said Shrewsbury and Hereford Railway Company, and Hereford, Ross, and Gloucester Railway Company; and also to enable the said Companies, either alone or jointly, to purchase take, and hold such lands, houses, or buildings as may be necessary for the purposes of the said station and works, and to raise such additional capital; either by the creation of shares or stock, or otherwise, as may be required to make and construct the said station and works, and generally to contribute, either alone or jointly, towards the expenses of making, constructing, and maintaining the said station and the works connected therewith, or to use the said station upon payment of such tolls, rates, and charges, and upon such other terms and conditions as may be agreed upon, or as shall be prescribed or provided by the said intended Act or Acts:

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

up, alter, or divert, by reason of the construction of the aforesaid stations 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 purpose of the said intended stations and works, and to vary, repeal, and extinguish all existing rights or privileges in any manner connected with such lands or buildings, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended stations and works, and to confer other rights and privileges:

And it is proposed to take powers to levy tolls, rates, and duties in respect to the said stations and works, and to grant exemptions from the payments of such tolls, rates, and duties, and to vary or alter existing tolls, rates, and duties:

And notice is hereby also given, that on or before the 30th day of November instant, maps, plans, and sections, showing the situation and level of the said intended stations and works, and the lands on which the same are intended to be made, together with books of reference to such plans containing the names of the owners or reputed owners, and lessees or reputed lessees, and of the occupiers of such lands, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Salop, at his office, in Shrewsbury; and with the Clerk of the Peace for the county of Hereford, at his office, in the city of Hereford; and with the Clerk of the Peace for the city of Hereford, at his office, in the city of Hereford; and that on or before the same day a copy of so much of the said plans, sections, and books of reference, as relates to each of the several parishes within which the said stations and works are intended to be made, with a copy of this notice, will be deposited for public inspection with the parish clerk of each such parish, at his residence:

And in order to carry out the purposes above expressed, and for other purposes, it is proposed by the said intended Act or Acts to alter, extend, vary, amend, enlarge, or repeal, all or some of the powers and provisions of the Acts relating to the Shrewsbury and Hereford, and Hereford, Ross, and Gloucester Railway Companies (that is to say): "The Shrewsbury and Hereford Railway Act, 1846;" "The Shrewsbury and Hereford Railway Amendment Act, 1850;" and "The Hereford, Ross, and Gloucester Railway Act, 1851."

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 10th day of November, 1853.

J. J. Peele, Solicitor for the said intended Act or Acts.

Electric Telegraph Company.

(Amendment or Repeal of Acts; Powers to construct Foreign and Submarine Telegraphs; Amalgamation, Sale, Lease of Telegraphs; Increase of Capital; Limitation of Liability of Shareholders; and further Powers to lay down Lines of Telegraph.)

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 Electric Telegraph Company's Act, 1853," or to repeal such Act, and to grant further, better, and more effectual powers instead thereof; and in such Bill power will be applied for to enable the Electric Telegraph Company to acquire, erect, maintain, work, supply, and use telegraphs and apparatus, connected therewith, not only in all parts of Her Majesty's colonies and dominions, but within

all other parts of the continents of Europe, Asia, Africa, and America, and to form communications with such telegraphs and apparatus by means of submarine lines and wires; and also to enable such Company to amalgamate with or to purchase or to take a lease of the undertakings, or the rights, properties, and interests of other telegraph companies, and to enable such other companies to amalgamate with or to sell or grant lease of their respective undertakings, their rights, properties, and interests therein to the Electric Telegraph Company, upon such terms and conditions as may be mutually agreed upon, and to enable such companies to enter into mutual arrangements with the Electric Telegraph Company, and to enable such last-mentioned Company to enter into arrangements with such other companies for any purpose connected with the objects of business of the Electric Telegraph Company.

And in such Bill power will also be applied for to enable the Electric Telegraph Company to increase their capital by raising an additional sum of money by shares, and also by bond; and by such Bill it is intended to limit the liability of the proprietors of such company to the amount of their respective shares; and for power to enter upon, break up, repair, and otherwise use, permanently or temporarily, all roads, railways, canals, towing paths, rivers, navigations, shores, and open and uninclosed lands and waters, and to lay down, erect, place, submerge, use, maintain, repair, keep, and remove in, under, upon, and from the same respectively, or any of them, or any part thereof, posts, pipes, wires and all other works and apparatus, in any way necessary or convenient for the making, working, using, or removal and repair of electric and other telegraphs; and it is also intended by such Bill to vary and extinguish all rights and privileges which may be interfered with for the objects and purposes of such company, and to confer other rights and privileges.

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

Dated this 1st day of November, 1853.

Burchell and Parson.

47, Parliament Street, Westminster.

West End of London and Crystal Palace Railway. (Branch to Wandsworth—Amendment of Act.)

APPPLICATION 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 main line of the West End of London and Crystal Palace Railway on Wandsworth Common, in the parish of St. Mary Battersea, in the county of Surrey, at or near to the Gravel Pit numbered 30A, on the 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, St. Mary Battersea, Holy Trinity Clapham, and All Saints Wandsworth, all in the county of Surrey, and terminating by a junction with the Windsor, Staines, and Richmond Railway, at or near the Wandsworth Station of that Railway in the parish of All Saints Wandsworth aforesaid.

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 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, 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 first 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.

IN PARLIAMENT.—SESSION 1854.

Crystal Palace Company.

(Power to Divert Roads, &c.)

THE Crystal Palace Company intend to apply to Parliament, in the next Session, for leave to bring in a Bill to extend and amend the powers of an Act passed in the last Session of Parliament (cap. 20), intituled "An Act to enable the Crystal Palace Company to divert certain roads, and to purchase lands, and for other purposes relating to the Company:"

It is intended by the said Bill to enable the Company to alter, improve, and divert so much of the road between Dulwich and the Sydenham Station of the London Brighton and South Coast Railway, as lies between the pond at Dulwich and a point four hundred yards south-east of the spot where the diversion of the Penge Road authorised by the said "Crystal Palace Company's Act, 1853," falls into the said road from Dulwich to Sydenham; and also to widen and improve the said diverted road from the spot aforesaid, for a distance of two hundred yards. The said alterations, diversions, and improvements will be in the parish of Camberwell, and hamlet of Dulwich, in Surrey; and in the parishes of Lewisham and Beckenham, and in the hamlet of Sydenham, in Kent:

It is also intended by the said Bill to enable the Company to appropriate to their own use, the land lying between the road where so diverted, and the land of the Company at Rock-hills; and also to stop up so much of the road between London and Norwood at Rock-hills as will lie between the intended new or diverted road and the said land of the Company; and to appropriate to the purposes of the Company the soil of the last-mentioned road, and also the soil of the road which by the recited Act the Company had the power to widen, and which is therein described as forming the north-western boundary of the Company's land; the said portion of road being in the parishes of Battersea and Camberwell, and in the hamlets of Dulwich and Penge, in Surrey, and in the parish of Beckenham, in Kent:

It is also intended by the said Bill to enable the

Company to take on lease the whole of Dulwich-wood; part whereof, they are by the tenth section of the said Act, enabled to purchase from and with the consent of the master, warden, fellows, brethren, sisters, and scholars of Dulwich College; and to resell any portions which they may think fit of so much thereof as they shall have purchased, or to grant leases or under leases of the same wood or the land thereof:

The Bill will give to the Company power to take lands and houses by compulsion for the purposes aforesaid, and to extinguish all rights and privileges which may interfere with those purposes:

Plans and sections, showing the line and levels of the intended diversion and widening of the said roads, and the lands through which the same will be made, and also showing the road intended to be stopped up, and the land intended to be appropriated, together with a book of reference to the said plans, containing the names of the owners, lessees, and occupiers of the land over which powers will be sought by the Bill, and also a copy of this notice, will be deposited before the first day of December next for public inspection at the Office of the Clerk of the Peace for Surrey at Lambeth, and for Kent at Maidstone; and also with the Parish Clerks of the several parishes and hamlets before mentioned:

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

Dated this 14th day of November, 1853.

Johnston, Farquhar, and Leech, Solicitors to the Company.

Ipswich Corporation Water Works.

(Powers for Corporation to Increase Supply of Water to Ipswich.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to enable the mayor, aldermen, and burgesses of the borough of Ipswich, to improve and enlarge their present means of supplying the said borough, or parts thereof, with water; and to authorise the sale and purchase to and by the said mayor, aldermen, and burgesses, of all or any brooks, streams, and springs of water within or near to the said borough, which may be proper for the purpose; and also of lands and buildings, rights and easements, and existing water-work, mains and pipes; also to authorise the said mayor, aldermen, and burgesses to levy rates, rents, and charges, in respect of the water supply, and to raise money by mortgage thereof, and of the property of the said mayor, aldermen, and burgesses, and of the borough fund of the said borough, or otherwise; and to have and exercise all other necessary or proper powers for furnishing a good, wholesome, and sufficient supply of water to the inhabitants of the said borough.

And it is proposed by the said intended Act, to amend so far as may be necessary for the purposes thereof, all local and personal Acts, in any manner relating to the borough of Ipswich, or any part of such borough, or any lands, buildings, or works therein, whereof any of the provisions would or might interfere with the carrying into effect any of the objects or purposes of the said intended Act, and to vary or extinguish all rights and privileges which would or might interfere with the carrying into effect of any such objects or purposes, and to confer other rights and privileges.

Printed 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 14th day of November, 1853.

S. A. Notcutt, Town Clerk,

Solicitor for the Bill.

Llynvi Valley Railway Company.

(Repeal and Amendment of Acts ; Construction of New Railways ; Improvement of existing Railways ; Alteration of Gauge ; Powers to use Locomotives ; New Tolls ; Additional Capital ; Sale, Lease, or Amalgamation to, or with the South Wales Railway Company ; Power to South Wales Railway Company to subscribe to Works.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to enable the Llynvi Valley Railway Company to construct and maintain the railways and branch railways hereinafter described, that is to say—

Firstly.—A railway to commence from and out of the main line of the Llynvi Valley Railway at or near a bridge, called Tywith Bridge, in the higher hamlet of the parish of Llangonoyd, and passing through the several parishes, townships, and extra-parochial and other places following, that is to say, Llangonoyd, the higher hamlet, Cwmdu hamlet, middle hamlet, and Bayden hamlet, in the parish of Llangonoyd, Bettws, the higher and lower hamlets in the parish of Bettws, St. Brides Minor, the hamlet of Ynisawdre, in the parish of St. Brides Minor, Newcastle, the higher hamlet in the parish of Newcastle, Laleston, the higher hamlet in the parish of Laleston, and Tythegstone, and terminating at or near a point on the main line of the Llynvi Valley Railway, called Foes Toll-house, in the parishes of Laleston and Tythegstone, or one of them, all in the county of Glamorgan.

Secondly.—A railway to commence by a junction with the line of railway firstly hereinbefore described, at or near a place called Felin Fach, in the hamlet of Ynisawdre, in the parish of St. Brides Minor, and passing through the several parishes, townships, and extra-parochial places following, that is to say, the parish of St. Brides Minor, the hamlet of St. Brides Minor, the hamlet of Ynisawdre, Coity, and the higher and lower hamlets in the parish of Coity, and terminating at or near a point on the South Wales Railway, in the parish of Coity, where the road leading from Bridgend to Bryncethin crosses under the South Wales Railway, all in the county of Glamorgan.

Thirdly.—A railway commencing by a junction with the railway firstly hereinbefore described at or near a place called Felin Fach, in the hamlet of Ynisawdre, in the parish of St. Brides Minor, and passing through the several parishes, townships, and extra-parochial and other places following, that is to say, St. Brides Minor, the hamlet of St. Brides Minor, the hamlet of Ynisawdre, the parish of Coychurch, the hamlet of Coychurch higher, hamlet of Pencved, and the hamlet of Peterston-super-Montem, and terminating in the South Wales Railway at or near a point in the hamlet of Peterston-super-Montem, in the parish of Coychurch, where the road leading from Bridgend to Llantrissant crosses the South Wales Railway, all in the county of Glamorgan.

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

And it is intended to take power to enable the Llynvi Valley Railway Company to alter the gauge of their railways, or some or one of them, to a gauge of seven feet, and to widen and enlarge their existing railways and the works connected therewith in the parishes, townships, and extra-

parochial places of Llangonoyd, the higher hamlet, the middle hamlet, Cwmdu hamlet, and Bayden hamlet, in the parish of Llangonoyd, the higher and lower hamlets in the parish of Bettws, St. Brides Minor; the hamlet of Ynisawdre, in the parish of St. Brides Minor, Newcastle, the higher hamlet in the parish of Newcastle, Laleston, the higher hamlet in the parish of Laleston, Tythegstone, Pyle, and Kenfig, the hamlet of Pyle, and the parish of Newton Nottage, all, or some of them, in the county of Glamorgan, or to construct and maintain an additional line or lines of railway adjoining thereto respectively, with all proper works and conveniences connected therewith, in and through the same parishes, townships, and extra-parochial places.

And it is intended to take powers to construct stations, communications, works, and other conveniences for the working and using of the railways of the Llynvi Valley Railway Company, and also to authorise junctions with the South Wales Railway in the several parishes, townships, and extra-parochial, and other places aforesaid, or some of them.

And it is intended to take powers to purchase by compulsion all lands and houses required for the purposes of the proposed Act, and all rights and interests therein, or thereto respectively ; and also to cross, alter, divert, or stop up either temporarily or permanently all such turnpike roads, parish roads, and other highways, bridges, streams, canals, navigations, railways, and tramroads, within the said parishes, townships, and extra-parochial, and other places aforesaid, or some of them, as it may be necessary or expedient to cross, divert, alter, or stop up, for the purposes of the said railways and works, and for the purpose of adapting their existing railways to the use of steam-power, and to deviate in the construction of the said railways from the line thereof as shewn on the plans hereinafter mentioned to the extent which shall be defined on the same, or may be authorized by the proposed Act.

And it is intended to use all or any of the railways, branch railways, and works of the Llynvi Valley Railway Company, as well those already constructed as those to be constructed under the powers of the proposed Act for the passage thereon of engines and carriages, propelled or drawn by steam-power, and to authorise the Company to levy tolls, rates, and duties, in respect of the conveyance of passengers, and of horses, cattle, carriages, goods, merchandise, and minerals, in carriages propelled or drawn by steam-power, and for the use of the said railways by such carriages and other tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to repeal, alter, or amend such of the provisions of the existing Acts relating to the Llynvi Valley Railway Company as may interfere with the objects and purposes aforesaid.

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

And it is intended to empower the Llynvi Valley Railway Company to raise a further sum or sums of money for the purposes of the proposed Act by the creation of ordinary shares or stock, or by the creation of shares or stock having a preference, priority, or advantage over any other shares or stock of the Company, or by mortgage, or bond, or otherwise.

And it is intended to take powers to let on lease, sell, or transfer to, or amalgamate with, the South Wales Railway Company, the railways and works of the Llynvi Valley Railway Company, or any part or parts thereof, and to enable the Llynvi Valley Railway Company to delegate to the South Wales

Railway Company the execution of all or any of the powers of their existing Acts, and of the said intended Act, and to make such other arrangements between the two Companies for the working or using of the Llynvi Valley Railways by the South Wales Railway Company as may be thought expedient, and to enable the South Wales Railway Company to purchase, lease, or work the railways and works of the Llynvi Valley Railway Company, and to subscribe towards the construction of the intended railways and works, and to raise any sum or sums of money by shares or mortgage for the purposes aforesaid, or any of them, and to enable the two Companies to enter into such other arrangements for the working, using, or leasing, or selling, or amalgamating the said railways and works by or with the South Wales Railway Company as may be deemed necessary.

And it is intended to consolidate, amend, extend, enlarge, or if need be, to wholly or partially repeal the provisions contained in the following Acts (local and personal) relating to the Llynvi Valley Railway Company (that is to say) 6th George the Fourth, cap. 104, 10th George the Fourth, cap. 38, 3rd Victoria, cap. 70, 9th and 10th Victoria, cap. 353, 10th and 11th Victoria, cap. 79, 10th and 11th Victoria, cap. 295, 14th and 15th Victoria, cap. 125, and the 16th and 17th Victoria, cap. 146, and to amend, extend, enlarge, or if need be wholly or partially repeal the following Acts relating to the South Wales Railway Company, (that is to say,) the South Wales Railway Act 1845, the South Wales Railway Amendment Act 1846, the South Wales Railway Amendment Act 1847, the South Wales Railway Extension of Time Act 1850, the South Wales Railway Capital Act, 1850, the South Wales Railway New Works Act 1851, the South Wales Railway Act 1852, the South Wales Railway (Deviation) Act 1853, the South Wales Railway (Leasing) Act 1853, and the South Wales Railway (Pembroke line, &c.) Act 1853.

And notice is further given, that on or before the 30th day of November instant a published map, with the lines of the proposed railways delineated thereon, and showing their general course and direction, together with plans and sections (in duplicate) of the proposed railways and works, with a book of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of the lands proposed to be taken, or which may be taken for the purposes of the proposed railways and 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 Glamorgan, at his office at Cardiff, in the same county, and on or before the said 30th day of November so much of the said plans, sections, and book of reference, as may relate to any parish or extra parochial place in or through which the said railways and works are intended to be made, maintained, varied, extended, or enlarged, together with a copy of this notice, as published in the London Gazette, will be deposited, in the case of a parish, with the parish clerk of each such parish, at his place of abode, and in the case of any extra parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

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

Dated this tenth day of November, 1853.

Tilson, Clarke, and Morice,
29, Coleman-street, London.

West London Railway.

(Power to determine Existing Lease, and to enable the London and North Western and West London Railway Companies to make New Arrangements with respect to the Purchase, Sale, or Lease of the whole Undertaking and Property of the West London Railway Company; Power to Levy Tolls; 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 purpose of cancelling or determining a certain indenture, dated the 10th day of March, in the year 1846, and made between the West London Railway Company of the one part, and the Company then incorporated as the London and Birmingham Railway Company of the other part, in pursuance of the powers of an Act passed in the 9th year of the reign of Her present Majesty for enabling the London and Birmingham Railway Company to take a lease of the West London Railway, by which indenture the undertaking of the West London Railway Company was demised to the London and Birmingham Railway Company for the term of 999 years.

And it is proposed by the said intended Act to enact that the West London Railway, and the appurtenances thereto, and all property demised by the said indenture, shall be transferred to the said London and North Western Railway Company, either by way of purchase or lease, at the option of the last mentioned Company, and that the amount of the purchase money or rent, as the case may be, shall be determined by arbitration, in such manner as may be or may have been agreed upon between the said Companies, or as may be provided for by the said intended Act.

And it is proposed by the said intended Act (if necessary or expedient) to alter or vary all or any of the provisions contained in the Acts hereinafter mentioned relating to the West London Railway which have reference to the Great Western Railway Company, or which confer on that Company any right to participate in the use, enjoyment, control, or management of the West London Railway, and to provide that the Great Western Railway Company shall (if they shall so require) be entitled to participate on equal terms with the London and North Western Railway Company, in the use, enjoyment, control, and management of the West London Railway, and all other works which have been leased as aforesaid to the London and North Western Railway Company, on payment to them of such sums, and generally on such terms and conditions as may be agreed upon between the said Companies, or as may be prescribed by the said intended Act.

And it is proposed by the said intended Act to enact that the London and North Western Railway Company shall have the option of purchasing at a price to be settled by arbitration, and on such terms as may be or may have been agreed upon between the said Companies, the Kensington Canal, and all other real or other property of the West London Railway Company, not included in or demised by the said indenture.

And it is proposed by the said intended Act to confer on both the said Companies all necessary powers for carrying into effect the arrangements of purchase, sale, or lease, hereinbefore mentioned, and to confirm all or any agreements which may be, or may have been, made between the said Companies, or their directors, with reference to the matters aforesaid. And to enable the London and North Western Railway Company, either solely or jointly, with the Great Western Railway Company, to exercise all powers now vested in the

West London Railway Company, whether for purchasing lands by compulsion or agreement, or for constructing works, or otherwise, and to enable the London and North Western Railway Company to levy tolls, rates, and duties on the said West London Railway and Kensington Canal, and (if necessary or expedient) to alter, vary, or increase such tolls, rates, and duties, or any of them.

And it is proposed by the said intended Act to provide for the settlement of all or any existing or future disputes between the London and North Western and West London Railway Companies, and for the discontinuance of all actions or legal proceedings to which those Companies now are, or may at the time of the passing of the said intended Act, be parties, and for the payment of the costs of such actions or proceedings by both or either of the said Companies.

And it is proposed by the said intended Act (so far as may be necessary or expedient) to alter, amend, repeal, or consolidate all or any of the provisions contained in the several Acts of Parliament hereinafter mentioned relating to the West London Railway Company or their undertaking, that is to say—the Acts (local and personal) 6th William IV., cap. 79; 3rd and 4th Vict., cap. 105; 8th and 9th Vict., cap. 156; and 9th and 10th Vict., cap. 369; and 10th and 11th Vict., cap. 91; or in the several Acts hereinafter mentioned relating to the Kensington Canal, that is to say, the Acts (local and personal) 5th George IV., cap. 65, intituled “An Act for widening, deepening, enlarging, and making navigable a certain creek, called Counter’s Creek, from or from near Counter’s Bridge, on the road from London to Hammer-smith, to the River Thames, in the county of Middlesex, and for maintaining the same;” and 7th George IV., cap. 96; or in the several Acts relating to the London and North Western Railway Company, that is to say, the Acts (local and personal) 9th and 10th Vict., cap. 204; 8th and 9th Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9th Vict., cap. 67; 9th and 10th Vict., 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 Vict., caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11th and 12th Vict., caps. 58, 60, and 130; 12th and 13th Vict., cap. 74; 13th and 14th Vict., cap. 36; 14th Vict., cap. 28; 14th and 15th Vict., cap. 94; 15th Vict., caps. 98 and 105; and 16th and 17th Vict., caps. 97, 110, 157, 160, 161, 205, 216, and 222; or in the several Acts following, or some of them, directly, or indirectly, relating to, or affecting the Great Western Railway Company (that is to say), local and personal Acts 5 and 6 William IV., cap. 107; 6 William IV., caps. 36, 38, and 77; 1 Vict., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vict., cap. 27; 3 Vict., cap. 47; 4 and 5 Vict., cap. 41; 5 Vict., Sess. 2, cap. 28; 6 Vict., cap. 10; 7 Vict., cap. 3; 7 and 8 Vict., cap. 68; 8 and 9 Vict., caps. 40, 53, 155, 184, 188, 190, and 191; 9 Vict., cap. 14; 9 and 10 Vict., caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, and 402; 10 and 11 Vict., caps. 60, 72, 76, 101, 109, 149, 154, 226, and 242; 11 and 12 Vict., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Vict., caps. 6 and 7; 13 and 14 Vict., caps. 44, 98, and 110; 14 and 15 Vict., caps. 48 and 81; 15 and 16 Vict., caps. 125, 133, 140, 145, 147, and 168; and 16 and 17 Vict., caps. 121, 153, 175, and 212.

And notice is hereby also given, that, on or before the 31st day of December, 1853, printed

copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1853.

Parker, Hayes, Barnwell, and Twisden,
60, Russell-square, Solicitors.

South Midlands Union Railway.

(Incorporation of Company; Power to make Railway from Poole to the Wilts, Somerset, and Weymouth Line of the Great Western Railway Company, between Bruton and Castle Cary, with Connecting Branches.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for the following, or some of the following purposes; that is to say:

1. To make and maintain the following railways, with all necessary bridges, sidings, works, stations, and conveniences; that is to say:

A railway commencing on the Public Quay, near the Fish Shambles, in the parish of Saint James, in the town and county of Poole, and terminating by a junction with the Wilts, Somerset, and Weymouth Railway now constructed, or for the construction of which powers have been obtained, at a public road in the parish of Bruton, leading from Champflower Week to Almsford, at or near the boundary of the parishes of Bruton and Almsford, and which said intended railway and works will be made on or pass through the several parishes, townships, townlands, and extra-parochial or other places following; that is to say: Saint James, Hamworthy, Parkstone, Longfleet, Great Canford or Canford Magna, within the town and county of the town of Poole; Hamworthy, Parkstone, Longfleet, Great Canford or Canford Magna, Kinson, Lytchett Minster, Lytchett Matravers, Wimborne Minster, Corfe Mullen, Sturminster Marshall, Spettisbury otherwise Spetisbury, Spetisbury cum Crawford Magna, Charlton Marshall, Langton Long Blandford, Blandford St. Mary, Blandford Forum, Pimperne, Pimperne Warnership, Stourpaine otherwise Stowerpaine, Shilling Okeford alias Okeford, Hanford Shilling alias Shillingstone, Beer alias Beer Marsh, Okeford Fitzpain, Okeford Shilling or Shillingstone, Child Okeford, Hammoon alias Hammohun, Sturminster Newton, and Stalbridge, all in the county of Dorset; Henstridge, Henstridge Marsh, Temple Coombe, Horsington, Horsington South, Cheriton, North Cheriton, Maper-ton, Wincanton, Wincanton free Tithe land, Wincanton Common, Charlton Musgrove or Charlton Musgrave, Shepton Montague or Shepton Montacute, Shepton Montague (extra-parochial), Bruton (extra-parochial), Bruton, Ditcheat, Lamyat, Pitcombe, Almsford or Ansford, all in the county of Somerset.

A branch line diverging from the said line of railway, near the village of Pitcombe, at a parish road in the parish of Pitcombe, leading from the village of Pitcombe aforesaid, to Rodbard’s Barn, and terminating by a junction with the line of the Wilts, Somerset, and Weymouth Railway now constructed, or for the construction of which powers have been obtained, at Bruton aforesaid, at the point where the same railway crosses the turnpike road leading from Bruton to Wincanton, which said branch railway passes through the parishes, townships, extra-parochial or other places of Pitcombe and Bruton aforesaid.

A branch railway diverging from the said intended railway, on the Common adjacent to Lytchett Beacon, in the parish of Lytchett Minster aforesaid, and terminating by a junction with the

Southampton and Dorchester line of the London and South-Western Railway Company, at, near, or adjacent to the stop gate, near the toll gate of the Poole Turnpike Trust, in Lytchett Minster aforesaid, and passing through the parishes of Corfe Mullen and Lytchett Minster aforesaid, in the said county of Dorset, or one of them.

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

2. To incorporate a Company for the purposes aforesaid, with power to raise money by shares or loans.

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

4. To empower the said Company to levy tolls, rates, and duties for the use of the said railway, branches, and works, and to grant certain exemptions from such tolls, rates, or duties; and also to purchase compulsorily the lands and houses to be described upon the said plans and in the books of reference thereto; and also 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.

5. To incorporate with the said intended Act with respect to the several matters hereinbefore mentioned, but subject to alterations and amendments, all or some of the provisions of the several public general Acts of Parliament following, or some of them; that is to say: "The Lands Clauses Consolidation Act, 1845;" "The Railways Clauses Consolidation Act, 1845;" and "The Company's Clauses Consolidation Act, 1845."

Duplicate plans and sections describing the line and levels of the said intended railway and branches, and the lands and houses to be taken for the purposes thereof, together with 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, and a published map with the line of the intended railway delineated thereon, will, on or before the thirtieth day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the town and county of Poole, at his office in Poole aforesaid; with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, in the said county; with the Clerk of the Peace for the county of Somerset, at his office at Taunton, in the same county; and at the office of the Board of Trade, and at the office of the Board of Admiralty; and on or before the same day a copy of so much of the said plans and sections and books of reference as relates to each of the said parishes, in or through which the said railway and branches will pass or be situate, and also a copy of this notice, as published in the London Gazette, will be deposited with the clerk of each such parish, at his residence, or in case of any

extra-parochial place with the parish clerk of some parish immediately adjoining thereto.

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.

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

M. Kemp Welch, Poole.

Thomas Kingdon, Wimborne.

Oldbury Improvement.

(Appointment of Commissioners for Cleansing, Sewering, Lighting, Watching, Repairing Roads, and Establishing Markets, at Oldbury, Walloxall, otherwise Langley Walloxall, otherwise Langley and Walloxall, in the county of Worcester.)

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 appoint Commissioners for better cleansing, watching, repairing roads, establishing markets, and otherwise generally improving a district comprised within the following limits:—The township of Oldbury, Walloxall, otherwise Langley Walloxall, otherwise Langley and Walloxall, in the county of Worcester.

2nd. To grant powers to the said Commissioners for the appointment and removal of Committees from their own body, and of officers for the purposes of the said Bill, and powers for more effectually paving, lighting, watching, cleansing, regulating, extinguishing fires, regulating hackney coaches, cabs, and other public vehicles, and for removing and preventing ruinous or dangerous buildings, and all obstructions, projections, and encroachments in, and otherwise regulating the streets, lanes, passages, streams, drains, watercourses, and other public and private ways and places within the said district; and for providing reception houses for the dead, and for prohibiting interments in burial grounds dangerous to health, and otherwise for improving the sanitary condition of the said district, and for preventing nuisances and obstructions and annoyances therein, and for providing public waterclosets and urinals within such limits, and for regulating the carrying on of newly-established offensive trades, and for the prevention of smoke therein, and for supplying the said district with water.

3rd. To place under the control and management of the said Commissioners all the present and future streets, squares, roads, lanes, foot-paths, and public passages and places within the district and the materials thereof, and all the present sewers or drains in or under the same, and to empower the said Commissioners to repair, alter, widen, and improve the same respectively, and to make and construct other and additional proper sewers and drains therein respectively, and also to make any contract or agreement with any person or company for the sale of the sewage or to collect such sewage, and to disinfect, manufacture, and sell the same, and to construct any works necessary for such purposes, and also to compel the effectual drainage of houses and buildings within the said district, and to set out and regulate the directions, width, and level of such streets, and the constructions of houses and buildings.

4th. To enable the said Commission to establish, erect, and maintain in the said district, a market place, with proper stalls, sheds, booths, shambles, and conveniences within the said district, for the sale of butcher's meat, poultry, fish, butter, eggs, cheese, vegetables, fruit, provisions, corn, hay, and other marketable commodities, and also from

time to time to make and establish bye-laws and orders for the proper regulation and management of a market or fair therein and to enable the said commissioners to levy, demand, and take tolls, rates, and duties in respect of the said market and fair, and the stalls, sheds, booths, shambles, and conveniences therein, and to confer, vary, or extinguish exemptions, from the payment of tolls, rates, and duties, and other rights and privileges.

5th. To enable the said commissioners to purchase and acquire compulsorily or by agreement, lands, houses, and tenements for the purposes aforesaid.

6th. To empower the said commissioners to levy tolls, assessments, rates, and duties upon the owners and occupiers of property within the district aforesaid, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges, and also to exempt the inhabitants within the said limits from the payment of any highway rates, or other rates, tolls, and duties which may be levied, and from the jurisdiction and control which may be exercised by any board, or surveyors, or commissioners, or trustees, in respect of any matter which by the proposed Bill will be undertaken by the said commissioners, and to restrain the collection of tolls, and expenditure of money by the trustees of turnpike-roads, within the said district.

7th. To enable the said commissioners to obtain powers for raising money on mortgage of all or any of the aforesaid tolls, rates, duties, and assessments.

8th. To enable the said commissioners to supply and light, or to contract to supply and light, with gas or otherwise, the various streets, roads, lanes, and other public passages and places within the said district, and also to supply individuals with gas within the same, and to erect any gasometers or other works for making and supplying gas, and to provide and lay down, under, or through, any streets, roads, ways, courts, thoroughfares, and private lands within the said district, all necessary mines, pipes, and other works and apparatus for the purposes of the supply of gas within the same.

9th. To incorporate with the said Bill the several powers, privileges, and authorities contained in "The Lands Clauses Consolidation Act, 1845;" "The Towns Police Clause Consolidation Act, 1847;" "The Towns Improvement Clauses Consolidation Act, 1847;" "The Markets and Fairs Clauses Consolidation Act, 1847;" "The Gas Works Clauses Act, 1847;" and "The Commissioners Clauses Act, 1847."

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

Dated the 11th day of November, 1853.

Hayes and Son, Halesowen, Solicitors for the Bill.

Accrington Gas and Waterworks Company.

(Amendment and Repeal of Act; Consolidation of Powers; Creation of Additional Capital; Construction of New Works; Supply of Gas and Water to Old Accrington, New Accrington, Church Oswaldtwistle, Altham, Clayton-le-Moors, Henheads, Lower Booths, and Huncoat; Sale or Lease of the Works to the Local Board of Health for the District of Accrington, in the County of Lancaster.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing session, for leave to introduce a Bill to empower "The Accrington Gas and Waterworks Company" to supply with gas and water the townships of Old Accrington, New Accrington, Church, Oswaldtwistle, Altham, Clayton-le-Moors, Lower Booths,

and Huncoat, all in the parish of Whalley, in the county of Lancaster, and the extra-parochial place of Henheads adjoining that parish.

It is intended to alter, amend, enlarge, and extend the provisions of an Act of the fourth and fifth years of the reign of Her present Majesty, intituled "An Act to light with gas and supply with water the townships of Old and New Accrington, and Church, in the county palatine of Lancaster;" and if need be to repeal the same, and to vest in the Company to be incorporated by the proposed Act all the property of, and works constructed by, the existing Company, and to ratify and confirm all the proceedings of the existing Company, and to consolidate the powers of the Company, or to make other provisions in lieu thereof.

Powers will be sought, enabling the Company to extend and improve their works and apparatus for the supply of gas; and, if necessary, to construct other works and apparatus within or without the districts to be supplied with gas; and to enable the Company to lay down mains, pipes, and other apparatus within and without those districts in connection with any works and apparatus constructed by or for the time being vested in the Company, whether within or without those districts, and to confer upon the Company all other necessary powers, with reference to the maintenance and extension of the present gas works, and the construction of new gas works, and especially those powers contained in "The Gas Works' Clauses Act, 1847."

And for the purpose of affording such supply of water, it is intended to apply for powers to authorize the construction and maintenance of the reservoirs and aqueducts hereinafter mentioned, with all proper and necessary embankments, sluices, dams, roads, weirs, watercourses, gauges, tunnels, conduits, pipes, and other works and conveniences, connected therewith respectively, that is to say:—

A reservoir at or near a house called or known by the name of "Mitchell's House," in the said township of Lower Booths, upon a stream flowing through Warmden Clough to the Accrington Brook, and which reservoir will be situate within the said township of Lower Booths and parish of Whalley.

A reservoir in Warmden Clough, in the said township of New Accrington, immediately above an existing reservoir known by the name of the Warmden reservoir, or Clough Bottom reservoir, or Clough Bottom lodge, belonging to or occupied by the proprietors of the Broad Oak Print Works, also within New Accrington aforesaid, and between such last-mentioned reservoir and a sandstone quarry in or near Warmden Clough aforesaid, called Lower Warmden, in the occupation of John Hargreaves of Broad Oak, within New Accrington aforesaid, Esquire, and which reservoir so proposed to be constructed as last aforesaid, will be situate within the said township of New Accrington and parish of Whalley.

An aqueduct, pipe, or conduit commencing at a near to the waste weir of a reservoir in the township of Huncoat, called or known by the name of the Hameldon Lodge or Hameldon reservoir, or the May-road reservoir, belonging to or occupied by the said proprietors of the said Broad Oak Print Works, and terminating at or near the higher of the two large reservoirs of the Company nearest adjoining each other, situate near the turnpike-road leading from Old Accrington aforesaid, through Huncoat aforesaid to Burnley, in the said county, and which said aqueduct, pipe, or conduit, will be situate within the said townships of Huncoat, Old Accrington, and New Accrington, or some or one of them, and parish of Whalley.

An aqueduct, pipe, or conduit commencing at or near a well or spring commonly called Hillock

Bank Spring, situate in a certain close of land in the township of Old Accrington aforesaid, commonly known by the name of the Cobby, otherwise Hillock Cobby, and terminating at or near, or forming a junction with the said intended aqueduct, pipe, or conduit firstly hereinbefore described; which said aqueduct, pipe, or conduit so proposed to be constructed as last aforesaid, will be situate within the said township of Old Accrington and parish of Whalley.

An aqueduct, pipe, or conduit, commencing at or near a certain plantation called Cronker, otherwise Croaker, situate in the said township of Huncoat and in the township of Hapton within the parish aforesaid, or in one of them, and terminating at or near the higher of the said two large reservoirs of the Company, and which said last-mentioned aqueduct, pipe, or conduit, will be situate within the said townships of Huncoat and Hapton, or one of them, and parish of Whalley.

An aqueduct or line of pipes, commencing at, in, or near the intended reservoir firstly hereinbefore described, and terminating in the said township of New Accrington, at or near Grange Bridge, on the Bury, Haslingden, Blackburn, and Whalley turnpike-road, there situate, and which said last-mentioned aqueduct or line of pipes will be situate within the said townships of Lower Booths, and New Accrington, and parish of Whalley.

And it is intended to take powers to obtain water for the purposes of such supply from certain lands, springs, brooks, streams, and reservoirs in the several townships, parish, and places aforesaid, or some of them, which water now flows or proceeds directly or derivatively into the River Calder, and thence into the River Ribble.

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 parish, townships, 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 Act to take power 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 herein-after mentioned, to the extent defined on the said plans and sections, and specified in the proposed Act; 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 parish, townships, and extra-parochial or other places, or any of them, for the purposes of the proposed Act; and all such other powers as are contained in "The Waterworks 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 Act; and to levy and receive tolls, rates, rents, and remunerations in respect of the supply of gas and water within the intended limits thereof; and to alter or vary the existing tolls, rates, rents, and other duties now authorized to be levied or received by the Company, 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 Act.

And the Company will be empowered to raise a further sum of money for the purposes of the proposed Act, and to increase the capital of the Company by the creation of new shares, upon such terms and conditions as may be determined by the Company, or as may be authorized by the proposed

Act, or by mortgage of the undertaking of the Company, or by bond or other means.

And the Company will seek to apply to such of the said townships and places of Old Accrington, New Accrington, Church Oswaldtwistle, Altham, Clayton-le-Moors, Henheads, Lower Booths, and Huncoat, as are not within the limits of the said Act of the fourth and fifth years of the reign of her present Majesty, chapter 27, the several powers and provisions of that Act, or such powers and provisions as may be granted by Parliament for effectuating the objects and purposes aforesaid.

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

And further, it is intended to authorize the Company to sell or lease their undertaking, or any part thereof, to the Local Board of Health for the district of Accrington, in the county aforesaid, and to authorize that Local Board to accept such sale or lease, and to raise money for those purposes by mortgage of any rates for the time being authorized to be levied by the said Board, or of any property for the time being vested in the said Board, or both, and to authorize the said Board to grant to the shareholders of the Company annuities (redeemable or irredeemable, as may be deemed expedient) as the consideration for the purchase of the undertaking of the Company, and to charge such annuities upon the property so purchased, or upon the rates authorized to be levied by the said Board, or both; or (in case of a lease of the undertaking of the Company) to charge the rent or rents, or other consideration for the same, upon such rates, with such powers and remedies for obtaining payment by the Company or the shareholders thereof, as may be deemed expedient, and to authorize the transfer to the said Board of all the property and powers of the Company, or some portion thereof, and to authorize the said Board to receive and exercise the same.

And inasmuch as it may be expedient to vest in the Company for sanitary purposes powers for the compulsory supply of dwelling houses with water under certain circumstances, it is intended, if necessary, to enable the Company, at the request of the said Local Board of Health for the district of Accrington, or other public authority, to supply water by compulsion to dwelling houses within the limits of the proposed Act, and to charge the owners and occupiers of such dwelling houses one or both, with compulsory rates for such supply, and with powers to levy and recover such rates, or (if the Company and the said Local Board so agree) to enable the Company to give such supply compulsorily, and to enable the said Local Board to remunerate the Company for giving such supply by payment from time to time to the Company out of any monies for the time being in the hands of the said Local Board, of such sum or sums of money as the said Local Board shall deem expedient and proper, and to enable the said Local Board to charge the owners and occupiers of such dwelling houses, one or both of them, with compulsory rates for a supply of water, and to levy and recover such rates.

Plans and sections in duplicate of the proposed works for the supply of water, 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 the waterworks, and a copy of this notice will be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office in Preston, in the same county, on or before the 30th day of November, 1853, and a copy of the said plans, sections, and book of reference respectively, toge-

ther with a copy of this notice, will be deposited for public inspection, on or before the said 30th day of November, with the parish clerk of the said parish of Whalley, 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 3rd day of November, 1853.

George Bannister, Solicitor to the Company, Accrington.

Birmingham Improvement.

(To facilitate the acquisition by the Corporation of Birmingham of Land for Public Recreation ; to give further Powers to the Corporation as to Streets.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act for the following, or some of the following, purposes ; that is to say :—

1.—To enable the town council, on behalf of the mayor, aldermen, and burgesses of the borough of Birmingham, to accept grants of and to purchase land either within or without the said borough of Birmingham, to be used as pleasure grounds, or places of public resort or recreation, for the use of the inhabitants of the said borough, and to levy and raise a sum or sums of money out of the borough rates, not exceeding one penny per annum in the pound on the rateable property in the borough, for purchasing, laying out, and improving such land for the more convenient use and enjoyment thereof, and for the maintaining and managing the same, or for supporting or contributing towards any premises provided for such purposes by any person whomsoever, and for the purposes aforesaid to borrow money on the credit of such rates, and to apply the moneys to be raised and borrowed as last aforesaid in laying out and improving, maintaining, and managing the same, or in such support or contribution as aforesaid.

2.—To incorporate "The Lands Clauses Consolidation Act, 1845," for the purpose of enabling the said town council to purchase by compulsion any land, houses, or other property, for the purposes aforesaid.

3.—To make further provisions with respect to laying out new streets in the borough of Birmingham, and to land thrown open for building or other purposes in the borough, and with reference to the fencing off and drainage of such streets and land and otherwise, and to make further provisions as to nuisances and obstructions in the existing streets of the borough.

4.—To make provisions for the regulation as to weight and otherwise of carts passing through the streets of the borough, and further provisions as to the standing of cabs in the borough.

5.—To amend "The Birmingham Improvement Act, 1851."

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

Dated the 10th day of November, 1853.

W. Morgan, Solicitor,
Town Clerk, Birmingham.

Birmingham and Midland Institute.

(Power to Corporation of Birmingham to grant Land ; Incorporation and Powers of Institute.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act for the following, or some of the following, purposes ; that is to say :—

First.—To enable the corporation of Birmingham to grant to the "Birmingham and Midland Institute" a site for their buildings ; such buildings are intended to be erected on a portion of certain

land in the borough of Birmingham, near or adjoining to the town hall of Birmingham, bounded by Paradise-street on the south, by Edmund-street on the north, by premises now or late in the occupation of the Birmingham Water Works Company on the west, by the said town hall and the approaches thereto on the east, of which land part was purchased by the commissioners under the Birmingham Street Acts for the purposes of the said town hall, and other part was purchased by the said corporation under the powers of the Act passed in the 5th and 6th years of the reign of Her Majesty Queen Victoria, intituled "An Act to amend the Laws concerning Prisons," for the erection of new prisons, court house, and other buildings, and it is intended by the said Act to enable the said corporation to give up all their estate and interest in any portion of the said lands for the purpose of such buildings being erected thereon.

Second.—To incorporate the Institute, and to define its constitution, powers, and purposes.

Third.—To enable the said Institute to purchase by compulsion, lands, houses, or other property for the purposes aforesaid.

Fourth.—To incorporate "The Lands Clauses Consolidation Act 1845."

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

Dated the 10th day of November, 1853.

W. Morgan, Solicitor,
Town Clerk, Birmingham.

Rochdale and Burnley Turnpike Roads.

(Power to take Toll for Road Materials, &c. Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to authorise the trustees constituted by or acting in execution of an Act of Parliament, passed in the 7th year of the reign of King William the Fourth, intituled "An Act for repairing, maintaining, and improving the road from the town of Rochdale to near Hand-bridge near the town of Burnley, and other roads communicating therewith, and for making and maintaining other roads also to communicate therewith, all in the county palatine of Lancaster," to levy tolls for or in respect of certain materials for the repair of turnpike roads, highways, streets, or bridges, carried upon or along any of the roads under their charge, and to vary or extinguish exemptions, heretofore claimed, in respect of the carriage of such materials, and all rights and privileges arising out of or connected with such exemptions, and to extend, alter, or amend the provisions of the said Act, so far as may be necessary for effecting the objects aforesaid, and that copies of the Bill, for effecting the objects stated in this notice, will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December next.

Dated the ninth day of November, 1853.

Holgate and Roberts, Rochdale,
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.

Wells and Fakenham Railway.

(To Incorporate a Company for making a railway from the Norfolk Railway, at Fakenham, to Wells next the sea ; to make arrangements with the Norfolk Railway Company for the working thereof, for interchange of traffic, and apportionment of tolls ; power to the Norfolk Railway Company to subscribe ; 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 a railway, with all proper works, stations, approaches, and conveniences connected therewith, commencing by a junction with the Norfolk Railway, in the parish of Fakenham, in the county of Norfolk, at or near the point where the said railway crosses the Norwich and Fakenham turnpike road, and terminating at or near the Custom House, in the parish of Wells, next the sea, in the county of Norfolk, which said intended railway and works will pass from, in, through, or into, or be situate within, the several parishes, townships, extra-parochial or other places following, or some of them, (that is to say) : Fakenham, Sculthorpe, West Basham, East Basham, North Basham, Houghton-in-the-Dale, New Walsingham, Old Walsingham, Wighton, Warham All Saints, Warham Saint Mary Magdalen, Warham Saint Mary the Virgin, and Wells next the sea, in the county of Norfolk.

And it is proposed by the said intended Act, to incorporate a Company for the purpose of constructing, maintaining, and working the said proposed railway and works.

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

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

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

And it is also proposed by the said intended Act to enable the Company to be incorporated as aforesaid, and the Norfolk Railway Company to enter into and carry into effect such agreements as they may think fit in respect of the working, regulation, and management of the traffic passing upon or over the said intended railway, and in respect of the payment, division, or apportionment of tolls, rates, and duties, in respect of such traffic and the traffic passing upon or over the Norfolk Railway.

And it is also proposed by the said intended Act, to authorise the Norfolk Railway Company to contribute, out of their corporate funds, towards the construction, use, and maintenance of the said intended railway and works, or part or parts thereof, and to take and hold shares in, and subscribe for or towards the intended undertaking, and to raise capital, either by borrowing on mortgage or bond, or by the creation of new shares in their undertaking, either with or without preference or priority, in the payment of interest or dividend, or to apply capital now in their possession or control, for the purposes aforesaid.

And it is also proposed by the said intended Act, to alter, vary, amend, repeal or enlarge all or any of the provisions and powers of the several Acts following, or some of them, directly or indirectly affecting the Norfolk Railway Company, (that is to say) : local and personal Acts 5th and 6th Vic., cap. 82 ; 7th and 8th Vic., caps. 4 and 15 ; 8th and 9th Vic., caps. 41, 45, and 154 ; 9th and 10th Vic., caps. 132 and 169 ; 10th and 11th Vic., caps. 64, 94, 98, and 99 ; 11th and 12th Vic., cap. 30 ; and 15th Vic., cap. 25.

And notice is hereby also given, that maps, plans, and sections, describing the direction, line, or situation and levels of the said intended railway and works, and the lands in or through which the same are intended to be made, together with a book of reference to such plans and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection, with the Clerk of the Peace for the county of Norfolk, at his office, at Aylsham, 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 of the parishes or extra-parochial places in or through which the said intended railway and works are proposed to be made, and also a copy of this notice, as published in the London Gazette will be deposited as follows, (that is to say) : in the case of parishes with the parish clerks of such parishes respectively, at their places of abode ; and in the case of any extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence.

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

Dated this 10th day of November, 1853.

*Parker, Hayes, Barnwell, and
Twisden*, 60, Russell-square,
London ;
John Oddie Taylor, Norwich ;
Kent and Watson, Fakenham ; } Solicitors.

Dover and Canterbury and Dover and Deal
Railways.

(East Kent Extension.)

(Incorporation of a Company; Construction of Railway from Dover to Canterbury with Branches to Deal; Power to use lines and Stations of and to enter into arrangements with the South-Eastern Railway Company, and East Kent Railway Company; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session for an Act or Acts for making and maintaining the railway and branch railways hereinafter mentioned, or some, or one of them, with all suitable and proper bridges, stations, erections, warehouses, approaches, and conveniences attached thereto, or connected therewith, that is to say:—

A railway commencing at a point on the north side of a certain street, called Hawkesbury-street, in the parish of Saint Mary the Virgin, in the borough of Dover, in the county of Kent, which point is distant twenty feet or thereabouts, from the south end of the wall, forming the eastern boundary of Adelaide-place, in the said borough, and terminating by a junction with the East Kent Railway, authorized to be constructed by "The East Kent Railway Act, 1853," at a point in a certain field, No. 18, in the parish of Harbledown, in the county of Kent, in the plans and books of reference deposited in the Private Bill Office, for the purposes of the said "East Kent Railway Act, 1853," and which last-mentioned point is distant four furlongs, or thereabouts, to the westward of the point of junction between the said East Kent Railway and the Ashford and Canterbury Branch of the South-Eastern Railway, shewn on the same plans, and passing from, in, through, or into the several parishes, townships, extra-parochial and other places, of St. Mary the Virgin in Dover, St. James the Apostle in Dover, Hougham, otherwise Huffam, Charlton in and near Dover, Buckland next Dover, River, Ewell, otherwise Temple Ewell, Lydden, Coldred, Sibertswold, otherwise Shepherdswell, Barfrestone, Nonington, Womenswold, otherwise Womenswold, Adisham, Ickham otherwise Ickham and Well, Littlebourne, Beakesbourne, Patricxbourne, Saint Nicholas, Harbledown, Harbledown, Saint Michael, Harbledown, Saint Dunstan, Westgate, without the city of Canterbury, Holy Cross, Westgate, without the city of Canterbury, and Thanington, all in the county of Kent; and Saint Dunstan, Saint Paul, within and without the city of Canterbury, Saint Mary Bredin, within and without the city of Canterbury, Saint Mildred, within and without the city of Canterbury, Thanington, Saint Nicholas, Harbledown, Harbledown, Saint Michael, Harbledown, Westgate within and without the city of Canterbury, and Holy Cross Westgate within and without the city of Canterbury, all in the county of the city of Canterbury, or some, or one of them.

A branch railway diverging from the said intended line of railway, and commencing in a field belonging to George Sydney Page and Alfred Page, and in the occupation of Joseph Fox, and situate in the parish of Sibertswold, otherwise Shepherdswell, in the said county of Kent, and terminating by a junction with the Minster and Deal Branch of the South Eastern Railway Company, at the station belonging to the same Company in the parish of St. Leonard's, Deal, in the county of Kent, and passing from, in, through, or into, the several parishes, townships, extra-parochial, and other places, of Sibertswold, other-

wise Shepherdswell, Womenswold, otherwise Womenswold, Nonington, Barfrestone, Eythorne, Tilmanstone, Betshanger, Waldershare, Northbourne, Little Monegham, Great Monegham, Ripple, Sholden, Upper Deal, St. Leonard's, otherwise St. Leonard's Deal, and Deal, all in the said county of Kent, or some, or one of them.

A branch railway, diverging from the said first-mentioned line of railway, and commencing in a field belonging to John Pemberton Plumptre, Esquire, and in the occupation of Charles Allen, and situate in the parish of Nonington, in the said county of Kent, and terminating by a junction with the said last-mentioned intended branch line of railway, in a field belonging to the trustees of Bethlehem Hospital, and in the occupation of John Harvey, junior, and situate in the parish of Barfrestone, in the said county of Kent; and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places of Nonington, Womenswold otherwise Womenswold, Sibertswold otherwise Shepherdswell, and Barfrestone, all in the said county of Kent, or some or one of them.

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

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

And notice is hereby further given, that it is proposed by the said intended Act or Acts, to take powers to enable the Company to be thereby incorporated, or any other Company or person, lawfully using the said intended railway or branch railways and works, or any of them, or any part thereof, to run and pass over with their engines and carriages, or with the engines and carriages of

such other Company or person using and passing over the said intended railway and branch railways and works, or any of them, or any part thereof, those portions of the lines of railway authorized to be constructed by the said "East Kent Railway Act, 1853," which are intended to run from Canterbury to Strood, Chilham to Chartham, and from Faversham Creek to Preston; and also those portions of the lines of railway belonging to the South Eastern Railway Company, which are commonly known as the North Kent Railway, running from London to Strood, the Canterbury, Ramsgate, and Margate Railway, running from the Ashford station of the South-Eastern Railway to Canterbury, Ramsgate, and Margate, and the Minster and Deal Branch Railway, running from Minster to Deal; and also, powers to use all the intended stations of the East Kent Railway Company, and the North Kent station of the said South-Eastern Railway Company at London Bridge, and the stations of the same last-mentioned Company at Strood, Ashford, Canterbury, Sturry, Ramsgate, Margate, Deal and Minster, and all other stations of the same Company, on the said North Kent Railway. The said Canterbury, Ramsgate, and Margate Railway, and the said Minster and Deal Branch Railway, together with the watering places, water sidings, platforms, booking and other offices, warehouses, buildings, and other conveniences and accommodations, belonging to the said several stations and intended stations of both the before-mentioned Companies, and to fix and determine the amount of rates, tolls, or charges, which shall be paid by the said intended Company, or such other Company, or person as aforesaid, for the use of the before-mentioned portions and lines of railway, stations, works, and conveniences, or any of them; and also, if need be, to alter and limit the tolls, rates, and charges, authorized to be levied and demanded by the said East Kent Railway Company, and the said South-Eastern Railway Company, for the use of the said portions of railway stations, works, and conveniences, or any part thereof, and also powers to enable the said intended Company, and the said East Kent Railway Company, and the said South-Eastern Railway Company, to enter into arrangements for the working, by the two last-mentioned Companies, or one of them, of the said intended railway and branch railways, and works, and to enter into arrangements with the same Companies, or either of them, or any person, or Company, touching all, or any of the matters aforesaid, and also powers to vary or extinguish all such rights or privileges as could, or might interfere with the objects aforesaid.

And it is proposed by the said intended Act, to alter, amend, or enlarge, the several local and personal Acts following; that is to say: Acts relating to the South-Eastern Railway, 3 and 4, William 4th, cap. 46; 6 William 4th, cap. 75; 7 William 4th, and 1 Vic. caps. 50 and 120; 1 Vic. cap. 93; 1 and 2 Vic. cap. 4; 2 Vic. cap. 42; 2 and 3 Vic. caps. 19 and 79; 3 Vic. cap. 46; 3 and 4 Vic. caps. 127 and 128; 5 Vic. cap. 3; 5 and 6 Vic. cap. 102; 6 and 7 Vic. caps. 51, 52, and 62; 7 Vic. cap. 25; 7 and 8 Vic. caps. 67 and 91; 8 and 9 Vic. caps. 80, 167, 186, 197, and 200; 9 Vic. caps. 55, 56, and 64; 9 and 10 Vic. caps. 305 and 339; 10th and 11th Vic. caps. 104, 230, and 276; 13 and 14 Vic. cap. 31; 15 and 16 Vic. cap. 103; 16 and 17 Vic. cap. 130. Act relating to the East Kent Railway Company, 16 and 17 Vic. cap. 132.

And notice is hereby further given, that on or before the 30th day of November instant, dupli-

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

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

And notice is hereby further given, that copies of the said proposed Act or Acts 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.

Edward Knoch, Castle Hill, Dover.

Abergavenny Improvement.

(Repeal of Acts; Extension of Limits; Extension of Waterworks; Market Place; Lighting; Application of Moneys belonging to Tythe Trustees.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session thereof, for leave to bring in a Bill to repeal two Acts, one passed in the 34th year of the reign of King George 3rd (c. 106), and intituled "An Act for paving and otherwise improving the town of Abergavenny, and the limits thereof, in the county of Monmouth;" and the other passed in the 55th year of the same reign (c. 24), and intituled "An Act to amend an Act of His present Majesty, for paving and otherwise improving the town of Abergavenny, in the county of Monmouth;" and to grant more effectual powers instead thereof.

The said Bill will alter the number and qualification of the commissioners, and the mode of their election, and will regulate their method of proceeding, and will also enable the commissioners to be appointed by the Bill, to exercise the following, or some of the following, among other powers within a circle having a radius of three quarters of a mile from the town-hall of Abergavenny, or within so much of that district as the said Bill shall define:

To pave, light, watch, cleanse, water, and otherwise regulate and improve the several streets, roads, ways, and other public passages and places; and to remove and prevent nuisances and encroachments therein, and to provide police constables to act within the said limits:

To place the repair and management of the roads, within the limits of the Bill, in the commissioners,

and to restrain the trustees of any turnpike road from collecting toll, or laying out any money, on any of such roads :

To contract with any company or persons for lighting the districts to be included within the limits of the Bill, or to purchase or take on lease the existing gas works, or to construct gas works, and to supply gas to the said districts and the inhabitants thereof :

To make and maintain a reservoir, with all necessary works and conveniences connected therewith, in and upon a field in the hamlet of Lloyndu, in the parish of Abergavenny, in Monmouthshire, and thence to lay down and maintain an aqueduct or main in the said parish, terminating at or near the existing reservoir, in the same parish ; also to take and divert into, and to impound in the said intended reservoir, the water of the brook or stream called the Kibby; the waters of which now flow derivatively into the River Usk :

To provide a market place for the sale of cattle, horses, and other animals; and to make and enforce all necessary rules and regulations with respect to the sale and exposure for sale therein of cattle, horses, and other animals; and to provide slaughter-houses and other conveniences, and to prohibit the slaughtering of animals within the limits to be prescribed by the Bill :

To purchase lands and buildings, and other property, by agreement or compulsion, for any of the before mentioned purposes, and to vary and extinguish all existing rights or privileges in such property, or in or connected with the before mentioned stream, which would interfere with any of the objects contemplated by the Bill :

To provide for the appointment of a magistrate, to act in and for the district to be included within the limits of the Bill :

To alter the rates authorized to be taken by the before-mentioned Acts, and to levy other rates, instead thereof, upon the owners and occupiers of property within the limits of the Bill, for all or any of the before-mentioned purposes ; also to levy rates or rents, for and in respect of the supply of gas and water, and also rates or tolls in respect of the market or markets :

To confer, vary, and extinguish exemptions from the payment of rates, and to confer other rights and privileges :

To borrow monies to discharge the debts of the present commissioners, and also for the several purposes contemplated by the Bill :

To incorporate with the said Bill, "The Lands Clauses Consolidation Act, 1845 ;" "The Towns Improvement Clauses Act, 1847 ;" "The Town Police Clauses Act, 1847 ;" "The Gas Works Clauses Act, 1847 ;" "The Water Works Clauses Act, 1847 ;" and "The Markets and Fairs Clauses Act, 1847 ;" or some parts of such respective Acts.

It is further intended by the said Bill to authorize the trustees acting in execution of an Act passed in the first year of the reign of King George the Third, and intituled "An Act for vesting the inheritance of the rectory and tythes of Bedgeworth, granted by King Henry the Eighth to the late dissolved corporation of Bergavenny, and by them leased to Jesus College, in Oxford, towards maintaining a fellow and scholars from Bergavenny School, and for vesting the rectories and tythes in the county of Monmouth, granted by the said King Henry to the said corporation, in trustees, for supporting the said school, and for the relief of the poor of the said town," from time to time to pay over to the commissioners, to be applied by them to all, or any, of the purposes contemplated by the proposed Bill, any surplus funds which may now or at any time hereafter, be in the hands of such trustees, after fulfilling the trusts reposed in them by the said Act with regard to the school at Aber-

gavenny, and which said surplus moneys are now directed by the said Act to go towards the support and maintenance of the poor of Abergavenny, and for this purpose it is intended to amend the said Act.

And notice is hereby given, that duplicate plans, showing the situation of the reservoir and aqueduct, and sections, showing the levels thereof, a book of reference, containing the names of the owners, lessees, and occupiers of the property for the taking of which powers will be sought, 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 Monmouthshire, at Newport, in the said county, and with the parish clerk of Abergavenny, at his place of abode.

Printed 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 8th day of November, 1853.

Gabb and Secretan Woodhouse,

Solicitors to the Bill.

Caledonian Railway.

Lesmahagow Branches ; Revival of Powers ; Relinquishment of Works ; Arrangement of Share and Loan Capital ; and Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament, in next session, for leave to bring in a Bill to empower the Caledonian Railway Company, or the holders of the Lesmahagow Branches shares in that Company, to make, complete, and maintain the following lines of railway, now partly in course of construction, or one or more of them, and all proper works and conveniences connected therewith, viz. :—

First, A railway commencing by a junction with the Motherwell Branch of the Clydesdale Junction Railway at a point in the parish of Hamilton near the village of Motherwell, and terminating at a point in the parish of Lesmahagow, on the lands of Bankend, near Coal Burn Head ; which railway, and works connected therewith, will be situate in the parishes of Hamilton, Dalziel, Dalsersf, and Lesmahagow, all in the county of Lanark.

Secondly, A branch railway commencing by a junction with the said intended railway at a point near Kaiminghill or Commonhill, and terminating at a point near North Southfield, all in the said parish of Lesmahagow : and

Thirdly, A branch railway commencing by a junction with the said intended railway at a point near Auchenheath-coliery, and terminating at a point on the lands of Nether Hall-hill, near Little Gill Coal-pit, all in the said parish of Lesmahagow.

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 a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and a published map to a scale of not less than half an inch to a mile, with the lines of the proposed railways delineated thereon so as to show their general course and direction, and a copy of this notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November current, be deposited for public inspection in the offices at Glasgow, Hamilton, and Lanark, respectively, of the principal sheriff clerk of the county of Lanark ; and that a copy of so much of the said plans, sections, and book of reference as

relates to each of the parishes before specified, with a copy of this notice as published in the said Gazette, 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 confer powers for the purchase, compulsorily or by agreement, of the lands, houses, and other property required for the purposes aforesaid, and also for the acquisition of such lands, houses, and other property by way of lease or feu, and to empower all parties possessed thereof, or holding interest therein, to convey, feu or let the same to the Caledonian Railway Company, or the holders of the said Lesmahagow Branches shares, for the purposes of the said works, in consideration of such price, feu duty, ground annual, or rent, as may be agreed upon.

And it is further intended by the said Bill, to confer powers for levying 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 (Motherwell Branch Extension) Act, 1847, the Caledonian Railway (Lesmahagow Branches) Act, 1847, and the Caledonian Railway (Lesmahagow Branches) Act, 1851, for the construction of such portions of the railway from the Motherwell branch of the Clydesdale Junction Railway near Motherwell, to the Auchenheath Mineral-field near Connellholm, described in the first above-mentioned Act, and of the branch railway from a point near Forkins, to a point on the lands of Bankend, described in the second above-mentioned Act, as do not differ (beyond the statutory limits of deviation) in line or levels from the said works as now proposed to be constructed, and, as delineated on the plans and sections, to be deposited as aforesaid; and also to revive the powers and extend the time granted by the said Acts for the compulsory purchase of certain of the lands, houses, and other property thereby authorised to be acquired for the aforesaid portions of the said railway and branch railway; and to relinquish the remaining portions of the said railway and branch railway, or otherwise to relinquish the whole thereof.

And it is further intended by the said Bill, to alter the amount of the share capital prescribed by the said last-mentioned Act, and to confer upon a portion of such share capital certain preferences and priorities over the remainder thereof, as also to authorise the borrowing of a sum of money, and the application of such share capital and borrowed money, or part thereof, to the execution of the works before described.

And it is further intended by the said Bill to empower the Caledonian Railway Company, and the holders of the said Lesmahagow Branches shares, or their committee, to enter into agreements with each other in relation to the construction,

maintenance, management, and working of the said several works, and the tolls, rates, and charges to be levied thereon, and on the said Company's lines of railway communicating therewith; as also to empower the holders of the said shares to enter into agreements with each other in relation to their respective privileges and priorities; and to confirm any agreements which may have been entered into in relation to any of the purposes aforesaid.

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 said several Acts and to extend certain of the powers and provisions thereof to the said Bill, 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.

John Marr, Lanark.

Grahame, Weems, and Grahame, Westminster.
9th November, 1853.

Yeovil Corporation and Borough Improvement. (Alteration of Municipal Corporation—Extension of Borough—Markets and Fairs, Water-works, Burials, Gas, Police, and Improvements—Repeal of Local Acts, and Transfer of Powers to Corporation—New and Altered Tolls, Rates, and Duties.)

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 the constitution, rights, and privileges of the body corporate now existing at Yeovil, in the county of Somerset, styled "The Portreeve and Burgesses of the Borough of Yeovil;" to alter its corporate name; to assimilate its constitution, powers, and duties to those of municipal corporations, under the Act to provide for the regulation of municipal corporations in England and Wales; and to apply to it all or some of the provisions of that Act, and of the Acts passed for amending the same or corresponding provisions, and to prescribe the mode of election of the town councillors and aldermen, and the mode of voting thereat, and to repeal or alter all usages customs, powers, prescriptions, rights, and privileges inconsistent with such provisions. And it is also intended in the said Bill to define and extend the boundaries of the said borough of Yeovil, in the county of Somerset, and to take powers for better regulating, paving, lighting, watching, watering, cleansing, draining, sewerage, and otherwise improving the said borough, within such extended boundaries; and provision will be made in the said Bill for effecting the objects following, or some of them, (that is to say): To amend or repeal an Act, passed in the eleventh year of the reign of King George the Fourth, for paving, lighting, watching, watering, cleansing, repairing, widening, and otherwise improving the streets, lanes, and other public passages and places within the town of Yeovil, in the county of Somerset, and for regulating the police thereof, "The Yeovil Borough Estate Act, 1846," and "The Yeovil Borough Market Act, 1846:" To dissolve the bodies of commissioners established by those Acts respectively, videlicet, the commission-

ers for improving the town of Yeovil, and the special commissioners of the town of Yeovil, and to determine their powers: To transfer to the corporation the market-halls, market-places, and town-hall, and all lands, hereditaments, plant, monies, securities, chattels, effects, and property whatsoever, of those commissioners respectively, and to subject the corporation to the debts and liabilities of those commissioners respectively, and to charge those debts and liabilities on the rates to be raised under the powers of the Bill: To maintain, regulate, and improve the town-hall, the markets and fairs, the market-places, market-halls, and places for holding fairs in the said extended borough, and to fix or alter the periods for holding the markets and fairs, and the duration thereof; to abolish existing markets and fairs and establish others, and to provide sites for new markets and fairs, with approaches thereto, and other works and conveniences: To prohibit the holding of any other market or fair within the limits of the extended borough, and the hawking, display, or sale of any animal, marketable provisions, commodities, merchandise, or things in the streets or public places, or elsewhere than in the public markets: To provide and regulate public weighing machines and slaughter-houses, and to license and regulate private slaughter-houses, and to prohibit or restrict the establishment of new slaughter-houses, or the use within the said extended borough of any slaughter-houses not so licensed: To let the markets and market-places, stands, stalls, and shops, weighing machines, and slaughter-houses, and the tolls, rents, stallages, and other duties and profits arising thereat; to regulate and improve the police; to manage, regulate, and generally to improve the streets, roads, and other public places; to prevent and remove obstructions, projections, and ruinous or dangerous buildings, and to pave or flag the footways of any roads or streets within the said extended borough; to alter, divert, and stop up inconvenient or unnecessary highways, roads, footpaths, and other ways and passages within the said extended borough; to stop up and regulate existing sewers and drains; to make and construct new sewers and drains, and works connected therewith, and generally to regulate and improve the sewerage and drainage of the said extended borough, and to construct and maintain works for the collecting and storing of sewage manure; to prohibit and remove nuisances within the said extended borough; to purchase of the Yeovil Gas and Coke Company their existing gas works within the parish of Yeovil; to manufacture gas, and to construct and provide gasometers, and other works and buildings, and to supply gas for public and private purposes within the said extended borough; to supply water for public and private purposes within the said extended borough; to purchase water for such purposes, and to make contracts with any body or person willing to supply the same; to construct the works following, for supplying the said extended borough with water, that is to say, a storage reservoir, to be situate in a coppice called Stoke-hill Plantation, in the parish of Stockwood, otherwise Stokewood, in the county of Dorset, and belonging to Henry Dixon, Esq., and Sarah, his wife; a supply reservoir, to be situate in a field or garden now or late called the Wilderness, in the parish of Yeovil, in the county of Somerset, adjoining the Hendford-hill Turnpike House, and belonging to Mr. Ince Gamis; a conduit or line of pipes commencing in and at the spring called the Lower Spring Head, situate in the said coppice called Stoke-hill Plantation, in the parish of Stockwood, otherwise Stokewood, in the county of Dorset, and terminating at, or in the firstly described reservoir, on the south-east side thereof; a conduit or line of

pipes commencing at, or in the firstly described reservoir, in the said parish of Stockwood, otherwise Stokewood, in the county of Dorset, on the north-west side thereof, and terminating at or in the secondly described reservoir, in the said parish of Yeovil, in the county of Somerset, on the south-east side thereof; a conduit or line of pipes commencing at, or in the secondly described reservoir, in the said parish of Yeovil, in the county of Somerset, on the north side thereof, and terminating in the road or street called Hendford, in the said parish of Yeovil, in the county of Somerset, opposite the dwelling-house of Mr. William Dicks, which said reservoirs, conduits, lines of pipes, and water-works will be made, or pass from, in, through, or into the several parishes, townships, and extra-parochial places of Stockwood, otherwise Stokewood, Melbury Bubb, Melbury Sampford, Melbury Osmond, Leigh, Chetnole, Yetminster, Ryne Intrinsic, Beerhacket, Thornford, Clifton Maybank, and Bradford Abbas, all in the county of Dorset; and Closworth, East Coker, Berwick, and Yeovil, all in the county of Somerset; to collect and divert into the intended reservoirs, conduits, lines of pipes, and water-works, the waters of the spring called the "Lower Spring Head," situate and rising in the said coppice called Soke-hill Plantation, in the parish of Stockwood, otherwise Stokewood, in the county of Dorset, and of any other springs or streams in the line of the proposed water-works; to lay down and maintain mains, pipes, culverts, and other works for the supply and distribution of water and gas in, under, or across; and for that purpose to break up, alter, divert, or stop up, either temporarily or permanently, any turnpike or other roads, streets, highways, footpaths, bridges, public places, canals, towing paths, railways, tramways, sewers, drains, streams, brooks, and watercourses, within the parishes and places aforesaid, or any of them; to constitute the corporation the burial board for the said parish of Yeovil, in case of the application thereto of the Acts passed for amending the laws concerning the burial of the dead; to purchase by compulsion and otherwise, or take on lease, or take grants of or easements over, any lands, houses, mills, waters, and other hereditaments in the borough, town, parishes, and places aforesaid, or any of them requisite for the purposes of the gas-works, water-works, and other the purposes of the said Bill, and to vary or extinguish any rights or privileges connected therewith, and any other rights and privileges which would in any way interfere with the objects of the said Bill; to vest in the corporation of the said borough, acting by their council, the repairs, management, and control of all turnpike and other roads and highways within the said extended borough, and to prohibit the trustees or surveyors of such roads or highways from taking tolls or expending money thereon; to amend "The Yeovil and Ilchester Turnpike Trusts Acts, 1852," and to enable the Yeovil trustees acting under that Act to contribute towards the maintenance and repairs of some of the roads within the said extended borough; to vary the tolls, rates, duties, stallages, rents, and other payments now respectively authorized to be levied and taken under the powers of the said Act of the eleventh year of King George the Fourth, and "The Yeovil Borough Market Act, 1846;" to levy new tolls, rates, duties, stallages, rents, and other payments at, in, or for the market places, market-hall, and markets, and fairs, and the stands, stalls, shops, and other places therein, and at or for the weighing machines and slaughter-houses; to levy new tolls, rates, and duties for all or any of the purposes of the said Bill, and to confer, vary, or extinguish exemptions from the payment of any such new or altered tolls, rates, duties,

stallages, rents, and other payments, and to sell and dispose of water, gas, and sewage, or sewage-manure; to sell and dispose of any lands, hereditaments, effects, and property which, under the said Bill, will be vested in the said corporation; to borrow money on the credit of such lands, hereditaments, and property, and of the tolls, rates, duties, rents, stallages, and other payments now or by the said Bill to be authorized, or of any of them; to make and alter bye-laws and regulations for all or any of the purposes of the said Bill, and to impose penalties for any breach or non-observance thereof; to incorporate and apply to the said extended borough the powers and provisions, or some of the powers and provisions, of "The Lands Clauses Consolidation Act, 1845;" "The Markets and Fairs Clauses Act, 1847;" "The Towns Improvement Clauses Act, 1847;" "The Town-Police Clauses Act, 1847;" "The Water-works Clauses Act, 1847;" "The Gas-works Clauses Act, 1847;" "The Commissioners' Clauses Act, 1847;" "The Public Health Act, 1848;" and the several Acts passed for amending the last named Act, or of some of those Acts; to confer, vary, or extinguish other rights and privileges.

And notice is hereby further given, that on or before the 30th day of November, 1853, duplicate plans and sections of the said intended reservoirs and water-works, 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 Somerset, at his office, at Wells, in that county; and with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, in that county; and that on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each parish, and extra-parochial place, in or through which the said reservoirs and water-works are intended to be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection, 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 that on or before the 31st day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1853.

John Batten, jun., Solicitor for the Bill.

(Newcastle-upon-Tyne Docks — to Make and Maintain.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next Session, for leave to bring in a Bill, to enable a Company to be thereby incorporated, to make and maintain a dock or docks, basin or basins, with all suitable and necessary piers, walls, culverts, sluices, locks, gates, bridges, arches, quays, sheds, landing places, cranes, avenues, approaches, wharfs, depôts, warehouses, buildings, staitths, timber ponds, reservoirs, works, and other conveniences for the accommodation of the shipping in the River Tyne, commencing at a quay or quays, at a certain place called St. Peters, in the township of Byker, in the parish or parochial chapelry of All Saints, in the borough and county of Newcastle-upon-Tyne, the property of Matthew Plummer, and Thomas Smith, and William Smith, and occupied by Robert Nixon and James Nixon, David Watt and Thomas Toward, and the said Thomas Smith and William Smith, thence passing through certain lands, streets, roads, footpaths, messuages, tenements, or dwelling-houses, in the said township of Byker, in the parish or parochial chapelry of All Saints, in the borough and county of Newcastle-upon-Tyne, aforesaid,

and certain other lands, streets, roads, footpaths, messuages, tenements, or dwelling-houses in the said parish or parochial chapelry of All Saints, in the borough and county of Newcastle-upon-Tyne aforesaid, and terminating at a public road, and landing, and at a quay or quays, shipbuilding yard, ropery, garden ground, yards, saw mills and other mills, farm land, and tenements, situate at a place called St. Lawrence, in the said parish or parochial chapelry of All Saints, in the borough and county of Newcastle-upon-Tyne aforesaid, the property of the said Matthew Plummer, and of Thomas Smith, and William Smith, and of the mayor, aldermen, and burgesses of the borough of Newcastle-upon-Tyne, and occupied by William Cunningham, Frederick Swan Todd, and William Robert Todd, Edward Hall, Ann Adams, William Harle, and others, the said Thomas Smith and William Smith, or their under tenants, and the said Matthew Plummer, with power to make all suitable and necessary entrances, avenues and approaches to the docks and works so proposed to be made, and to take the water of the river Tyne, to supply the said docks and works, at or near St. Peters aforesaid, on the north side of the river Tyne, in the said township of Byker, in the parish or parochial chapelry of All Saints, in the borough and county of Newcastle-upon-Tyne aforesaid, in the said parish or parochial chapelry of All Saints, in the borough and county of Newcastle-upon-Tyne aforesaid, and in the parish of St. Nicholas, in the borough and county of Newcastle-upon-Tyne aforesaid.

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 turn-pike roads, parish roads, occupation roads, bridle or foot roads, and other highways, streams, canals, navigations, railways and tramroads, within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up, for the purposes of such proposed docks and other works respectively.

And it is also intended by the said Bill to take powers to purchase by compulsion or agreement, or take on lease all lands, ways, roads, footpaths, houses, quarries, rocks, waters, sand, foreshore, wharfs, piers, quays, either public or private, messuages, tenements, or dwellings houses, and other property whatsoever, required for the purposes of the said Bill or works, and to vary or extinguish all rights and privileges therein, or connected therewith, which would interfere with the execution of such purposes. And for the purposes of the said Bill to levy tolls, rates, and duties, and also rates and duties, in respect of vessels entering into and using the said intended docks and works, and for the deposit of ballast and other materials, and to alter any existing tolls, rates and duties, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and duties, and to vary or extinguish any other rights and privileges, and to confer other rights and privileges for the purposes aforesaid, and to raise money for the purpose of carrying the objects of the said intended Bill into execution, upon the credit of the tolls, rates and duties, by the said Bill, intended to be authorized to be taken.

And notice is hereby further given, that on or before the thirtieth day of November, one thousand eight hundred and fifty-three, duplicate plans and sections of the said proposed docks and works, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and hereditaments intended to be taken for the proposed docks and 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 borough and county of Newcastle-upon-Tyne, at his office in Newcastle-upon-Tyne, and that on or before the same 30th day of November, 1853, copies of so much of the said plans, sections, and book of reference, as relate to each of the several parishes aforesaid, in or through which the said intended docks and works are proposed to be made, together with a copy of the Gazette notice, will be deposited with the parish clerks of the said parishes respectively, at their respective places of abode, and that on or before the same day, a copy of the said plans, sections and books of reference, will be deposited at the office of the Board of Admiralty.

And notice is hereby further given, that on or before the thirty-first day of December, one thousand eight hundred and fifty-three, copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

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

R. P. Philipson, Solicitor to the Bill.

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

(Reduction of and Arrangements as to Capital; Sale or Lease to, or Amalgamation with the Great Northern Railway Company; Working Arrangements with the Great Northern Railway Company; and Amendment of Acts.)

NOTICE is hereby given, that an application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to amend the provisions, or some of the provisions, of the Acts relating to the Ambergate, Nottingham, and Boston and Eastern Junction Railway Company (in this notice called "The Company"); that is to say: "The Ambergate, Nottingham, and Boston and Eastern Junction Railway Act, 1846;" and "The Ambergate, Nottingham, and Boston and Eastern Junction Railway Amendment Act, 1847;" or to repeal those Acts and amend and consolidate their provisions. And provision is intended to be made in and by the said Bill to effect the objects hereinafter mentioned, or some of them; that is to say: to enable the Company to reduce the amount of capital which they are by the said Acts authorized to raise by shares and their powers of borrowing; to reduce or alter the number and amount of the shares into which the said capital is now divided; to attach or to authorize the Company to attach to any shares which they may have already created or issued, or may have or may obtain power to create or issue, certain guarantees and preferences or priorities, in payment of interest or dividend or other rights and privileges; to authorize the creation and issue of shares or stock having preference or priority over all other shares or stock of the Company, and other privileges, for the purpose of paying off or redeeming the mortgage or debenture debt of the Company for the time being, or any part thereof; to make new or further provisions with reference to the arrangement and application of the shares and capital, funds, income, and profits of the Company, and their distribution and appropriation; and with reference to the borrowing powers of the Company; and with reference to the forfeiture of shares in arrear, the acceptance of transfers or surrenders of shares in arrear, the cancelling, merger, and re-issue of shares forfeited, surrendered, or transferred; and to vary some of the rights and privileges of or incidental to the existing shares in the capital of the Company; to enable the Company to make such other arrangements with reference to any of the objects or matters aforesaid as shall be necessary or expedient;

to enable the Company to sell or let to the Great Northern Railway Company, and to enable that Company to purchase or to take on lease the undertaking, and present or future works, property, powers, rights, and privileges of the Company, or any part thereof; to enable the Company and the Great Northern Railway Company to amalgamate their undertakings; to empower the Company and the Great Northern Railway Company to enter into, make, and carry into effect contracts, agreements, or arrangements for or with reference to the maintenance, repairs, working, and use, by each or either of those Companies, of the railways, stations, and works, rolling and other stock, of the other of them, or any parts thereof respectively; and for or with reference to the management, regulation, and interchange of traffic; the collection, appropriation, apportionment, and distribution of the tolls, rates, duties, income, and profits arising therefrom, and the employment of officers and servants. And to empower the Great Northern Railway Company to apply any portion of their capital or income, and to raise any further capital by the creation of new shares, and by borrowing, for the purposes specified or contemplated by any such contract, agreement, or arrangement as aforesaid, or for the purpose of the purchase of the undertaking of the Company, or any part thereof or interest therein.

To vary or alter the tolls, rates, and duties by the said Acts authorized to be levied, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

And it is also intended by the said Bill to amend the Acts or some of the Acts hereinafter referred to; that is to say: local and personal Acts 9 and 10 Victoria, chapters 71 and 352; 10 and 11 Victoria, chapters 143, 146, 148, 272, 286, and 287; 11 and 12 Victoria, chapter 114; 12 and 13 Victoria, chapter 84; 13 and 14 Victoria, chapter 61; 14 and 15 Victoria, chapters 45 and 114; and 15 and 16 Victoria, chapter 153; and "The Great Northern Railway Company's Increase of Capital Act, 1853," relating to the Great Northern Railway Company.

Also the Acts 33 George 3, chapter 94; and 37 George 3, chapter 30; relating to the Grant-ham Canal Company.

Also the Act 32 George 3, chapter 100, relating to the Nottingham Canal Company; and also the (local and personal) Acts 7 and 8 Victoria, chapters 18 and 59; 8 and 9 Victoria, chapters 38, 49, 56, 90, and 181; 9 and 10 Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Victoria, chapters 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Victoria, chapters 21, 88, and 131; and 14 and 15 Victoria, chapters 57, 88, and 113; and "The Midland Railway Act, 1853;" and "The Midland Railway (Leicester and Hitchin) Act, 1853," relating to the Midland Railway Company.

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

Dated this 9th day of November, 1853.

Wheeler and Caistor, London, Solicitors for the Bill.

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

(Extension of Line into Nottingham, and further works and powers; and Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing session for leave to bring in a Bill to empower the

Ambergate, Nottingham, and Boston, and Eastern Junction Railway Company (in this notice called "The Company"), to make and maintain an extension of the main line of their railway, which will commence by a junction with such main line near a certain road leading from Colwick to Carlton, between the three mile post and the three and a quarter mile post on the said line, such point of junction being situate in the said parish of Colwick, in the county of Nottingham, and will terminate in a piece of land called the East Croft, in the parish of St. Mary, in the town and county of the town of Nottingham, near the Nottingham Canal, and on the north side of the line of the Midland Railway Company there; and also to make and maintain two junction lines from the said intended extension railway, the one commencing in or near a field belonging to the Right Hon. Earl Manvers, in the parish of Sneinton, otherwise Snenton, in the said county of Nottingham, in the occupation of Mr. Samuel Eyre, and shewn upon the plans hereinafter referred to, and terminating by a junction with the said Midland Railway, in the East Croft aforesaid, in the parish of Saint Mary; and the other commencing in or near the same field, in the said parish of Sneinton, otherwise Snenton, and terminating by a junction with the said Midland Railway, near to the New Trent-lane, in the said last-mentioned parish; and also to make and maintain a station in or upon a portion of the East Croft aforesaid, near or adjoining to the line of the Midland Railway, and in the said parish of St. Mary, in the town and county of the town of Nottingham, and all proper and convenient approaches, sidings, buildings, works, and conveniences, in connection with the said intended railway, or railways and stations; also a bridge, with all proper and convenient approaches thereto, in the said parish of St. Mary, in the said town and county of the town of Nottingham, across the Nottingham Canal and towing path, on the south side of the said line of the Midland Railway, from a certain road called the Flood-road to a portion of the East Croft aforesaid, situate to the south of the line of the Midland Railway. And also to pull down, alter, rebuild, and enlarge a certain other bridge now constructed over the said Nottingham Canal and towing path, and which bridge is situate on the north side of the line of the Midland Railway, in the said parish of Saint Mary, in the said town and county of the town of Nottingham, and leads from the Flood-road aforesaid to a portion of the East Croft aforesaid, situate to the north of the line of the Midland Railway. And also to widen the approaches to such last-mentioned bridge, and extend the same to a road or place called the Hermitage, in the said parishes of Sneinton, otherwise Snenton, in the said county of Nottingham, and Saint Mary, in the said town and county of the town of Nottingham. And also to make and maintain a certain other road or approach, commencing at or near to a certain intended new street, being an extension of a street now called Manvers-street, in the said parish of Sneinton, otherwise Snenton, in the said county of Nottingham, and terminating in a portion of the East Croft aforesaid, situate to the north of the line of the Midland Railway, by a junction with the aforesaid intended extended approach to the Hermitage aforesaid, which said intended railways and works will be made or pass from, in, through, or into, the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say: Colwick and Sneinton, otherwise Snenton, in the said county of Nottingham, and St. Mary Trinity and St. John the Baptist, in the said town and

county of the town of Nottingham. And it is intended by the proposed Bill to confer upon the Company all necessary powers for effecting the purposes following; that is to say: to stop up, alter, divert, cross, cover, or break up, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, sewers, drains, and watercourses within the before-named parishes, townships, and extra-parochial places, or any of them, which it may be necessary or desirable to stop up, alter, divert, cross, cover, or break up, for any of the purposes of the said works, or of the said intended Bill. To make lateral deviations from the lines of the said intended railways and works, to the extent and within the limits defined upon the plans hereinafter mentioned, and to purchase, by compulsion or otherwise, lands, houses, and hereditaments, for the purposes of the said railways and works, and of the said intended Bill; and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments; to levy tolls, rates, and duties upon or in respect of the intended railways and works; to alter the existing tolls, rates, and duties which the Company are now empowered to levy upon or in respect of their existing and authorised railways and works, and to confer, vary, or extinguish, other rights and privileges. And it is also intended by the said Bill to amend the Ambergate, Nottingham, and Boston, and Eastern Junction Railway Act, 1846, and the Ambergate, Nottingham, and Boston, and Eastern Junction Railway Amendment Act, 1847, or to repeal those Acts and amend and consolidate their provisions; and also to amend the Acts or some of the Acts hereinafter referred to; that is to say: the local and personal Acts 7 and 8 Victoria, chapters 18 and 59; 8 and 9 Victoria, chapters 38, 49, 56, 90, and 181; 9 and 10 Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Victoria, chapters 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Victoria, chapters 21, 88, and 131; and 14 and 15 Victoria, chapters 57, 88, and 113; the Midland Railway Act, 1853; the Midland Railway (Leicester and Hitchin) Act, 1853, relating to the Midland Railway Company. And notice is hereby also given, that on or before the 30th day of November, 1853, duplicate plans and sections of the intended railways and works, together with a book of reference to such plans, a published map with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection at the office of the Clerk of the Peace for the county of Nottingham, at Newark in that county, and also at the office of the Clerk of the Peace for the town and county of Nottingham, at Nottingham aforesaid; and that, on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said railways and works will be made or pass, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection, in the case of each such parish, with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and that, on or before the 31st day of December, 1853, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 9th day of November, 1853.

Wheeler and Caistor, London, Solicitors
for the Bill.

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

(Amendment of Acts; Reduction of, and Arrangements as to Capital.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to amend the provisions, or some of the provisions, of the Acts relating to the Ambergate, Nottingham, and Boston and Eastern Junction Railway Company; that is to say: "The Ambergate, Nottingham, and Boston and Eastern Junction Railway Act, 1846;" and "The Ambergate, Nottingham, and Boston and Eastern Junction Railway Amendment Act, 1847;" or to repeal those Acts and amend and consolidate their provisions. And provision is intended to be made in the said Bill to effect the objects hereinafter mentioned, or some of them (that is to say): to enable the Company to reduce the amount of capital which they are, by the said Acts, authorized to raise by shares, and their powers of borrowing; to reduce or alter the number and amount of the shares into which the said capital is now divided; to attach or to authorize the Company to attach to any shares which they may have already created or issued, or may have or may obtain power to create or issue, certain guarantees and preferences or priorities in payment of interest or dividend, or other rights and privileges; to authorize the creation and issue of shares or stock, having preference or priority over all other shares or stock of the Company, and other privileges, for the purpose of paying off or redeeming the mortgage or debenture debt of the Company for the time being, or any part thereof; to make new or further provisions with reference to the arrangement and application of the shares and capital, funds, income, and profits of the Company, and their distribution and appropriation, and with reference to the borrowing powers of the Company, and with reference to the forfeiture of shares in arrear, the acceptance of transfers or surrenders of shares in arrear, the cancelling, merger, and re-issue of shares forfeited, surrendered, or transferred; and to vary some of the rights and privileges of, or incidental to, the existing shares in the capital of the Company; and to enable the Company to make such other arrangements with reference to any of the objects or matters aforesaid as shall be necessary or expedient. And notice is hereby further given, that, on or before the 31st day of December next, printed copies of the said intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1853.

Wheeler and Caistor, London, Solicitors for the Bill.

Wandle Sewerage & Water Company.

(For the Conservation of the River Wandle, and for the Drainage of the Towns and Villages lying between Croydon and the Thames, and for Supplying Water to the Metropolis South of the Thames, and places adjacent, at Constant and High Service.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the the ensuing Session, for an Act to incorporate a company for the purpose of providing a new sewage outfall for the town of Croydon, and for the sewage of the several towns, parishes, hamlets, villages, districts, and other places lying between Croydon and the Thames, and for collecting, filtering, and storing the waters of the river Wandle and its tributaries (when freed from impurities) for the supply of the inhabitants of the metropolis south

of the Thames, at constant and high service; with power to raise the capital required for the purposes of such Company, and also to borrow certain sums of money in manner to be provided by the said intended Act, and all other usual and necessary powers;—And that, for the purposes of providing for such sewage outfall as aforesaid, it is proposed to enable the said Company to construct and maintain the several works following, or some of them;—that is to say: A subterranean main sewer or drain commencing in the parish of Croydon, otherwise St. James' Croydon, in the county of Surrey, upon or near to a piece of ground and building belonging to the Local Board of Health of Croydon, and called or known as the "Filter" or "Filter House," or "Sewage Filter House," by a junction with certain pipes, conduits, pits, cesspools, and other works belonging to the said Local Board of Health of Croydon, and passing from, in, through, or into the parishes, villages, hamlets, districts, and places of Beddington, Wallington, Mitcham, Tooting, Streatham, Wimbledon, Wandsworth, or some of them, and terminating by a junction with the river Wandle, at or near to the work or mill called or known as the "Lower Mill" or "Tide Mill," and at the north side thereof in the parish of Wandsworth, otherwise All Saints Wandsworth; also an outfall sewer for the sewerage of the high level districts commencing by a junction with the said main or trunk sewer at a point about 950 yards to the north of Mitcham Church, and terminating by a junction with a certain sewer, culvert, or drain, proposed to be constructed by the Metropolitan Commissioners of Sewers for the high level main drainage of the Surrey and Kent districts, at or near the junction of the Union Road with Clapham Rise in the parish of Clapham. Also an outfall sewer for the low level districts commencing by a junction with the said main or trunk sewer at a point on or about the north end of Ram-lane, in the parish of Wandsworth, otherwise All Saints, Wandsworth; and terminating at a point in the "York Road," in the parish of Battersea, at or near to the watercourse, cut, or creek, called or known as "Battersea Creek," by a junction with the low level main sewer proposed to be constructed by the Metropolitan Commissioners of Sewers for the Surrey and Kent drainage; Also a branch sewer or drain commencing at or near to a point opposite, or nearly opposite, to Waddon Court Farm Buildings, in the hamlet of Waddon, parish of Croydon, otherwise Saint James's, Croydon;—Another branch sewer or drain commencing at Beddington, with a branch thereto, commencing at or near to Beddington Snuff Mill, in the parish of Beddington aforesaid;—Another branch, sewer, or drain, commencing at, upon, or near to the road from Carshalton to Mitcham, and opposite, or nearly opposite to Carshalton House, in the parish of Carshalton, with a branch therefrom, commencing at Wallington Mill, in the hamlet of Wallington, parish of Beddington. Another branch sewer or drain commencing on or near to the last-mentioned road, near Carshalton House, in the parish of Carshalton, with three branch sewers or drains connected therewith, one commencing at or near to Hack Bridge Green, another at or near to Hack Bridge Mills, both in the hamlet of Wallington, parish of Beddington, and a third in the said parish of Carshalton, upon or near to the road from Wallington to Carshalton Snuff Mill;—Another branch sewer or drain commencing at or near to certain premises in the parish of Carshalton, belonging to Samuel Gurney, junior, and now or lately in the occupation of Herbert Jenner;—Another branch sewer or drain commencing at or near to certain buildings on or

near to the river Wandle, in the hamlet of Wallington, parish of Beddington, also belonging to Samuel Gurney, junior, aforesaid ;—Another branch sewer or drain commencing at or near to the mills and other works on the river Wandle, at or near to Beddington Corner, in the parish of Carshalton, with a branch therefrom, terminating in or upon certain grass land, near to the tan or skin works, in the occupation of William McRea ;—Another branch sewer or drain commencing at or near to the drug mills and other works in the parish of Mitcham, near the river Wandle, and about 300 yards below Beddington Corner ; Another branch sewer or drain commencing at or near to the felt works, and flour mills, in the parish of Mitcham, now or lately in the occupation of Messrs. Ashby and others ;—Another branch sewer or drain commencing at, upon, or near to land, in the parish of Mitcham, now or lately in the occupation of James Weston ;—Another branch sewer or drain commencing at or near to the medical herb distillery, lately in the occupation of James Moore, deceased ;—Another branch sewer or drain commencing at or near to a point on the road opposite the print works at Phipps' Bridge, in the parish of Mitcham, now or lately in the occupation of Messrs. Welch, Margetson, and Co., with a branch therefrom terminating at, upon, or near to certain madder pits and other premises, at the Merton Abbey print works, in the parish of Merton, now or lately in the occupation of Mrs. Mary Ann Littler ;—Another branch sewer or drain commencing at or near to the "Copper Mills," in the parish of Wimbledon, now or lately in the occupation of Edmund Pontifex and others ;—Another branch sewer or drain commencing at or near to the printing works on the river Wandle, in the parish of Wimbledon, and about 500 yards below the "Copper Mills" or works above described ;—Another branch sewer or drain commencing at or near to a certain building or erection, or establishment, called or known as Addiscombe House, or School, or College, in the parish of Croydon, with a branch thereto, commencing at or near to certain premises in the parish of Croydon now or lately in the occupation of William Goldsmith ;—Another branch sewer or drain commencing at or near to the Garrett oil mills on the river Wandle, in the parish of Wandsworth ;—Another branch sewer or drain commencing at or near to certain colour works or colour manufactory, in the parish of Wandsworth, now or lately in the occupation of Thomas Townsend ;—Another branch sewer or drain commencing at or upon a certain yard or place for slaughtering horses, in the parish of Wandsworth, now or lately in the occupation of Edward Wallis ;—Another branch sewer or drain commencing at or near to the Wandsworth paper mills, in the parish of Wandsworth ; Also a sewer, drain, or culvert commencing at or near to a point on the road from Mitcham to Morden, otherwise Morden, and near unto a cottage and garden now or lately in the occupation of Mrs. Eliza Ness, in the parish of Mitcham, and continuing thence on, upon or along the road to Morden, and terminating at or near to the "Double Gate" toll-house, in the parish of Merton, otherwise Saint Mary Merton, by a junction with a sewer recently constructed by the Metropolitan Commissioners of Sewers at or about that point, together with the following branch sewers or drains thereto, commencing respectively, as follows :—1st. In the parish of Mitcham, at or near to Ravensbury Manor House. 2nd. In the parish of Morden, at or near to certain cottages situate about 150 yards to the north-east of the Morden snuff mills or Taddy's snuff mills. Also

another sewer or drain or culvert commencing at or near to the entrance or gateway of Merton Abbey print works, and terminating by a junction with the sewer in the London and Epsom turnpike road lately constructed by the Metropolitan Commissioners of Sewers, and which sewer or drain at present terminates on the east side of the river Wandle at Merton, in the parish of Merton, Wimbledon, or Mitcham, or one of them ; Also a sewer, culvert, or drain commencing at or near to the turnpike road from London to Epsom, in the parish of Wimbledon, or Merton, at or near to the junction of Haydon's Lane with the turnpike road aforesaid, and thence passing on, upon, under, or through Haydon's-lane, in the parish of Wimbledon, along Dunsford-road to High-street, in Wandsworth, and terminating by a junction with the trunk sewer at or near a point between South-street and Ram-lane, Wandsworth, in the parish of Wandsworth aforesaid ; together with all such other additional sewers and drains, conduits, pits, and other works as may be necessary for more effectually carrying out the objects of the said intended undertaking, and excluding all sulliage, sewer matters, and other impurities from the waters of the river Wandle and its tributaries and feeders.

And also, for the purpose of returning to the said river Wandle, in the upper part thereof, a volume of clean water equal to the amount of foul water which may be abstracted by the said proposed sewers, to construct and maintain a water compensation main cut, conduit, aqueduct, or pipe track, or pipe, to be laid alongside the main sewer and branches above described, or a part thereof, with all proper engines, pipes, works, and other conveniences from and between a point on the river Wandle, at or near the mill in the parish of Wandsworth, or All Saints, Wandsworth, called "The Upper Mill," above described, and another point on the same river, at or near the water, or place called "Waddon Mill Head," in the hamlet of Waddon, in the parish of Croydon, otherwise St. James' Croydon, with branches therefrom to be laid alongside of the trunk and branch sewers above described, and to terminate in the said river Wandle, as follows respectively : 1. At or near to a certain work or snuff mill in the occupation of Robert Ansell, in the parish of Carshalton. 2. At or near to Beddington Corner, in the parish of Beddington. 3. At or near to Phipps' Bridge, in the parish of Mitcham ; and 4. At the south side of the "Garrett Copper Mills," in the occupation of Edmund Pontifex and others, in the parish of Wimbledon, and which several main sewers or drains, and branch sewers or drains, and water compensation main, and the said several works in connection therewith, will pass from, in, through, or into the parishes and extra-parochial and other places following, or some of them, in the said county of Surrey ;—that is to say : Croydon, otherwise Saint John the Baptist, Croydon ; Saint James, Saint John, Saint Peter, and All Saints, Croydon ; Waddon ; Beddington, otherwise Saint Mary, Beddington ; Wallington, otherwise Whaleton ; Carshalton, otherwise Saint Peter, Carshalton ; Morden, Morden, otherwise Saint Lawrence, Morden ; Mitcham, Saint Peter and Saint Paul, Mitcham ; Merton, otherwise Saint Mary, Merton ; Tooting, otherwise Lower Tooting ; Tooting-Graveney, otherwise Saint Nicholas, Tooting-Graveney ; Streatham, otherwise Saint Leonard, Streatham ; Wimbledon, otherwise Wimbledon, or Saint Mary, Wimbledon ; Wandsworth, otherwise All Saints, Wandsworth ; Battersea, otherwise Saint Mary, Battersea ; and Clapham, otherwise Holy Trinity, Clapham.

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

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

And it is also proposed by the said intended Act to enable the Company to be thereby incorporated to make and maintain the following works or some of them for the purpose of supplying with water the inhabitants of and premises within the boroughs, districts, and parishes of Wandsworth otherwise All Saints Wandsworth, Putney otherwise Saint Mary Putney, Roehampton, Barnes otherwise Saint Mary Barnes, Mortlake, East Shean, Kew, Richmond, Petersham, Battersea, Saint Mary Battersea, Hamlet of Penge, Clapham, Holy Trinity Clapham, Streatham, Saint Leonard Streatham, Upper Tooting, Lambeth otherwise Saint Mary Lambeth, Saint Matthew Brixton, Saint Mark Kennington, the district of Lambeth church including Lambeth Palace, Saint Luke Norwood, Saint John Waterloo, Vauxhall, Nine Elms Vauxhall, Saint Mary Newington Butts, the districts of Saint Mary, Saint Peter, and the Holy Trinity, Newington, Bermondsey, Saint Mary Magdalen Bermondsey, Saint James otherwise Saint John Bermondsey, Saint Giles Camberwell, the Hamlet of Dulwich, East Dulwich, Saint George Camberwell, Peckham, Walworth, Saint Peter Walworth, Rotherhithe, otherwise Saint Mary Rotherhithe, otherwise Redriffe, Merton otherwise Saint Mary Merton, Morden, otherwise Morden, Saint Lawrence Morden, Mitcham, Saint Peter and Saint Paul Mitcham, Tooting, Lower Tooting, Balham Hill, Knight's Hill, Tooting-

Graveney otherwise Saint Nicholas Tooting-Graveney, Wimbledon otherwise Wimbledon, Saint Mary Wimbledon, Croydon, All Saints Norwood, Saint George the Martyr Southwark, Christchurch, Saint John Horsleydown, Saint Saviour otherwise Saint Mary Overy, Saint Thomas, the Clink Liberty, and Saint Olave, all in the county of Surrey, and such parts of the boroughs of Southwark and Lambeth in the same county, as are not included within the before mentioned parishes, hamlets, districts, and places, or some of them, or some parts thereof, that is to say, To construct and maintain: Firstly.—A reservoir or reservoirs with all proper engines, filtering beds, weirs, sluices, cuts, canals, buildings, pipes, and other works at, upon, or near to the lands, waters, and other property near to, and immediately adjoining, and to the west side of the said river Wandle, and of the work or mill called or known as the "Town Mill," or "Upper Mill," and of the water or work thereto pertaining, and called or known as the "Town, or Upper Mill Head," in the parish of Wandsworth, otherwise, All Saints Wandsworth, in the county of Surrey, and to take and divert into the said reservoir or reservoirs, the waters of the river Wandle, or some part thereof, from a point thereon, at or near the said "Town Mill," or "Upper Mill," and to construct, lay down, and maintain certain cuts, canals, or pipes, between the said river Wandle, at or about the point last mentioned, and the said intended reservoir or reservoirs; all which reservoir or reservoirs and works will be made and maintained in the said parish of Wandsworth in the county of Surrey; and which waters to be taken and diverted as aforesaid, now flow into the river Thames in the said last mentioned parish at the confluence of the said river Wandle with the Thames. Secondly.—A reservoir, or reservoirs, with all proper engines, buildings, filtering beds, and other works connected therewith, at or upon Wimbledon Common, or Putney Heath, or one of them, in the parishes of Wandsworth and Putney, or one of them. Thirdly.—A reservoir or reservoirs, with all proper engines, buildings, filtering beds, and other works at, upon, or near to a certain meadow, or grassfield in the parish of St. Giles, Camberwell, adjoining or near to a certain roadway or lane, called, or known as "Wood Lane," now, or lately in the occupation of Peter Armstrong. Fourthly.—A reservoir, or reservoirs, with all proper engines, buildings, filtering beds, and other works, at or upon certain grass land in the parish of Saint Mary, Lambeth, surrounded by a certain roadway, lane, or street, called, or known as "The Royal Circus." Fifthly.—A reservoir, or reservoirs, with all proper engines, buildings, filtering beds, and other works at or upon certain grass land situate in the district of All Saints, in the parish of Croydon, now or lately in the occupation of William Wood. Sixthly.—A cut, aqueduct, or pipe tract, or pipe, or main, or cuts, aqueducts, or pipe tracts, or mains, with all proper bridges, conduits, tunnels, pipes, mains, works, and conveniences from and between the said intended reservoir or reservoirs and filtering beds in the parish of Wandsworth, otherwise All Saints, Wandsworth, first above described, to the reservoir or reservoirs and works on Wimbledon Common, secondly above described. Seventhly.—A cut, aqueduct, or pipe tract, or pipe or main, or cuts, aqueducts, or pipe tracts, or pipes or mains, with all proper bridges, conduits, tunnels, pipes, mains, works, and conveniences from the said intended reservoir or reservoirs and filtering beds adjoining the said river Wandle, in the parish of Wandsworth, otherwise All Saints Wandsworth firstly above described, to the reservoir or reservoirs in the parish of St. Giles, Camberwell, thirdly above described. Eighthly.—A cut, aqueduct, or

pipe track, or pipe or main, with all proper mains or bridges, conduits, tunnels, works, and conveniences connected therewith, diverging from the main cut, aqueduct, or pipe track, pipe, or main last above-described, at a point about forty yards from and to the west side of the church called "Kennington New Church," or Saint Mark Kennington, in the parish of Lambeth, and terminating at or upon, or near to the reservoir or reservoirs and other works to be constructed as aforesaid, in or upon certain grass land in the occupation of William Wood, in the district of All Saints, in the parish of Croydon. Ninthly.—A cut, aqueduct, or pipe tract, or pipe or main, with all proper mains, bridges, conduits, tunnels, works, and conveniences connected therewith, diverging from and out of the cut, aqueduct, or pipe tract, pipe, or main last above described, at or near to a roadway, lane, or street in the parish of Saint Mary Lambeth, called "York Road," and terminating at or upon or near to the reservoir or reservoirs and other works to be constructed as aforesaid, in or upon certain land surrounded by a roadway, lane, or street, called or known as the "Royal Circus," in the said parish of Saint Mary, Lambeth. Tenthly.—A cut, aqueduct, or pipe tract, or pipe, or main, with all proper mains, bridges, conduits, tunnels, works, and conveniences connected therewith, diverging from and out of the cut, aqueduct, or pipe tract, pipe, or main last above described, at or near to a point about one hundred yards to the west of Camberwell Green, in the parish of Saint Giles, Camberwell, and terminating by a junction with the cut, aqueduct, or pipe tract, or pipe, or main seventhly above described, and terminating as aforesaid, with the reservoir or reservoirs, filtering beds, and other works and conveniences to be constructed on certain land in the parish of Saint Giles, Camberwell, at a point about one hundred yards from the west corner of Rye-lane, in the parish of Saint Giles, Camberwell; which several cuts, aqueducts, or pipe tracks, mains, bridges, conduits, reservoirs, filtering beds, and other works and conveniences, are intended to be made, laid down, and maintained, or will pass from, in, through, or into the parishes and extra-parochial and other places following in the said county of Surrey, or some of them; that is to say: Wimbledon, otherwise Wimbledon, St. Mary Wimbledon, Putney, St. Mary Putney, Wandsworth, otherwise All Saints Wandsworth, Battersea, St. Mary Battersea, Clapham, Holy Trinity Clapham, Kennington, Lambeth, otherwise St. Mary Lambeth, the district of Lambeth church including Lambeth Palace, St. Giles Camberwell, Peckham, Streatham, otherwise St. Leonard Streatham, Croydon, Newington, otherwise St. Mary Newington Butts, St. Mary, St. Peter, and Holy Trinity Newington, and St. George the Martyr Southwark, and the boroughs of Lambeth and Southwark.

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

rory, as may be necessary for bringing in such supply, or constructing the intended works aforesaid, or any of them.

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

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

And notice is hereby further given, that duplicate plans and sections, describing the lines, situations, and levels of the said intended works, and the lands, houses, streams, waters, and other property required for the purposes thereof, with books of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Surrey, at his office in North-street, Lambeth, within the said county; and that, on or before the said 30th day of November copies of so much of the said plans, sections, and books of reference, as relates to each parish or extra-parochial place, in or through which the said intended works are proposed to be made and maintained, with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of residence; and as regards any such extra-parochial place, with the parish clerk of some parish immediately adjoining to such extra-parochial place, at his place of residence.

And notice is also hereby further given, that on or before the 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 first day of November, 1853.

Mullins and Paddison, 15, Tokenhouse-yard, City, Solicitors for the Bill.

Leeds Waterworks.

(Supply of Water from the Rivers Skirfare and Wharfe, and their Tributaries to the Town and Neighbourhood of Leeds; Power to sell Water in bulk; Extension of Powers of Mayor, Aldermen, and Burgesses of Leeds; Power to raise Money; Alteration of Existing, and Imposition of New Rates; Amendment or Repeal 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 some of the powers and provisions of "The Leeds Waterworks Act, 1847," and "The Leeds Waterworks (Wharfe Supply) Act, 1852," or otherwise to repeal the said Acts, or one of them, and to consolidate the provisions thereof, or some of them, into one Act, and it is intended by

the said intended Act to enable the mayor, aldermen, and burgesses of Leeds to obtain an additional supply of water, and to construct the following new works, or some of them, (that is to say):

A supply reservoir, with all necessary approaches, embankments, bye-channels, weirs, overfalls, sluices, valves, gauges, and other works connected therewith, between a place called Yew Cogar Scar, otherwise Blue Scar, in the township and parish of Arncliffe, and the point of junction of the Cowside Beck and Darnbrook Beck, in the township of Malham Moor, in the parish of Kirkby Malhamdale, and in the said township of Arncliffe, which said supply reservoir and other works will be situate in the several parishes, townships, and extra-parochial places of Kirkby Malhamdale, Malham Moor, and Arncliffe, or some or one of them, in the west riding of the county of York.

An aqueduct or conduit with all necessary approaches, weirs, escapes, sluices, valves, and other works, to commence at the north-eastern end of the said intended supply reservoir, in the said township of Arncliffe, and to terminate in the existing reservoir belonging to the said mayor, aldermen, and burgesses, in the township of Addlecum-Eccup, in the parish of Addle or Adel, in the said westriding, which said aqueduct or conduit, will pass from, in, through, or into the several parishes, townships, and extra-parochial places of Kirkby Malhamdale, Malham Moor, Arncliffe, Kettlewell, Hawkswick, Conistone-with-Kilnsey, Conistone, Kilnsey, Bordley, Burnsall, Threshfield, Rilston, Linton, Grassington, Hartlington, Thorpe, Apple-tree-ewick, Drebley, Burnsall and Thorpfell, Burnsall-with-Thorpe-sub-Montem, Barden, Bolton Abbey, Embsay-with-Eastby, Skipton, Halton East, Beamsley-in-Skipton, Beamsley-in-Addingham Draughton, Addingham, Rumbles Moor, Cringles, Brunthwaite, Silsden, Kildwick, Ilkley, Burley-in-Wharfedale, Burley, Menstone, Hawksworth, Guiseley, Carleton, Otley, Poole, Bramhope, Arthington, East Breary, West Breary, Wardley or Weardley, Addle-cum-Eccup, Eccup, Alwoodley, Harewood, and Addle or Adel, or some of them, in the said west riding.

A weir or dam across the river Skirfare with a side pond, lodges, sluices, valves, gauges and other works connected therewith between the bridge called Skirfare-bridge, and the place where Slects Gill Beck falls into the said river, and to connect by means of an aqueduct or conduit such side pond and lodges with the aqueduct or conduit hereinbefore described, which said weir or dam, sluices, aqueduct, conduit, pond, and works, will be situate in the several parishes, townships, and extra-parochial places of Arncliffe, Hawkswick, Burnsall, Conistone-with-Kilnsey and Kilnsey, or some or one of them, in the said west riding.

A weir or drain across the stream or beck, called Sand Bed Beck, otherwise Starton Beck, at or near the point where such beck is crossed by the public road between Burnsall and Linton, with lodges, sluices, valves, and other works connected therewith, and an aqueduct or conduit from such weir or dam and lodges, to and into the aqueduct or conduit firstly hereinbefore described, at or near a place called High Banks Plantation, which said weir or dam, lodges, sluices, aqueduct, conduit, and works will pass from, in, through, or into the several parishes, townships, and extra-parochial places of Burnsall and Thorpe, or one of them, in the said west riding.

A weir or dam across a certain stream or beck, called Water-spout Beck, otherwise Joy Beck, otherwise Burnsall Beck, at or near a point on the said stream, situate twenty-five chains or thereabouts above the saw-mill on the said stream near

the village of Burnsall, with lodges, sluices, valves and other works and conveniences connected therewith, and an aqueduct or conduit from the said intended weir or dam and lodges, to and into the aqueduct or conduit firstly hereinbefore described, at the distance of fifteen chains or thereabouts from the said intended weir or dam, which said weir or dam, lodges, sluices, works, and conveniences, will pass from, in, through, or into the several parishes, townships, and extra-parochial places of Burnsall and Thorpe, or one of them, in the said west riding.

A weir or dam across a certain stream or beck called the Darnbrook Beck, near Darnbrook-house, with lodges, sluices, valves, and other works and conveniences connected therewith, and an aqueduct, conduit, or bye-channel, to commence at the said weir or dam, and to terminate at or near a point on Cowside Beck, near to Yew Cogar Scar, otherwise Blue Scar, which said weir or dam, aqueduct, conduit, or bye-channel, lodges, sluices, valves, and other works will pass from, in, through, or into the several parishes, townships, and extra-parochial places of Kirkby Malhamdale, Malham Moor and Arncliffe, or some or one of them, in the said west riding.

A weir or drain across a certain stream or beck called Broad Beck, at or near a place called Flats Barn, with lodges, sluices, valves, and other works and conveniences connected therewith, and an aqueduct or conduit, to commence at the said intended weir or dam and lodges, and to terminate in the Mill Head Pond or goit of Arncliffe Cotton Mill, at or near to the west end of the village of Arncliffe, which said weir, or dam, lodges, sluices, valves, aqueduct, or conduit, and other works, will pass from, in through, or into the several parishes, townships, and extra-parochial places of Arncliffe and Hawkswick, or one of them, in the said west riding.

A reservoir, with all necessary approaches, embankments, and works connected therewith, upon or near to the Outershaw Beck, in the township of Buckden, in the parish of Arncliffe aforesaid, between a place called Standing Pan on the west, and a point on the east, where a stream or beck, called Miring Gill, falls into Outershaw Beck, in the township and parish aforesaid, which said reservoir will be situate in the township of Buckden, in the parish of Arncliffe, in the said west riding, for the purpose of collecting, penning up, and impounding water, for compensating the owners lessees, and occupiers of any lands, mills, engines and other works, situate upon the said river, Wharfe, for the loss of the water to be taken, diverted, intercepted, or used by, the said mayor, aldermen, and burgesses, together with such cloughs, sluices, pipes, conduits, bye-channels, waste weirs, gauge weirs, and other works and conveniences, in and near to such reservoir, as may be proper and necessary for effectually securing the said object.

A reservoir, with all necessary approaches, embankments, and other works, connected therewith, upon or near to the said river Wharfe, between New Bridge, in the township and parish of Kettlewell and Mill-house, in the said township and parish of Kettlewell, which said reservoir will be situate in the several townships, parishes, or extra-parochial places of Kettlewell, Conistone-with-Kilnsey, Conistone, Hawkswick and Burnsall, or some or one of them, in the said west riding, for the purpose of collecting, penning up, and impounding water, for compensating the owners, lessees, and occupiers of any lands, mills, engines, and other works, situate upon the said river Wharfe, for the loss of the water to be taken, diverted, intercepted, or used by the said mayor, aldermen, and burgesses, together with such cloughs, sluices,

pipes, conduits, bye-channels, waste weirs, gauge-weirs, and other works, and conveniences in and near to such reservoir as may be proper and necessary for effectually securing the said object.

And power will be given in the said intended Act to collect and divert into the said reservoirs, aqueducts, conduits, and works, or some of them, and to impound therein, and to take, use, and appropriate, the waters of the Cowside Beck, the Darnbrook Beck, Thorough Gill, or Thoragill Beck, Tennant Gill, Cush Beck, Foxup Beck, Halton Gill Beck, Mill Beck, Newshot Gill, Potts Beck, Crystal Beck, Holderness Gill, Lockey Beck, Pennegent Gill, Hesleden Beck, Fosse Beck, Guildersbank Syke, Bownscar Beck, Cote Gill, Sleets Gill, Moss Beck, and the Broad Beck, and of the river Skirfare, above its confluence with the river Wharfe, and also of the Sand-bed Beck aforesaid, and Waterspout Beck aforesaid, Outershaw Beck, Swarth Gill, Blea Gill, Miring Gill, Chaldron Gill, Hazlebank Gill, Cush Gill, Greenfield Beck, Scargap Gill, Half-mile Gill, High Stackgarth, otherwise Stagarth Gill, Deep Dale Gill, Hag; Gill, Foul Gill, Crook Gill, Lancray Gill, Cray Gill, Cow Close Gill, Buckden Beck, Cam Gill Beck, Tug Gill Beck, Mill Beck, Bowther Gill, Gill Beck, Water Gill, Step Gill, Fosse Gill, Hush Gutter, Cam Gill Beck, Dowber Gill Beck, Park Gill Beck, Caseker Gill Beck, Hay Dike Gill Beck, Scar Gill, Kettlewell Beck, and the river Wharfe above its confluence with the river Skirfare, and all and every other springs, streams, rivulets and becks, being tributaries of the aforesaid river, streams, or becks, or any of them, or which may be in the line of the said aqueducts, conduits, and works, or which may be found or intercepted in the construction of the said intended works, which waters respectively now flow directly or derivatively into the river Wharfe, and thence into the river Ouse. To make and maintain embankments, filtering beds, dams, weirs, cloughs, sluices, cuts, channels, drains, pipes, wells, tanks, valves, waste weirs, gauge weirs, escapes, overfalls, and other conveniences necessary in or near to, and in connexion with, the before-mentioned reservoirs, weirs, ponds, lodges, sluices, aqueducts, conduits, and works, and for collecting, cleansing, and storing up the waters aforesaid. To lay down and maintain pipes, culverts, and other works in, under, over, or across, and for the purposes of the said intended Act, to cross, break open, alter, divert, or stop up, either temporarily or permanently, any roads, highways, footpaths, streets, public places, bridges, railways, sewers, drains, rivers, streams, brooks and watercourses, in any of the parishes, townships, or places before-mentioned. To purchase by compulsion or otherwise, or take on lease, and take grants of easements over any lands, houses, rivers, springs, streams, waters, and other hereditaments requisite or desirable for the construction, maintenance, and use of the said works, and to vary, repeal, or extinguish all existing rights or privileges connected with the said rivers Skirfare and Wharfe, and the streams or becks aforesaid, and their tributaries, or with any such lands, houses, brooks, springs of water, and other hereditaments, or which would in any way interfere with the purposes of the said intended Act. Also to empower the said mayor, aldermen, and burgesses, to sell water in the bulk to any body, company, or person, whether within or without the limits of the said recited Acts.

To empower the said mayor, aldermen, and burgesses, to alter the rates, rents, and charges now demandable by them for the supply of water within the limits of the before-mentioned Acts, and to confer, vary, and extinguish exemptions from payment of such rates, rents, and charges.

To empower the said mayor, aldermen, and burgesses to raise money for the purposes of the said intended Act by mortgage of their corporate property and of the borough rate made, or to be made, within the said borough, and of the rates, rents, and charges granted by the before-mentioned Acts, and to be granted by the said intended Act, or by some other means.

And notice is hereby also given, that on or before the thirtieth day of November, in the present year, plans and sections of the said 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 west riding of the county of York, at his office at Wakefield, in the said riding, and also with the Clerk of the Peace for the liberty of Cawood, Wistow, and Otley, in the west riding of the county of York, at his office at Otley, in the said riding, and that on or before the same day a copy of so much of the said plans, sections, and book of reference, as relates to the several parishes within which the said works are proposed to be constructed or maintained, together with a copy of this notice, will be deposited with the parish clerk of each such parish, at his place of abode.

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

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

John Arthur Ikin, Town Clerk, Leeds,
Solicitor for the Bill.

Shrewsbury and Chester Railway.
(Branch or Junction Lines; Explanation and
Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act or Acts to enable the Shrewsbury and Chester Railway Company to make the branch or junction railways following, or one of them, with all proper approaches, stations, sidings, works, and conveniences; that is say:—

Firstly—A railway commencing by a junction with the Shrewsbury and Chester Railway at or near the Leaton station of the said railway, in the township of Leaton, in the parish of Saint Mary, in the county of Salop, passing thence from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them (that is to say): Leaton, Leaton Heath, Woollascot Saint Mary, Great and Little Berwick, Preston, Preston Gobalds, Merrington, Hardwick and Shotton, Newton on the Hill, Middle, Broughton, Yorton, chapelry and township of Clive, and Wem, all in the said county of Salop, and terminating by a junction with the Shrewsbury and Crewe Railway, as authorized by the London and North Western (Crewe and Shrewsbury Extension, &c.) Act, 1853, at or near a certain field situate in the chapelry of Clive, in the parish of Saint Mary, in the said county of Salop, and numbered 13 on the deposited plan of the said Shrewsbury and Crewe Railway.

Secondly—A railway commencing by a junction with the Shrewsbury and Chester Railway, at or near a certain level crossing, known as the work-house crossing, in the township of Wrexham Abbot, in the parish of Wrexham, and county of Denbigh, and numbered 21 on the plans deposited with reference to the North Wales Mineral Railway Extension Act, 1845, and passing from, in, into, or through the several townships of Wrexham Abbot, Bersham, Broughton, and Brymbo, or some of them,

and terminating by a junction with the Minera branch of the Shrewsbury and Chester Railway, at or near a point about 150 yards from the western face of the tunnel on the said branch in a field numbered 76 on the deposited plans last above mentioned, and which railway will be wholly situate in the parish of Wrexham, and county of Denbigh.

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

And notices is hereby further given, that duplicate plans and sections of the said intended railways and works, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses proposed to be taken, and describing such lands and houses respectively, together with a published map, showing the general course and direction of the said intended railways; and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant as follows (that is to say): as respects the first above described railway, with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury; and as respects the railway secondly above described, with the Clerk of the Peace for the county of Denbigh, at his office in Ruthlin; 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 intended railways and works are proposed to be made, and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the parish clerk of each such parish at his residence, or in the case of an extra-parochial place, with the clerk of the adjoining parish, at his residence.

And it is also proposed by the said intended Act or Acts to enable the Shrewsbury and Chester Railway Company to apply for the purposes aforesaid; or any of them, any of the surplus funds or capital already authorized to be raised by them under their existing Acts, in lieu of the purposes to which such funds or capital were proposed to be applied when the same were authorized to be raised, or to enable the said Company to raise such further sums of money, by shares or mortgage, either with or without a preference attached to such shares, as may be necessary for the purposes aforesaid, or any of them:

And it is also proposed by the said intended Act or Acts to alter, amend, and explain the provisions of clauses 22, 23, 24, 25, 26, and 27, of the Shrewsbury and Chester Railway (Birkenhead Station) Act, 1851, and also the provisions of clauses 18, 19, 20, 21, and 22, of the Shrewsbury and Chester Railway (Norton and Walton Branches) Act, 1852, or some of them; and, if necessary, to alter, reduce,

and limit the tolls, rates, and duties leviable upon the Birkenhead, Lancashire, and Cheshire Junction Railway, so far as the same are or would be chargeable for, and in respect of, all engines, carriages, waggons, and traffic, coming to, from, or beyond the Shrewsbury and Chester Railway:

And it is also proposed by the said intended Act or Acts, in so far as may be necessary for the purposes aforesaid, or any of them, to alter, amend, or repeal the provisions contained in "The Birkenhead, Lancashire, and Cheshire Junction Railway Act, 1852," or some or one of them:

And it is also proposed by the said intended Act or Acts, in so far as may be necessary for carrying into effect the purposes aforesaid, or any of them, or any other purposes, to alter, amend, extend, and enlarge the Acts hereinafter specified relating to the Shrewsbury and Chester Railway; that is to say, local and personal: 7 and 8 Vic., cap. 99; 8 and 9 Vic., caps. 42 and 115; 9 and 10 Vic., caps. 250, 251, 274, and 275; 10 and 11 Vic., cap. 144; 12 and 13 Vic., cap. 55; 14 and 15 Vic., cap. 131; and 15 and 16 Vic., cap. 146:

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

Dated this 12th day of November, 1853.

William Henry Brown, Solicitor for the Bill.

Ffestiniog Railway.

(New Line from Duffws to the Machno Slate Quarries; Construction of Reservoirs, Aqueducts, &c.; Amendment or Consolidation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to empower the Ffestiniog Railway Company to construct and maintain a railway or tramroad, together with all proper works and conveniences connected therewith, commencing by a junction with the line of the Ffestiniog Railway, at or near the termination of the said railway at Duffws, in the parish of Ffestiniog, in the county of Merioneth, and terminating at or near a certain farm, called or known by the name of the Tyddyn Bach Farm, in the parish of Penmachno, in the county of Carnarvon, together with a branch railway therefrom to or near to certain quarries, known as Foel Quarries, all in the said last mentioned parish, in the county of Carnarvon, which said intended railway, branch railway, or tramroad, and other works connected therewith, will pass from, in, through, or into, or be situated within the several parishes, townships, and extra parochial, or other places following, or one of them, that is to say, Ffestiniog, in the county of Merioneth, and Penmachno, in the county of Carnarvon. And it is also intended by such Act to empower the Ffestiniog Railway Company to construct and maintain the several reservoirs, aqueducts, conduits, and other works following, that is to say, one or more reservoir or reservoirs at or near to a certain place called Frudd Quarry in the said parish of Penmachno, an aqueduct, or conduit, commencing at the said reservoirs, or one of them, and terminating at or near a certain place called Cwt-y-Bigiel Quarry, in the same parish, the whole of which aqueduct or conduit will be situate in the said parish of Penmachno; an aqueduct or conduit commencing at or near the said place called Cwt-y-Bigiel, and terminating at or near the place where the stream called Frued Nant Goch falls into and unites with the stream called the Machno River, which said aqueduct or conduit will be situated, in the said parish of Penmachno; a reservoir on the stream called the Afon Gorse Mawr, at a certain point near to, and to the

southward of a certain place called Rhiw Bach Slate Quarry, in the same parish, together with an aqueduct or conduit, commencing at such intended reservoir, and terminating in certain pasture land, numbered 22, in the said parish, on the plans hereinafter referred to, belonging to William Watkin Edward Wynn, and in the occupation of the Machno Slate and Slab Company, the whole of which aqueduct or conduit will be situate within the said parish of Penmachno; and an aqueduct or conduit commencing in the said pasture land, numbered 22, and terminating in a certain other pasture land, numbered 19, on the said plans, owned and occupied by the same parties, all in the said parish of Penmachno; an aqueduct or conduit commencing in the said field, and terminating at a certain stream called Nant Frith Graig, near to certain quarries called Foel Quarries, all in the said parish of Penmachno. And powers will be taken by the said intended Act for impounding in the said intended reservoirs respectively, and appropriating (by means of the said intended aqueducts or conduits respectively) to the purposes of the said intended railway, and to such other purposes as may be deemed expedient and provided for in the said intended Act, the waters of the said stream, called the Machno River, and its tributaries, and of all such other streams as may be required for the purposes aforesaid, and which streams respectively flow through the site of the said intended reservoirs respectively, and thence directly or derivatively into the River Conway.

And it is also intended by such Act to take power to stop up, alter, or divert, whether temporarily or permanently, all roads and highways, streams and rivers, within the aforesaid parishes, townships, extra parochial, or other places, or either of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works, and to purchase by compulsion or agreement, lands and houses for the purposes thereof, and to vary or extinguish all existing rights or privileges, in any manner connected with the lands and houses so purposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said undertaking, and to confer other rights and privileges, and to levy tolls, rates, and charges, for the use of the said railway, and for the water so proposed to be impounded and appropriated as aforesaid, and to alter the tolls, rates, and duties, payable upon or in respect of the Ffestiniog Railway, and to grant exemptions from the payment of tolls, rates, and charges.

And it is further proposed by the said intended Act, to enable the Ffestiniog Railway Company to raise a further sum of money for the purposes thereof, by the creation of new shares, or by mortgages, or by both of such means, and to apply their corporate funds to the execution in part or in whole of the several purposes of the said intended Act.

And it is also proposed by the said intended Act to alter, amend, extend, and enlarge some of the powers and provisions of the several Acts following, relating to the Ffestiniog Railway Company (that is to say), Local and Personal 2nd & 3rd Wm. the 4th, chapter 48; and 1st & 2nd Victoria, chapter 80, or otherwise will repeal the said Acts, and consolidate the provisions thereof and of the said intended Act in one Act.

And notice is hereby further given, that maps, plans, and sections of the said intended railway or tramroad, reservoirs, aqueducts, or conduits and works, and of the lands proposed to be taken for the purposes thereof respectively, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or

reputed lessees, and occupiers of such lands and houses; and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November, in the present year, with the Clerk of the Peace for the county of Merioneth, at his office at Bron Eryri, in the said county of Merioneth; and with the Clerk of the Peace for the county of Carnarvon, at his office in Carnarvon aforesaid. And that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway or tramroad, reservoirs, aqueducts, and works are intended to be made, will on or before the said 30th day of November be deposited, together with a copy of this notice, with the parish clerks of such parishes respectively at their respective residences. And on or before the 31st day of December, in the present year, printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated the 8th day of November, 1853.

Thomas Spooner, Solicitor, Leicester.

Ffestiniog and Machno Railway.

(Incorporation of Company for making a Railway from the Ffestiniog Railway at Duffws to the Machno Slate Quarries; Construction of Reservoirs, Aqueducts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate the Company, with powers to construct and maintain a railway or tramroad, together with all proper works and conveniences connected therewith, commencing by a junction with the line of the Ffestiniog Railway, at or near the termination of the said railway at Duffws, in the parish of Ffestiniog, in the county of Merioneth, and terminating at or near a certain farm, called or known by the name of Tyddyn Bach Farm, in the parish of Penmachno, in the county of Carnarvon, together with a branch railway therefrom, to, or near to, certain quarries, known as Foel Quarries, all in the said last-mentioned parish, in the county of Carnarvon, which said intended railway, branch railway, or tramroad, and other works connected therewith, will pass from, in, through or into, or be situated within the several parishes, townships, and extra-parochial or other places following, or one of them, (that is to say) Ffestiniog, in the county of Merioneth, and Penmachno, in the county of Carnarvon.

And it is also intended to take powers by such Act, to construct and maintain the several reservoirs, aqueducts, conduits, and other works following, (that is to say) one or more reservoir or reservoirs, at or near to a certain place, called Frudd Quarry, in the said parish of Penmachno; an aqueduct or conduit commencing at the said reservoirs, or one of them, and terminating at or near a certain place called Cwt-y-Bigiel Quarry, in the same parish, the whole of which aqueduct or conduit will be situate in the said parish of Penmachno; an aqueduct or conduit commencing at or near the said place, called Cwt-y-Bigiel, and terminating at or near the place where the stream called Fried Nant Goch falls into and unites with the stream called the Machno River, which said aqueduct or conduit will be situate in the said parish of Penmachno; a reservoir on the stream called Afon Gorse Mawr, at a certain point near to and to the southward of a certain place called Rhiw Bach Slate Quarry, in the same parish, together with an aqueduct or conduit commencing at such intended reservoir, and terminating in a certain pasture land numbered 22, in the said parish, on the plans hereinafter referred to, belonging to William Wat-

kin Edward Wynn, and in the occupation of the Machno Slate and Slab Company, the whole of which aqueduct or conduit will be situate within the said parish of Penmachno; and an aqueduct or conduit commencing in the said pasture land numbered 22, and terminating in a certain other pasture land, numbered 19 on the said plans, owned and occupied by the same parties, all in the said parish of Penmachno; an aqueduct or conduit commencing in the said field, and terminating at a certain stream called Nant Frith Graig, near to certain quarries called Foel Quarries, all in the said parish of Penmachno.

And powers will be taken by the said intended Act for impounding in the said intended reservoirs respectively, and appropriating (by means of the said intended aqueducts or conduits respectively) to the purposes of the said intended railway, and to such other purposes as may be deemed expedient and provided for in the said intended Act, the waters of the said stream, called the Machno River, and its tributaries, and of all such other streams as may be required for the purposes aforesaid, and which streams respectively flow through the site of the said intended reservoirs respectively, and thence directly or derivatively into the River Conway.

And it is also intended by such Act to take power to stop up, alter, or divert, whether temporarily or permanently, all roads and highways, streams and rivers, within the aforesaid parishes, townships, extra-parochial, or other places, or either of them which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works, and to purchase by compulsion or agreement lands and houses for the purposes thereof, and to vary or extinguish all existing rights or privileges in any manner connected with the lands and houses so proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said undertaking, and to confer other rights and privileges, and to levy tolls, rates, and charges for the use of the said railway, and for the water so proposed to be impounded and appropriated as aforesaid, and to grant exemptions from the payment of tolls, rates, and charges.

And notice is hereby further given, that maps, plans, and sections of the said intended railway, or tramroad, reservoirs, aqueducts, or conduits and works; and of the lands proposed to be taken for the purposes thereof, respectively, together with books of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses; and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November in the present year, with the Clerk of the Peace for the county of Merioneth, at his office at Bron Eryri, in the said county of Merioneth; and with the Clerk of the Peace for the county of Carnarvon, at his office in Carnarvon aforesaid; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended branch railway or tramroad and works are intended to be made, will, on or before the said 30th day of November, together with a copy of this notice, be deposited with the parish clerks of such parishes respectively at their respective residences. And on or before the thirty-first day of December, in the present year, printed copies of the said intended Act will be deposited in the private Bill Office of the House of Commons.

Dated the 8th day of November, 1853.

Thomas Spooner, Solicitor, Leicester.

No. 21497.

I

Blackburn Improvement, &c.

[For transferring to the Mayor, Aldermen, and Burgesses of the Borough of Blackburn the Powers of "The Blackburn Improvement Commissioners," and making further Provisions for Paving, Lighting, Watching, Cleansing, Draining, Improving, and Regulating the Township and Borough of Blackburn; Authorizing the Corporation to Purchase the Property of the Blackburn Gas and Water Companies, and to supply Gas and Water; for abating Nuisances, constructing Baths and Wash-houses, and establishing and maintaining Places for Public Recreation within the Borough; Purchasing Lands and Houses, and extending the Time granted by "The Blackburn Improvement Act, 1847," for that purpose; Transferring to the Mayor, Aldermen, and Burgesses the Purchase-Money of the Recreation Plot, part of the Town's Moor, and providing for the application thereof; Altering, amending, or repealing Acts; and for other Purposes.]

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for a Bill, and to obtain an Act for transferring to the mayor, aldermen, and burgesses of the borough of Blackburn the execution of all the powers and provisions by "The Blackburn Improvement Act, 1847," and by the Private Act passed in the fourth and fifth years of the reign of Her present Majesty, chapter 46, intituled "An Act for vesting in the overseers of the poor of the township of Blackburn, in the county palatine of Lancaster, parts of the Town's Moor for sale, or other disposal thereof," conferred on "The Blackburn Improvement Commissioners," and for vesting in the said mayor, aldermen, and burgesses the exercise and execution of all such powers and provisions, and all estates, properties, and effects now by virtue of the said Acts vested in "The Blackburn Improvement Commissioners;" and for altering, amending, and enlarging the powers and provisions of the said Acts, and providing for the better paving, lighting, watching, cleansing, draining, suppling with water, and otherwise improving the said borough and township, and making provision for the good government and management thereof, and for altering, regulating, and simplifying the mode of assessing, collecting, and recovering the rates authorized by the said Act to be assessed, collected, and recovered, or for repealing the said first-mentioned Act, and such parts of the said secondly mentioned Act as may relate to the purposes aforesaid, and effecting such purposes and the purposes hereinafter mentioned, by such intended Bill and Act.

And by the said Bill it is intended to provide for effecting the following purposes or some of them:—To vest in the mayor, aldermen, and burgesses of the borough of Blackburn aforesaid all monies arising under the powers and provisions of the said first-mentioned Act, from rates or penalties or otherwise; and all monies due to, and all estates, properties, monies, and effects, now vested in "The Blackburn Improvement Commissioners," and the rights of holding markets and fairs within the said borough and township, and to provide for the payment and performance by the said mayor, aldermen, and burgesses of the debts, liabilities, and contracts of the said Commissioners, and to confer on the mayor, aldermen, and burgesses power to appoint and remove committees from their own body, and to appoint and remove officers; to enable the mayor, aldermen, and burgesses to remove ruinous or dangerous buildings, and all obstructions within the said borough and township, and to prevent and remove all nuisances within the same, and to

remove and prohibit the future erecting or placing of any projecting buildings or other obstructions therein, and to regulate the width, level, mode of laying down, constructing, paving, repairing, and maintaining streets, roads, lanes, and other public and private ways and places, and to widen, divert, and stop up, existing streets, roads, lanes, and other public and private ways and places within the said borough and township; to make and maintain the following new streets, highways, and public thoroughfares in the said borough and township, that is to say:—A street or highway, commencing at the south side of the present market-place, running along the easterly side of a building occupied by Thomas and Wilkinson Thwaites, and terminating in a square called the Old-square; another street or highway consisting of an enlargement of the said Old-square by taking down buildings on the east, west, and north sides thereof, and laying the sites thereof into the said square; also another street or highway commencing at the south-easterly corner of the said Old-square, running through a square called Haworth-square, and terminating in a street called Ainsworth-street; also another street or highway to form a continuation of that portion of Ainsworth-street, which leads in a direct line from the north side of Church-street; the said last-mentioned new street or continuation commencing in Ainsworth-street, at or near to the junction of the road leading from Haworth-square with Ainsworth-street, and extending through a field or parcel of ground called the Bull Meadow, and terminating at the south-east corner of the Market-place.—To alter, widen, and improve the following streets, highways, and public thoroughfares, situate in the said borough and township, that is to say: A street or highway called Holme-street, by taking down buildings on the west side of such street, and extending the same by means of an archway to be thrown over the brook called the Blakewater, to a public bridge in Church-street aforesaid called Salford Bridge standing across the same brook, such widening and extension commencing at the north end of the said street at its junction with the aforesaid street called Ainsworth-street, and terminating at the south end at the said bridge; also that part of a street or highway called Nab-lane, by the removal of a projecting area on the north side, commencing at the east end of a dwelling-house and premises occupied by Thomas Whewell, and terminating at the west end of a dwelling-house and premises occupied by Robert Railton; also that part of a street or highway called Church-street, by the removal of the projecting part of a shop, dwelling-house, and premises, on the north side, in the occupation of Henry Briggs, commencing at the east end of a shop and dwelling-house, in the occupation of James Bradley, and terminating at the west end of a shop and dwelling-house in the occupation of Messrs. Southworth and Dixon; also another part of the same street, by the removal of the projecting part on the north side, commencing at the west end, at a shop in the occupation of William Irving, and terminating at the east end, at a passage leading from the same street to the back parts of certain dwelling-houses in the respective occupations of James Pickup, John Sagar, and others; also another part of the said street called Church-street, by setting back buildings on the south side, commencing at the west end at the approach to the parish churchyard, at the easterly end of the Waterloo-buildings, and terminating at the east end at a new building recently erected on part of the site of a public house called the "White Bull," occupied by Robert Riding; also that part of the said street or highway called Ainsworth-street, by adding thereto the site of a shop, or part of a shop, and land on the easterly side, in the occupation of

William Hart and Thomas Hart, commencing at the south front of the said premises, extending in a northerly direction, and terminating at the northerly extremity of the said premises; also that part of a street or highway called Salford, by setting back buildings on the south side, commencing at the west end at a road or passage leading from Salford to Spring Gardens, and terminating at the east end at an open space of land in front of the Salford new brewery; also another part of the said street or highway called Salford, by setting back buildings on the north side, commencing at the west end at a passage leading to the back parts of a public house called or intended to be called the "Peel Arms," and of other buildings, and terminating at the east end at a dwelling house and shop occupied by James Brown; also another part of the said street called Salford, by setting back buildings on the north side, and extending into Penny-street, commencing at the west end at a street called Water-street, and terminating at the east end at a shop and dwelling house in Penny-street occupied by Michael M'Hugh; also that part of a street called Calendar-street, by setting back buildings on the westerly side, commencing at the north end at the said street called Salford, and terminating at the south end at a dwelling house and premises in the occupation of Thomas Standing; also that part of a street or highway called Water-street, by the removal of a shop or building and steps standing on the westerly side of the said street, and comprising an area of fifteen square yards or thereabouts, in the several occupations of Thomas Jemmeson and William Bilsborrow; also that part of a street or highway called Northgate, by the removal of the projecting part of a shop, dwelling house, and premises on the westerly side, in the occupation of William Moore, such projecting part commencing at the north end at the "Paganini" public house, in the occupation of Thomas Abbott, and terminating at the south end at a street or road called the Middle Cockcroft; also that part of a street or highway called Astley Gate, by setting back buildings on the southerly and easterly sides, commencing at the east end at a building occupied as a dwelling house and as spirit vaults by William Sames, and terminating at the south end at a shop in the occupation of William Boocock Slater; also that part of a street or highway called King-street, by adding thereto land and the site of a building on the north side, commencing at the east end at an occupation road leading to the Quakers' meeting house and other buildings, and terminating at the west end at a street or lane called Paradise-lane; also that part of a street or highway called Lord-street, by setting back buildings on the north side, commencing at the west end at the said street called Northgate, and terminating at the east end at a shop in the occupation of Robert Woolfall; also another part of the said street called Lord-street, and of the Old-square aforesaid, by setting back buildings on the south side of the same street and square, commencing at the west end at a street called King William-street, and terminating at the east end at or near to a passage leading from the Old-square into Shorrock Fold; which said new streets, alterations, widenings, and improvements are intended to be made in, through, or into the township of Blackburn, in the parish of Blackburn, in the county palatine of Lancaster; to empower the mayor, aldermen, and burgesses to regulate and direct the construction, erection, level, repairs maintenance, improvement, and enlargement of all houses, warehouses, and manufactories, workshops, waterclosets, privies, urinals, ashpits, cesspools, private drains and other buildings; and to repair and maintain existing public sewers, drains, and

cesspools; and to provide public waterclosets, privies, and urinals; and to provide and regulate slaughter-houses and weighing machines, and to examine meat hawked about the streets and public passages and places, or otherwise exposed or offered for sale; and to license and regulate lodging houses and hackney carriages; and to regulate the carrying on of newly-established offensive trades; and to provide public clocks and repair existing clocks, and to appoint an inspector of weights and measures; and to act as the surveyors of the highways within the said borough and township; and to regulate the purposes for which the town-hall in Blackburn may be used; and to finish, furnish, and improve the said town-hall, and the approaches thereto; to authorize the mayor, aldermen, and burgesses to purchase, take, and use compulsorily or by agreement, and to hold, exercise, and enjoy the gasworks, buildings, gasometers, mains, pipes, lands, property, estates, rights and interests, powers and privileges now vested in, or belonging to, or enjoyed by, the "Blackburn Gaslight Company," and any existing lease or leases thereof, or interests therein; and to enable the said Company and other person or persons to transfer and sell the same to the mayor, aldermen, and burgesses, and for that purpose to alter, amend, extend, and enlarge the powers and provisions of or to repeal an Act passed in the sixteenth year of the reign of Her present Majesty, intituled "An Act to extend the limits of the Blackburn Gaslight Company's Act for the supply of gas, and to authorize the raising of a further sum of money, and for other purposes;" and to enable the mayor, aldermen, and burgesses to supply and light, or to contract to supply and light with gas or otherwise the various streets, roads, lanes, and other public passages or places; and also to supply with gas private houses, buildings, and premises, and individuals within the borough and township; and in the event of such purchase, within the townships of Witton, Livesey, Lower Darwen, Oswaldtwistle, Rishton, Little Harwood, Ramsgreave, and Mellor, all in the county of Lancaster; and to erect or construct any gasometers or other works for making or supplying gas; and to lay down, keep, and maintain mains, pipes, and other works and apparatus for the conveyance or supply of gas in, under, through, or along any public or private lands, streets, ways, lanes, roads, thoroughfares, courts, and places within the borough and township and places aforesaid; to authorize the mayor, aldermen, and burgesses to supply, or contract to supply water for the use of the inhabitants, and for the supply of any public wells, baths, and wash-houses; and for cleansing the streets, roads, lanes, and other public places within the borough and township; and to purchase, take, and use, compulsorily or by agreement, and to hold, exercise, and enjoy the works, reservoirs, conduits, mains, pipes, lands, property, estates, rights, interests, powers, and privileges now vested in, or belonging to, or enjoyed by, the "Blackburn Waterworks Company," and any existing lease or leases thereof, and interests therein, and to enable the said Company and other person or persons to transfer and sell the same to the mayor, aldermen, and burgesses, and for that purpose to alter, amend, extend, or enlarge the powers and provisions of or to repeal an Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for better supplying with water the town and township of Blackburn, in the county palatine of Lancaster," and "The Blackburn Waterworks Act, 1849," and to enable the said mayor, aldermen, and burgesses to lay down, keep, and maintain mains, pipes, conduits, and other works and apparatus for the conveyance and supply of water in, under,

through, along, or across any public or private lands, streets, ways, lanes, roads, thoroughfares, courts, and places within the borough or township; and to construct, erect, and maintain baths, wash-houses, and lavatories, for the use of the inhabitants of the borough and township, and persons resorting thereto; to vest in the said mayor, aldermen, and burgesses powers for the compulsory supply of dwelling-houses with water, and to enable the said mayor, aldermen, and burgesses to supply water by compulsion to dwelling-houses within the borough or township, and to charge the owners and occupiers of such dwelling-houses, one or both, with compulsory rates for such supply; and to vest in the said mayor, aldermen, and burgesses powers to levy and recover such rates; to authorize the said mayor, aldermen, and burgesses to provide and maintain, for the use of the public, walks, parks, squares, and other recreative and pleasure grounds, for the use and recreation of the inhabitants, and to lay out and beautify the same; and also to regulate, improve, and maintain the markets and market-places within the borough and township, and to take tolls and rents for the use of the said markets and market-places; to authorize the mayor, aldermen, and burgesses to purchase, take, and use, by compulsion or agreement, all lands and houses which may be necessary for effecting any of the objects or purposes herein mentioned; and to take down, divert, alter, or stop up temporarily or permanently, all buildings, streets, roads, highways, railways, tramways, rivers, brooks, streams, canals, sewers, waters, water-courses, mains, pipes, gas-pipes, water-pipes, and aqueducts, which it may be necessary so to take down, divert, alter, or stop up, for effecting any of the said objects or purposes; and to extend for seven years the time granted by the "Blackburn Improvement Act, 1847," for the compulsory purchase of the lands and houses thereby authorized to be taken; and to alter, vary, or extinguish all rights, powers, privileges, easements, and immunities, in any manner connected with the lands and buildings to be purchased as aforesaid, or which would or might in any manner prevent or interfere with the carrying into full and complete effect any of the objects and purposes herein mentioned; and to authorize the mayor, aldermen, and burgesses to levy rates on the owners and occupiers of houses, lands, and hereditaments within the borough and township, for raising money for carrying into effect the various purposes herein mentioned; and to alter existing rates or assessments and the existing market tolls or duties; and to confer, vary, or extinguish certain exemptions from payment of rates, tolls, or duties; and to vary or extinguish all rights and privileges which may in any manner affect or interfere with the execution of the several purposes aforesaid; and to charge the owners of all houses where the occupiers shall have absconded, and the owners of all property let for less than three months, with the several rates, assessments, or payments authorized by the Bill; and to levy rates or rents for the use of gas and water, when supplied as aforesaid; and to enable the mayor, aldermen, and burgesses to borrow a further sum of money, on the security of the rates, revenues, and property vested in them for carrying out the several objects and purposes herein mentioned, in addition to and beyond the sum by the said "Blackburn Improvement Act, 1847," authorized to be borrowed; and to transfer to and vest in the mayor, aldermen, and burgesses the purchase-money of land (by the said Act passed in the fourth and fifth years of the reign of Her present Majesty, directed to be set apart for public recreation, and thereby vested in the overseers of the poor of the township of Blackburn) recently sold to certain railway companies, under the provisions and autho-

city of the Acts relating to such companies or otherwise, and to provide for the application of such purchase-money; and for effecting such purposes, to alter or amend the secondly herein recited Act, or to repeal the same so far as may be necessary, and to obtain other powers and provisions in lieu thereof. And for effecting the several objects aforesaid, or some of them, it is intended to incorporate in the said Bill some portion of the following Acts of Parliament; that is to say: "The Public Health Act, 1848;" "The Public Health Supplemental Act, 1849;" "The Lands Clauses Consolidation Act, 1845;" "The Commissioners Clauses Act, 1847;" "The Towns Improvement Clauses Act, 1847;" "The Town Police Clauses Act, 1847;" "The Gas Works Clauses Act, 1847;" "The Waterworks Clauses Act, 1847;" and "The Market and Fairs Clauses Act, 1847."

And notice is hereby also given, that on or before the thirtieth day of November next, duplicate plans and sections of the new streets before mentioned, and of the alterations, widenings, and improvements of streets hereinbefore mentioned, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of lands and houses on the line of the proposed works; and also a copy of this notice will be deposited for public inspection at the office of the Clerk of the Peace for the county of Lancaster at Preston, in the said county; 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 the parish in which such proposed new streets, alterations, widenings, and improvements will be situate, will be deposited for public inspection, together with a copy of this notice, with the parish clerk of that parish at his residence.

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

Dated at Blackburn this eighteenth day of October, 1853.

John Hargreaves and Son, Solicitors.

Stourbridge Waterworks,

(For the Formation of Waterworks and supplying Water within the Township.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to incorporate a Company for supplying with water the inhabitants of the township of Stourbridge, in the parish of Oldswinford, in the county of Worcester. And in such Bill powers will be applied for to enable such Company to construct and maintain the works following (that is to say):—

1. A reservoir in or near a meadow or meadows called "The Bogs," and in or near a certain piece of land covered with water, commonly called The Heath Pool, such meadow or meadows and piece of land covered with water being situate in the township of Upper Swinford, in the said parish of Oldswinford, and in the said county of Worcester.

2. A conduit or line of pipes commencing from and out of such last-mentioned reservoir, and terminating in a reservoir next hereinafter mentioned to be constructed on Hanbury-hill.

3. A reservoir on Hanbury-hill, in the said township of Upper Swinford and Stourbridge, and in the said county of Worcester.

4. A conduit or line of pipes commencing from and out of such reservoir on Hanbury-hill, and terminating at or near a certain street called Park-street, within the said township of Stourbridge.

5. Filtering beds, dams, sluices, culverts, drains, pipes, wells, tanks, and other works and conveni-

ences, requisite for the supply of water within the said township of Stourbridge.

Also to enable such Company to effect the several objects following:—To take, impound, and use for the purposes aforesaid water from certain land-springs, brooks, and streams in the said meadow or meadows called "The Bogs," and the said land covered with water, commonly called the Heath Pool hereinbefore described, and from any other land-springs, brooks, and streams which may exist in the line or course of the before-mentioned works, which said reservoirs, conduits, or lines of pipes and other works herein-before mentioned or described are intended to be made and maintained from, in, through, or into the several townships of Upper Swinford and Stourbridge, in the parish of Old Swinford, in the county of Worcester.

To purchase lands and houses, by compulsion or otherwise, and to purchase, by compulsion or otherwise, or take a lease of, or grant of easements over all springs, brooks, streams, watercourses, lands, and houses necessary or desirable for the purposes aforesaid, and to vary or extinguish any rights or privileges incident thereto. To carry such conduits or lines of pipe, and other works, or some part or parts thereof, through, over, under, along, across, or into, and for that purpose to stop up, temporarily or permanently, divert, or alter such turnpike and other roads, streets, canals, railways, bridges, streams, sewers, and drains within the several townships aforesaid, as it may be necessary to stop up, divert, or alter, for any of such purposes.

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

And notice is hereby also given, that it is proposed by such Bill, to incorporate in the same "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Waterworks Clauses Act, 1847."

And notice is hereby further given, that duplicate plans and sections of the intended works, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands intended to be taken, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Worcester, at Worcester; and that on or before the said 30th day of November, a copy of the said plans, sections, and book of reference, and a copy of this notice, as published in the London Gazette, will be deposited with the Parish Clerk of the said parish of Old Swinford, at his place of abode.

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 ninth day of November, 1853.

Collis and Bernard, }
John Harward, } Stourbridge.

Solicitors for the Bill.

South Wales and Northamptonshire Junction Railway.

(Incorporation of Company; Construction of Railway from Blockley Station of the Oxford, Worcester, and Wolverhampton Railway, to Banbury; Powers to run over Oxford, Worcester, and Wolverhampton, and Buckinghamshire Railways; and Working Arrangements with other Companies.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next ensuing Session, for an Act to incorporate a

company, with powers to make and maintain a railway, with all proper approaches, stations, works and conveniences connected therewith, commencing by a junction with the Oxford, Worcester, and Wolverhampton Railway, at or near the Blockley station of the said last-mentioned railway, at a point about fifty yards to the south-east of the road leading from Paxford to Blockley, and in the parish of Blockley, in the county of Worcester, and places within the said parish, called Paxford and Northwick, or some or one of them, and terminating by a junction with the Buckinghamshire Railway, at a point about two hundred yards from the terminus thereof, at or near the town of Banbury, in the parishes of Banbury and Warkworth, and township or hamlet of Grimsbury, or some or one of them, in the county of Northampton, and which intended railway will pass from, in, through, or into, the several parishes, townships, and extra-parochial places following, or some of them, that is to say, Blockley, Northwick, Draycot, Aston, Paxford, Ditchford Hill, Ditchford Mill, Middle Ditchford, Upper Ditchford, Lower Ditchford, and Tidmington, in the county of Worcester; Todenham, and Sutton, otherwise Sutton-under-Brailes, in the county of Gloucester; Stretton-on-Fosse, Ditchford Friary, Ditchford, Long Compton, Little Wolford, Great Wolford, Birmingham, Weston, Cherrington, Sutton, otherwise Sutton-under-Brailes, Brailes, Stourton, Ascott, and Whichford, in the county of Warwick; Sibford Gower, Sibford Ferris, Hook-norton, Swalecliffe, Upper Tadmerton, Lower Tadmerton, Northnewington, Broughton, Bloxham, Adderbury, Boddicott, Wykham, Easington, Calthorpe, Neithrop, and Banbury, in the county of Oxford; and Banbury, Grimsbury, and Warkworth, in the county of Northampton.

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

And notice is hereby given, that duplicate, plans, and sections of the said intended railway and works, together with books of reference thereto, with a published map showing the general course and direction of the said intended railway and works, and also a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, with the Clerk of the Peace for the county of Northampton, at his office in Northampton, in the said county, and with the Clerk of the Peace for the county of Oxford, at his office in Oxford, in the said county; with the Clerk of the Peace for the county of Warwick, at his office in Stratford-on-Avon, in the said county; with the Clerk of the Peace for the county of Worcester, at his office in the city of Worcester, in the said county, and with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester, in the said county,

and that on or before the said 30th day of November instant, copies of so much of the said plan, section, and book of reference as relates to each of the parishes, and extra-parochial places, in or through which the said intended railway and works are proposed to be made; and also a copy of the said Gazette notice will be deposited with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

And it is also proposed by the said intended Act, to enable the Company to be thereby incorporated, to run over and use with their own engines, carriages, and waggons, the several lines of railway belonging to the Oxford, Worcester, and Wolverhampton Railway Company, and the Buckinghamshire Railway Company respectively, or some or one of them, or some part or parts thereof, and also the stations, sidings, watering places, and other works, and conveniences belonging to or connected with the said several lines of railway respectively; and to fix or make other provision for determining the amount of rate, toll, charge, or other consideration, to be paid by the Company to be incorporated by the said intended Act, for the use of the before-mentioned railway, station, works, and conveniences, or any of them; and also, if need be, for the purposes aforesaid, to alter and limit the tolls, rates, and duties, now authorized to be levied and demanded for the use of the said several railways and works, or any of them; and to enable the Company to be incorporated as aforesaid, to levy and receive tolls, rates, and charges, in respect of the traffic conveyed by them upon or over the before-mentioned railways, or any of them.

And it is also proposed, by the said intended Act, to enable the London and North Western Railway Company and the Oxford, Worcester, and Wolverhampton Railway Company, or either of them, to enter into arrangements and agreements with respect to the working and use, by the said last-mentioned Companies, or either of them, of the said intended railway and the works connected therewith, or any part thereof; and the management, interchange, and regulation, by such Companies, or either of them, of the traffic upon or over the said intended railway; and the collection, appropriation, apportionment, and distribution of the tolls, rates, duties, income, and profits arising from the said intended railway and works, or any part thereof; and with reference to the appointment and employment of officers and servants upon the said intended railway; and to enable the said last-mentioned Companies, or either of them, to apply any portion of their capital or income to the purposes, or any of them, specified or contemplated by any such arrangement or agreement as aforesaid.

And it is proposed, so far as may be necessary for the purposes aforesaid, to alter, amend, extend, and enlarge some of the powers and provisions of the several Acts following relating to the London and North Western Railway Company (that is to say), an Act passed in the Session of Parliament, held in the 9th and 10th years of the reign of Her present Majesty, intituled "An Act to consolidate the London and Birmingham Grand Junction and Manchester and Birmingham Railways," and the several other Acts distinguished in the Queen's printers' copies of the Local Personal Acts as 1st William IV, cap. 51; 8th and 9th Vic., cap. 36, 37, 43, 105, 112, 123, 156, 198; 9th and 10th Vic., caps. 67, 80, 82, 152, 182, 184, 192, 193, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 328, 331, 359, 368, 369, 380, and 396; 10th and 11th Vic., caps. 73, 107, 114, 118, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278,

and 294; 11th and 12th Vic., caps. 58, 60, and 130; 12th and 13th Vic., cap. 74; 13th and 14th Vic., cap. 36; 14th and 15th Vic., caps. 28 and 94; 15th and 16th Vic., caps. 98 and 105; and 16th and 17th Vic., caps. 110, 157, 160, 205, 216, and 222; and also the Acts relating to the Oxford, Worcester, and Wolverhampton Railway Company (that is to say), Local and Personal Acts 8th and 9th Vic., cap. 184; 9th and 10th Vic., cap. 278; 11th and 12th Vic., caps. 59 and 133; 13th and 14th Vic., cap. 110; 15th and 16th Vic., cap. 145; and "The Oxford, Worcester, and Wolverhampton Railway (Branches and Extension) Act, 1853."

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

Dated the 9th day of November, 1853.

Richard Henry Rolls, Solicitor, Banbury.

John Fortescue, Solicitor, Banbury

Newport Improvement.

(Paving, Draining, Cleansing, and Roads;
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 or amend an Act passed in the 4th year of the reign of His Majesty King George the 3rd, intituled "An Act for dividing and inclosing a waste ground, called The Marsh, in the township of Newport, in the county of Salop, and for applying the produce thereof to the several purposes therein mentioned," or wholly or in part to repeal the powers and provisions of the said Act, and to re-enact the same or part thereof, and to enact new powers and provisions in lieu thereof, or in addition thereto, by which Bill it is intended to take powers and to make provisions for better paving, draining, cleansing, and improving the town of Newport and its vicinity, in the township and parish of Newport, in the county of Salop, and the several houses, buildings, streets, lanes, roads, pathways, courts, passages, and other places within the said parish of Newport.

And it is also intended by the said Bill to define and vary the constitution of the trustees acting in the execution of the said recited Act, or to constitute and incorporate a body of trustees or commissioners with power to sue and be sued, and to transfer to and vest in the trustees or commissioners a certain piece of land called the Newport Marsh, and also all other lands, estates (real and personal), buildings, tenements, and premises, rights, privileges, powers, and authorities now belonging to or vested in the said trustees, and to vary and extinguish all or any rights and privileges claimed by or belonging to such trustees, and to enable the trustees or commissioners to inclose and improve the said marsh, and to prevent nuisances, encroachments, and annoyances therein, and to manage the same in such manner as they may think proper for the benefit of the inhabitants of the said town, and to take and apply the proceeds of such property so vested in them, and also to sell, lease, or exchange the said marsh and the other lands to be vested in them under the said Bill, or any part or portion thereof, in such manner and on such terms and conditions as may be prescribed by the said Bill.

And in the said Bill provision is intended to be made for the following purposes (that is to say): to empower the trustees to transfer to and vest in the trustees or commissioners the streets and public carriage ways within the said district, and the existing sewers and drains in and under the streets, squares, roads, lanes, public passages, and places

within the said district, or to place such streets, public carriage-ways, sewers, and drains under their management and control, and to empower the trustees or commissioners to repair, alter, and improve the same, and to pave and cleanse the said streets, roads, and other places aforesaid, to remove and prevent obstructions, projections, encroachments, nuisances, and annoyances therein, to require the better and more effectual drainage of houses and buildings, and the paving or flagging of causeways, to collect and sell the sewage, or to contract with any person for the manufacture thereof, and to construct any works necessary for that purpose, and to make and enforce other regulations for the general improvement of the district comprehended within the said limits.

To authorize the trustees or commissioners to make and maintain a public carriage road from the High-street, near the Shakespeare public-house, to a point at or near the cottage in the Marsh-road, in the occupation of Samuel Pearce, and also to authorize the trustees or commissioners to vary, extend, or enlarge, and to deepen or increase the fall of the existing water-course from the said marsh to the rivulet or brook called the Strine, as the said road is described on the plans to be deposited as hereinafter mentioned, with power to deviate in the construction of the same to the extent shown on the same plans.

To authorize the trustees or commissioners to purchase compulsorily, or by agreement, or to take or lease all such messuages, lands, houses, tenements, and hereditaments, as may be necessary for the construction of the said intended road, and to break up, open, and use the roads or streets within the said district, for the several purposes of the said Bill, or any of them; and also to purchase and acquire by agreement, and to hold all such messuages, lands, houses, tenements, and hereditaments as may be required for the several purposes of the said Bill, or any of them; and to vary or extinguish all rights or privileges connected with such messuages, houses, lands, tenements, and hereditaments, roads, or streets respectively, which can in anywise impede or interfere with the execution of the said several works, or of the purposes of the said Bill.

To transfer to and vest in the trustees or commissioners the bridge which crosses the Strine aforesaid and the canal of the Shropshire Union Railways and Canal Company, with the roads and approaches thereto, together with all and singular the lands and houses, monies and effects, rights, privileges, powers, and authorities belonging to or vested in the Newport Bridge Trustees, and particularly a sum of stock at present standing in the name of the Accountant-General of the Court of Chancery, ex parte the Company of Proprietors of the Birmingham and Liverpool Junction Canal Navigation, the account of the Newport Bridge Trustees; and placed there pursuant to the provisions of an Act passed in the seventh year of the reign of His Majesty King George the Fourth, intituled "An Act for making a navigable canal from the Staffordshire and Worcestershire Canal, in the parish of Tettenhall, in the county of Stafford, to the united navigation of the Ellesmere and Chester Canals, in the parish of Acton, in the county palatine of Chester," and an Act passed in the eighth year of the reign of Her present Majesty, intituled "An Act for uniting the Birmingham and Liverpool Junction Canal Navigation Company with the Ellesmere and Chester Canal Company," or one of them, and which Acts it is intended to alter and amend so far as may be necessary for the purpose last aforesaid, and to authorize the trustees or commissioners to have, use, exercise, and enjoy all and singular the powers, authorities, rights, and privileges of the said Newport Bridge Trustees.

To authorize the trustees or commissioners to purchase the chief rent due and payable to the lord of the manor of Newport from and out of the said marsh, within the said parish of Newport, and to empower the lord of the said manor to sell and dispose of the same to the trustees or commissioners.

And it is also intended by the said Bill to authorize the trustees or commissioners to raise and borrow money for the several purposes of the said Bill, to make bye-laws, rules, and regulations, and generally to confer upon the trustees or commissioners all such powers, rights, and privileges as may be necessary for effectually carrying into execution the several purposes of the said Bill; and for all or any of the purposes aforesaid, it is proposed to include in the said Bill the whole or some of the provisions of the following Acts, viz., The Lands Clauses Consolidation Act, 1845; the Commissioners Clauses Act, 1847, and the Towns Improvement Clauses Act, 1847.

And notice is hereby given, that duplicate plans and sections, describing the line and situation and the levels of the said intended road, and the lands and houses proposed to be taken or used for the purposes of the same, 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 a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, 1853, be deposited at the office of the Clerk of the Peace for the county of Salop, at Shrewsbury; 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 said notice, will be deposited with the parish clerk of the said parish of Newport, at his place of abode.

And notice is hereby 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 12th day of November, 1853.

Henry Heane, Solicitor, Newport, Salop.

*Richardson, Loch, and Maclaurin, London,
Parliamentary Agents.*

South Staffordshire Railway.

(Cannock and Norton Branches; Additional Lands at Wednesbury; Increase of Capital; Consolidation or Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to consolidate, or to alter, amend, extend, enlarge, or to repeal all or some of the powers and provisions of the several Acts of Parliament, or some of them, following, relating to the South Staffordshire Railway Company (that is to say): "The South Staffordshire Junction Railway Act, 1846," "The Trent Valley, Midlands, and Grand Junction Railway Act, 1846," "The South Staffordshire Railway Act, 1847," "The South Staffordshire Railway Leasing Act, 1850," and "The South Staffordshire Railway Act, 1851."

And it is proposed by the said intended Act to authorise the South Staffordshire Railway Company to make and maintain the several branch railways hereinafter mentioned, with all proper works and conveniences connected therewith and approaches thereto respectively, (that is to say): first, a branch railway commencing in the township of Walsall, otherwise Walsall Foreign, in the parish of Walsall, by a junction with the South Staffordshire Railway at or near Homebridge Forge-lane, and terminating in the parish of Cannock, near a road leading from

Cannock aforesaid to Cannock Mill, which said branch railway is proposed to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say); Walsall, Walsall Borough, Walsall Foreign otherwise the Foreign of Walsall, St. Peter's Walsall, Rushall, The Butts otherwise Rushall Butts, Rycroft, Homebridge-lane, Birchills, Upper Birchills, Lower Birchills, Bloxwich, Great Bloxwich, Broadstone, Harden otherwise Hawarden, Blakenall Heath, Little Bloxwich, Wall End, Sott's Hole, Short Heath, Elmore Green, The Sneyd, Bentley, Bentley Hay, Newtown, Great Bloxwich, Little Bloxwich, Harden and Birchills, Yield Field, Wallington Heath, Wolverhampton, Willenball, The New Invention, Moseley Field, Springhill, Bushbury otherwise Byshbury, Essington, Hilton, Essington Wood, Norton, Norton Canes, Norton under Cannock, Norton Common, Little Wyrley, High Ley, Hill Ley, Wyrley Hays, Wyrley Common, Norton Leys, Norton-lane, Norton Green, Cannock, Cannock Wood, Cannock Chase, Shareshill, Great Wyrley, Landy Wood, Wyrley Bank, Cheslyn Hay, Church Bridge, King's Wood, Leacroft, Little Wood, Rumer Hill otherwise Rumour Hill, Walk Mill, Ashes Bog, Holly Bush, Hednesford, Hawks Green, Black Leys, Hatherton, Saredon, Great Saredon, and Little Saredon, all in the county of Stafford.

Secondly. A branch railway commencing by a junction with the South Staffordshire Railway, in the township of Pelsall, in the parish of Wolverhampton, at or near the point where the branch to the railway colliery diverges from the main line of the South Staffordshire Railway, and terminating on the north-west side of Norton Green, in the parish of Norton, at or near the point where Washbrook-lane leads out of Norton Green, which said branch railway is proposed 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); Pelsall, Wolverhampton, Brownhills, Little Wyrley, Wyrley Common, Wyrley Hays, Norton otherwise Norton Canes otherwise Norton under Cannock, Norton-lane, Norton Leys, Norton Common, Norton Green, Kingswood, Great Wyrley, Little Wyrley, Leacroft, and Cannock, all in the county of Stafford.

And it is intended by the said Act to take power to stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, parish roads, footways, streets, and other highways, rivers, streams, brooks, sewers, pipes, canals, reservoirs, navigations, waters, and watercourses, bridges, railways, or tramroads within the said parishes, townships, extra-parochial, and other places aforesaid, or some of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said branch railways and works, or any of them.

And it is also proposed by the said Act, to enable the South Staffordshire Railway Company, for the purpose of providing additional sidings and other accommodation, and for general purposes connected with their undertaking, to purchase by compulsion or agreement certain lands and buildings adjoining their railway and the tramway leading into the works of Thomas Walker, Esq., at Leabrook, in the parish of Wednesbury, in the county of Stafford.

And notice is hereby further given, that it is intended by the said Act to enable the South Staffordshire Railway Company to purchase lands and buildings by compulsion or agreement, for the purposes of the said intended branch railways and works, or any or either of them, and to vary and extinguish all existing rights and privileges in any

manner connected with the lands and houses proposed to be taken for the purposes aforesaid, and also to levy tolls, rates, and duties upon or in respect of the said branch railways and works, or any or either of them, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is also proposed in and by the said Act, to authorize the South Staffordshire Railway Company to apply to all or any of the purposes aforesaid any capital or funds now or hereafter belonging to them, or under the control of their directors, and to raise additional capital by the creation of new shares, with or without preference dividends attached thereto, or by mortgage, or by both such means.

And notice is hereby further given, that on or before the 30th day of November, 1853, a published map and plans and sections of the said railways, and of the lands to be taken for the purposes of the said Act, together with a book of reference thereto, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Stafford at his office at Stafford; and on or before the said 30th day of November, 1853, copies of so much of the plans, sections, and book of reference, as relates to the several parishes, townships, and extra-parochial or other places in or through which the said branch railways and works are intended to be made, or in which the said lands are situate, and a copy of this notice, as published in the London Gazette, will be deposited as follows—that is to say, in the case of parishes, with the parish clerk of each such parish at his usual place of abode; and in the case of any extra-parochial or other place with the clerk of some parish immediately adjoining thereto, at the place of abode of such parish clerk.

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

Dated this 8th day of November, 1853.

Swift and Wagstaff, Solicitors,
32, Great George-street, Westminster.

Llanidloes and Newtown Railway.

(Extension from Llanidloes to Llangurig; Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to alter, amend, extend, enlarge, or to repeal and re-enact all or some of the powers and provisions of an Act passed in the last session of Parliament, intituled "An Act for making a Railway from Llanidloes, in the county of Montgomery, to Newtown, in the same county, to be called, 'The Llanidloes and Newtown Railway,' and for other purposes."

And it is proposed by the said intended Act to authorise the Llanidloes and Newtown Railway Company to make and maintain the railway following, with all proper works and conveniences connected therewith respectively, that is to say:

A railway commencing by a junction with the authorized main line of the Llanidloes and Newtown Railway in the township of Cilmachallt in the parish and borough of Llanidloes in the county of Montgomery, in or near to a certain field called *Erwfontan*, reputed to belong to Lord Mostyn, or

Edward Morris, Esq., and in the occupation of Thomas Foulkes Roberts, and terminating in or near to a certain field, called the *Green*, reputed to belong to Miss Julia Youde, or George Hammond Whalley, Esq., and in the occupation of Evan Jones, situate in the township of Llanymawddwy, in the parish of Llangurig, in the said county of Montgomery; which said intended railway, and the works connected therewith, will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following or some of them, that is to say: Llanidloes, Cilmachallt otherwise Cillfachalt, Cefnhafofen, Glyngwyn-wydd, Glynbrochan, Llanymawddwy, Llanymawddwy, and Llangurig, otherwise Llangerrig, all in the county of Montgomery.

And it is proposed by the said intended Act, to enable the said Llanidloes and Newtown Railway Company, to purchase lands and building, by compulsion or agreement, for the purposes of the said intended railway and works, and to levy tolls, rates, and duties in respect thereof, or to alter existing tolls, rates and duties, and to grant exemptions from the payment of such tolls, rates, and duties, and to confer other rights and privileges.

And it is also proposed by the said intended Act, to take power to stop up, alter, or divert, temporarily or permanently, all turnpike or other roads, and highways, railways, streams, brooks, waters, and waterworks, within the aforesaid parishes, townships, and places which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended railway and works, or any of them, and to vary or extinguish all existing rights or privileges, in any manner connected with the lands and buildings proposed to be purchased or taken for the purposes aforesaid, or which would in any manner impede or interfere with any of the objects aforesaid, and to confer other rights and privileges, and to enable the Llanidloes and Newtown Railway Company to apply to all or any of the purposes aforesaid any money which they are now authorised to raise; or to raise a further sum of money by the creation of new shares, or otherwise, and to consolidate the proposed additional capital with the present authorised capital of the said company.

And notice is hereby further given, that maps, plans, and sections, describing the direction, lines, and levels of the said intended railway and works, and the lands and houses in or through which the same are intended to be made, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of Peace for the county of Montgomery, at his offices at Welshpool, in the said county of Montgomery; and that on or before the same thirtieth day of November, a copy of so much of the said plans, sections, and books of reference as relates to any parish in or through which the said intended railway and works are proposed to be made will (together with a copy of this notice), be deposited for public inspection with the parish clerk of that parish, at his place of abode; and in case of any extra-parochial place with the parish clerk of the next adjoining parish at his residence. And that on or before the thirty-first day of December next, copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1853.

S. B. Somerville,
48, Lincoln's Inn Fields, Solicitor.

R. H. Wyatt,
28, Parliament Street, Westminster,
Parliamentary Agent.

South London Railway.

(Incorporation of Company, with Power to make Railways connecting the South Eastern, the London, Brighton, and South Coast, the London and South Western, and the West End of London and Crystal Palace, or West London and Crystal Palace Railways, and also a Branch Railway to or near to the Crystal Palace Park; Running Powers over portions of the West End of London and Crystal Palace, or West London and Crystal Palace Railway and South Eastern Railway; Working arrangements with the London, Brighton, and South Coast, the South Eastern, the London and South Western, and the West End of London and Crystal Palace Railway Companies, and Powers to enable those Companies to subscribe, &c. to the Undertaking; Amendment of the Acts of those Companies respectively).

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to incorporate a Company, and to confer on such Company power to make and maintain the railways and works hereinafter mentioned, or some of them, or some part or parts thereof respectively—that is to say, a railway commencing by a junction with the branch of the West End of London and Crystal Palace Railway, or the West London and Crystal Palace Railway (as at present authorised to be made), in or near a road or lane called Stewart's Lane, and at a point in such road or lane two chains or thereabouts southward of the London and South Western Railway, and which said road or lane is numbered 66 in the parish of Battersea, in the county of Surrey, on the plans referred to in "The West London and Crystal Palace Railway Act, 1853," and terminating by a junction with the South Eastern Railway, in the parish of Saint Paul, Deptford, in the said county of Surrey, at a point thereon eight chains, or thereabouts, north-west of the point where the Grand Surrey Canal passes under the said South Eastern Railway, which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them—that is to say, Battersea, Saint Mary Battersea, Wandsworth, Clapham, Holy Trinity Clapham, Lambeth, Saint Mary Lambeth, Saint Matthew Brixton, Camberwell, Saint Giles Camberwell, Saint George Camberwell, Dulwich, Peckham, Brixton, Walworth, Hatcham, Saint Paul Deptford, and Rotherhithe or Saint Mary Rotherhithe, all in the county of Surrey; and Saint Paul Deptford, and Saint Nicholas Deptford, or one of them, in the county of Kent.

Also a branch railway diverging from and commencing by a junction with, the said first-mentioned intended line of railway, where the same will cross the Wandsworth-road, in the parish of Clapham, in the county of Surrey, at a point seven chains or thereabouts south-westward of a certain road called Albion-road, passing thence, from, through, or into the parishes, townships, and places of Clapham, Holy Trinity Clapham, and Battersea, otherwise Saint Mary Battersea, or some of them, in the county of Surrey, and terminating by a junction with the London and South Western Railway, at or near the place where the said last-mentioned railway crosses a road or street called the New-road, leading from the said Wandsworth-road to Battersea Fields, in the said parish of Battersea.

Also a branch railway diverging from, and commencing by a junction with, the said first-mentioned intended line of railway, at or near the same point or place hereinbefore described as the commencement of the last-mentioned branch railway, passing thence, from, through, or into the parishes, townships, and places of Clapham, Holy Trinity

Clapham, and Battersea, otherwise Saint Mary Battersea, or some of them, in the said county of Surrey, and terminating by a junction with the London and South Western Railway at a point near to Long Hedge Farm Lane, in the said parish of Battersea.

Also a branch railway diverging from and commencing by a junction with, the said first-mentioned intended line of railway, at or near the point where the said first-mentioned intended line of railway will cross the Old Kent-road near a lane called White Post-lane, in the parishes of Camberwell and Saint Paul Deptford, or one of them, in the county of Surrey, passing thence, from, through, or into the parishes, townships, and places of Camberwell, Saint Giles Camberwell, Saint George Camberwell, Hatcham, and Saint Paul Deptford, or some of them, in the county of Surrey, and terminating by a junction with the railway called or known by the name of the Thames Junction Railway at or near the point where the same is crossed by the London, Brighton, and South Coast Railway, in the said parish of Saint Paul Deptford.

Also a branch railway diverging from and commencing by a junction with said first-mentioned intended line of railway at or near the same point or place hereinbefore described as the commencement of the last-mentioned branch railway, passing from, in, through, or into the parishes, townships, and places of Camberwell, Saint Giles Camberwell, Saint George Camberwell, Hatcham, and Saint Paul Deptford, or some of them, in the county of Surrey, and terminating by a junction with the London, Brighton, and South Coast Railway, at or near a point thereon seventeen chains, or thereabouts, northwards of the point where such last-mentioned railway is crossed by the Greenwich or New Cross-road, in the parish of Saint Paul Deptford, in the county of Surrey.

Also a branch railway diverging from, and commencing by a junction with, the said first-mentioned intended line of railway, in the said parish of Saint Paul Deptford, in the county of Surrey, in or near a market garden occupied by James Brown, and bounded on the north by the Grand Surrey Canal, and on the east by Woodpecker-lane, passing thence from, in, through, or into the parishes of Saint Paul Deptford and Saint Nicholas Deptford, or one of them, in the counties of Surrey and Kent, or one of them, and terminating by a junction with the South Eastern Railway, at or near a point ten chains or thereabouts south-eastward of the point where the said South Eastern Railway crosses over the Grand Surrey Canal, in the said parishes of Saint Paul Deptford and Saint Nicholas Deptford, or one of them, in the said counties of Kent and Surrey, or one of them.

Also a branch railway diverging from and commencing by a junction with the said first-mentioned intended line of railway, at or near the junction of Cold Harbour-lane with the Brixton-road at Brixton Oval, in the parish of Lambeth, in the county of Surrey, passing thence from, in, through, or into the parishes, townships and places of Lambeth, Saint Mary Lambeth, Norwood, Dulwich, Camberwell, Saint Giles Camberwell, Saint George Camberwell, Streatham, Penge, Croydon, and Sydenham, or some of them, in the county of Surrey, and terminating at a point at or near the junction of College-street with Woodland-road, five chains or thereabouts eastward of a certain public-house called "The George the Fourth," in Gipsy Hill, or Beaulieu Hill, in the parishes of Saint Mary Lambeth Lambeth, Saint Giles Camberwell, Saint George Camberwell Camberwell, in the said county, or some of them.

And it is intended by such Act to apply for and confer upon the Company to be incorporated the

following powers, or some of them (that is to say):

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

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

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

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

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

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

And it is proposed by the said Act to authorise the London, Brighton, and South Coast Railway Company, the South-Eastern Railway Company, the London and South Western Railway Company, and the West End of London and Crystal Palace Railway Company, or any or either of them, to subscribe and contribute funds towards the said undertaking, or any part thereof, and to guarantee to the intended Company such interest, dividend, annual, or other payments, as may be agreed upon between such Companies respectively, and to take and hold shares in the said undertaking, and to apply any capital or funds now or hereafter respectively belonging to them, or under the control of their respective Directors, or to raise additional capital, by the creation of new shares in their several undertakings, either with or without preference or priority in payment of interest or dividend, or by borrowing on mortgage or bond, for the purposes aforesaid, or any of them, and to enable the said London, Brighton, and South Coast Railway Company, the South Eastern Railway Company, the London and South Western Railway Company, and the West End of London and Crystal Palace Railway Company, or any or either of them, 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 London, Brighton, and South Coast Railway Company, the South Eastern Railway Company, the London and South Western Railway Company, and the West End of London and Crystal Palace Railway Company, or any or either of them, 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 railway, branch railways, or some or one of them, by the London, Brighton, and South Coast Railway Company, the South Eastern Railway Company, the London and South Western Railway Company, and the West End of London and Crystal Palace Railway Company, or any or either of them, and otherwise with respect to the said intended railway, branch railways, or some or one of them, and to confirm all or any of 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 intended Act, to enable the Company intended to be incorporated, or any other Company or Companies, or other person or persons lawfully using the intended railway and branches, to run, pass over, and use with their engines and carriages, or with the engines and carriages of such Company, or person or persons using and passing over such intended railway and branches, such portion of the hereinbefore mentioned branch of the West End of London and Crystal Palace Railway, or West London and Crystal Palace Railway, which will or may be situate between the said junction therewith of the said first-mentioned intended line of railway, and the terminus of such branch, on the Surrey side of the River Thames, in the said parish of Saint Mary Battersea; and also such portion of the said South Eastern Railway which may be situate between the junction therewith of the said first-mentioned intended line of railway, and the terminus of the said South Eastern Railway, at or near London-Bridge, and to use the stations, wharfs, watering-places, sidings, cranes, works, and conveniences belonging to, or connected with, the said branch railway and the said South Eastern Railway, or under the control of the said West End of London and Crystal Palace Railway and the South Eastern Railway Companies respectively, upon or near such portion of their railways, upon such terms and conditions, and upon payment of such tolls, charges, and other sums, either annual or in gross, as may be fixed and determined, either by agreement or by arbitration, or otherwise, and to alter or regulate the rates and tolls authorised to be taken on such portions of the West End of London and Crystal Palace, or West London and Crystal Palace, and South Eastern Railways, and to enable the Company to be incorporated as aforesaid, to levy and take rates and tolls thereon.

And also to enable the said Company to enter into agreements and arrangements with the London, Brighton, and South Coast Railway Company, the South Eastern Railway Company, the London and South Western Railway Company, and the West End of London and Crystal Palace Railway Company.

And it is further intended for the purposes aforesaid to alter, amend, extend, and enlarge so far as may be necessary, the powers and provisions of the several Acts hereinafter mentioned or referred to, or some or one of them (that is to say):

Local and personal Acts 3 and 4 William 4, cap. 46; 6 William 4, cap. 75; 7 William 4, and 1 Victoria, caps. 50, 120; 1 Victoria, cap. 93; 1 and 2 Victoria, cap. 4; 2 Victoria, cap. 42; 2 and 3 Victoria, caps. 19, 79; 3 Victoria, cap. 46; 3 and 4 Victoria, caps. 127, 128; 5 Victoria, cap. 3; 5 and 6 Victoria, cap. 102; 6 and 7 Victoria, caps. 51, 52, 62; 7 Victoria, cap. 25; 7 and 8 Victoria, caps. 67, 91; 8 and 9 Victoria, caps. 80, 167, 186, 197, 200; 9 Victoria, caps. 55, 56, 64; 9 and 10 Victoria, caps. 305, 339; 10 and 11 Victoria, caps. 104, 230, 276; 13 and 14 Victoria, cap. 31; 15 and 16 Victoria, cap. 103; and 16 and 17 Victoria, caps. 116, 121, 130, and 156, relating to the South Eastern Railway Company.

Also local and personal Acts 18 Elizabeth, cap. 18; 27 Elizabeth, cap. 25; 1 Anne, statute 1, cap. 18; 9 and 10 Victoria, cap. 16; and 16 and 17 Victoria, cap. 95, relating to Rochester Bridge.

Also local and personal Acts 1 Victoria, cap. 119; 6 Victoria, cap. 27; 9 Victoria, cap. 54; 9 and 10 Victoria, cap. 283; 10 and 11 Victoria, cap. 276; and 16 and 17 Victoria, caps. 88 and 100, relating to the London, Brighton, and South Coast Railway Company.

Also local and personal Acts 4 and 5 William 4, cap. 88; 1 Victoria, cap. 71; 2 Victoria, cap. 28; 4 and 5 Victoria, caps. 1, 39; 7 and 8 Victoria, caps. 5, 63, 86; 8 and 9 Victoria, caps. 86, 121, 165, 185; 9 and 10 Victoria, caps. 252, 131, 173, 174, 175, 370, 391; 10 and 11 Victoria, caps. 88, 115, 145, 249, 244; 11 and 12 Victoria, caps. 85, 87, 89, 125; 51 George 3, cap. 196; 10 and 11 Victoria, caps. 96, 97, 58, 57; 11 and 12 Victoria, cap. 157; 12 and 13 Victoria, caps. 33, 34; 8 and 9 Victoria, cap. 88; 13 and 14 Victoria, caps. 53, 107; 1 and 2 Victoria, cap. 27; 8 and 9 Victoria, caps. 53, 107; 9 and 10 Victoria, cap. 355; 10 and 11 Victoria, cap. 273; 14 and 15 Victoria, cap. 83; 9 and 10 Victoria, cap. 313; 10 and 11 Victoria, cap. 60; and 16 and 17 Victoria, cap. 164, relating to the London and South Western Railway Company; and "The West London and Crystal Palace Railway Act, 1853."

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections describing the line or situation and levels of the said intended railway, branch railways, and works, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, and with the Clerk of the Peace for the county of Kent, at his office in Maidstone: and that on or before the 30th day of November instant, copies of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the said intended railway, branch railways, and works, are proposed to pass, or be made, will be deposited with the parish clerks of such parishes, at their respective residences, and so far as relates to any extra-parochial place, with the parish clerk of some adjoining parish, at his residence.

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

Dated this 11th day of November, 1853.

North Metropolitan Railway.

(Abandonment of part of authorized Railway; Alteration of Name, Levels, Gradients, Gauge, and Tolls; Extensions to the Paddington Station of Great Western Railway, and to the General Post Office; Communication with London and North Western and Great Northern Railways; Stations and Warehouses in the City; Powers to North Metropolitan Railway Company to raise Additional Capital; to Great Western Railway Company to raise and apply Capital, to take shares in, and appoint Directors of the Undertaking of the North Metropolitan Railway Company; Traffic Contracts and Arrangements; Powers to other Companies; Amendment of Acts; and for other Purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the North Metropolitan Railway Company, for leave to bring in a Bill to con-

fer on them powers for the following purposes, or some of them:

To relinquish all that part of the line of railway authorized to be made by the "North Metropolitan Railway Act, 1853," which lies west of the point marked as the sixth furlong from the point shewn as the commencement, as first intended, opposite Saint James's Church, in the parish of Paddington, in the county of Middlesex, on the plan deposited with the Clerk of the Peace for the county of Middlesex, on or before the thirtieth day of November last, and referred to in the said Act.

To deviate from the levels, or some of them, of the said North Metropolitan Railway, as referred to the common datum line described in the section approved of by Parliament, and as marked on the same, to the extent to be described on the plans and sections to be deposited as hereinafter mentioned or to be described in the said Bill, and also to deviate from or alter the gradients, or some of them, described in the section of the said North Metropolitan Railway, deposited with the said plans, and also referred to in the said Act, and which said deviations will be situate in the parishes of Saint Marylebone and Saint Pancras, in the county of Middlesex, or one of them, and to authorise deviations from the levels of the railway to a greater extent than the limit imposed by "The Railway Clauses Consolidation Act, 1845."

To make and maintain a railway, sidings, and other works and conveniences, from and in continuation of the North Metropolitan Railway as so authorized to be made, commencing by a junction therewith at or near the said point, marked as the sixth furlong on the said plans, in the parish of Saint Marylebone, in the county of Middlesex, and passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places, of Saint Marylebone and Paddington, or one of them, in the said county of Middlesex, and terminating at or near the southern end of Eastbourne-terrace, where it forms a junction with Conduit-street East, in the said parish of Paddington, in the said county of Middlesex.

And also a branch railway from and out of such last-mentioned extension railway, commencing at or near the point where Praed-street forms a junction with Sale-street, in the said parish of Paddington, and terminating by a junction with the line of the Great Western Railway Company, in or near to their station at Paddington, and which said branch railway will commence in, pass through, and terminate all in the said parish of Paddington, in the said county of Middlesex.

To make and maintain a railway, with sidings and other works and conveniences, from and in continuation of the North Metropolitan Railway, commencing by a junction therewith at or near Battle Bridge, in the parishes of Saint Pancras, Saint Mary Islington, and Saint James Clerkenwell, or some or one of them, in the county of Middlesex, and passing thence in, from, through, or into the several parishes, liberties, and extra-parochial and other places of Saint Pancras, Saint Mary Islington, Saint James and Saint John Clerkenwell, Saint Andrew Holborn above Bars, Saint George the Martyr Queen-square, or the united parishes thereof, Ely Place, Ely Rents, Hatton Garden, Saffron Hill, Saint Sepulchre, or some of them, in the county of Middlesex; Saint Sepulchre, Saint Andrew Holborn, Saint Bartholomew the Great, Saint Bartholomew the Less, Saint Botolph without Aldersgate, Christ Church Newgate Street, and Saint Ann and Agnes, or some or one of them, in the city of London; and terminating at or near to the General Post Office, Saint Martin's-le-Grand, in the parish of Saint Ann and Agnes, in the city of London.

To make and maintain a branch railway from the North Metropolitan Railway, commencing at or near the eastern end of Euston-square, and terminating in the Euston station of the London and North Western Railway, with sidings, hoists, lifts, machinery, and works necessary and convenient to effect a communication and facilitate the interchange of engines, carriages, and traffic between the North Metropolitan and London and North Western Railways; such last-mentioned branch railway, sidings, and works, to commence, and terminate, and be situate wholly within the said parish of Saint Pancras, and county of Middlesex.

To make and maintain sidings, hoists, lifts, machinery, and works at King's Cross necessary and convenient to effect a communication and to facilitate the interchange of engines, carriages, and traffic between the North Metropolitan and the Great Northern Railways; such sidings and works to commence, terminate, and be situate wholly within the said parishes of Saint Pancras, Saint James Clerkenwell, and Saint Mary Islington, some or one of them, and county of Middlesex.

To purchase, by compulsion or by agreement, the lands and houses to be described in the plans hereinafter mentioned, or any of them; to erect houses and buildings on and over and on the side of the lines of the intended railways, and for such purpose to take by compulsion the lands and houses abutting upon and near such intended railways to be described on such plans; to lease, sell, or mortgage such lands or houses, to divert, alter, raise, lower, and stop up, whether temporarily or permanently, all highways, thoroughfares, streets, courts, passages, and squares, and to use and appropriate any of them so stopped up, and to alter or remove all gas pipes and water pipes; to alter the course of the Fleet river or sewer, and also to alter, divert, or stop up, any sewers or drains, and to make new sewers or drains, in the several parishes and extra-parochial places aforesaid, or any of them; also to take and appropriate the burial-grounds of Saint Sepulchre and Saint Botolph Aldersgate-street, or parts thereof, and of all other burial-grounds on and near the site of the intended railways and works, within the limits to be shown on the plans hereinafter mentioned, and to empower the respective vestries, incumbents, and parties interested in such burial-grounds to enter into and carry into effect any agreements or arrangements with reference thereto.

And also to purchase, by compulsion or agreement, and take down the church called Saint Jude, in the said parish of Saint Pancras, and also the church called the French Protestant Church, in the parishes of Saint Botolph, Aldersgate-street, and Saint Ann and Agnes, in the said city of London, and to appropriate and use the sites thereof, and any burial-grounds attached thereto.

To apply to the purposes aforesaid any surplus capital which they are now authorized to raise or borrow, and to raise additional capital by further shares or mortgage, either with or without a preference attached to such shares, upon such terms and with such rights and privileges as may be found convenient.

To construct the said railway on such gauge or gauges as they may think proper, and to alter the gauge, or to lay down an additional rail or additional rails, or an additional line or lines of rails, on all or any part or parts of the railways comprised in their undertaking, so as to form thereon a double or mixed gauge of seven feet and four feet eight inches and a-half.

To alter, vary, increase, or reduce all or some of the rates, tolls, and duties authorised for the use of the North Metropolitan Railway, and to levy rates, tolls, and duties for the use of the new railways,

to grant exemptions from payment of rates, tolls, and duties, and to exercise all other powers, rights, and privileges necessary or convenient for the purposes of the intended railways, stations, and works.

To empower the Company to enter into contracts with any person or persons for maintaining and working the railways for a term of years, and guaranteeing the proprietors of shares or the Company stipulated rates of interest, dividend, or payments in respect thereof.

And it is also intended by the said Bill to change the corporate name of the Company into "The Metropolitan Railway Company."

And it is also intended to authorise the justices of the peace for the county of Middlesex to appropriate any money to be received for the purchase of the prison known as the House of Correction for the county of Middlesex, situate at Coldbath Fields, in the said parishes of Saint James Clerkenwell and Saint Pancras, or for any injury or damage thereto, in providing and erecting another House of Correction for the said county, or in enlarging and improving the said prison, and to enable the said justices to remove prisoners from the said present House of Correction to such other House of Correction, or to any other prison within their jurisdiction.

And it is also intended to authorise the North Metropolitan Railway Company, and the mayor, and commonalty, and citizens of the city of London, to enter into contracts and agreements in reference to the sale, purchase, and lease of lands, and the construction and carrying out of the said railways and works, and for the grant or loan by or to them of any moneys for the said purposes.

And it is also intended to empower the North Metropolitan Railway Company, the Great Western Railway Company, the London and North-Western Railway Company, and the Great Northern Railway Company, jointly, and any two or more of them jointly, and all of them separately, to purchase and hold lands in the city of London adjacent or near to the said intended railways for stations, and to erect thereon warehouses and other buildings, and to take and receive tolls, rates, rents, and charges for the use thereof, and to sell and demise the same lands, stations, warehouses, and buildings, or any of them, or any part thereof.

And it is also intended to empower the Great Western Railway Company to subscribe capital for, and to hold shares in the undertaking of the North Metropolitan Railway Company, and to nominate directors of such company, and to apply the capital or funds, or any part thereof, which they are or may be authorised to raise, to the purposes of the said undertaking, or of the railways, stations, warehouses, and works aforesaid.

And it is also intended to empower the North Metropolitan Railway Company, and the Great Western Railway Company, jointly or separately, to purchase or lease any of the land or property which the said mayor and commonalty, and citizens may purchase or have purchased, and to empower the said mayor and commonalty and citizens to make such sale or grant such lease.

And it is also intended to authorise the Great Western Railway Company to raise further sums of money by shares or by mortgage, either with or without a preference attached to such shares, as they may think fit, and to enable the North Metropolitan Railway Company, and the Great Western Railway Company, to enter into, and carry into effect, any contracts or arrangements which may be agreed upon between them, with reference to the construction, maintenance, use, or working of the intended railways and works, or any part thereof, and with reference to the management, regulation,

and interchange of traffic, and the collection, appropriation, apportionment, and distribution of the tolls, rates, duties, income, and profits arising from or in respect of the intended railways and works, or any part thereof, and to empower the said Companies respectively to apply any portion of their capital or income to the purposes of any such contract or arrangement.

And it is also intended to authorise the Great Northern Railway Company, the North London Railway Company, the London and North Western Railway Company, and the Eastern Counties Railway Company, or any of them, and the North Metropolitan Railway Company, to agree and enter into, and carry into effect contracts, agreements, and arrangements, with reference to the construction, maintenance, and use of the North Metropolitan Railway and the intended railways and stations and works, and the payments to be made in respect thereof; and to empower such companies respectively to raise for such purposes further capital, by the creation of new shares, either with or without a preference, and to apply thereto such further capital and any capital which they have raised or are or may be authorised to raise; and for that purpose also, so far as need be, to alter, amend, enlarge, and repeal the powers and provisions in the several Acts relating to the same companies.

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

And notice is hereby further given, that duplicate plans and sections, showing the line, or course, or situation, and levels, and alterations in line and levels of the said railways, stations, and works, and the lands and houses intended to be taken, and books of reference containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, a published map showing the course or direction of the railways, and a copy of this notice, as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, and with the Clerk of the Peace for the city of London, at his office at the Sessions House in the Old Bailey; and a copy of so much of the said plan, sections, and book of reference as relates to the parishes or extra-parochial places aforesaid, in or through which any works will be situate or made, with a copy of the said Gazette Notice, will on or before the said thirtieth day of November, be deposited with the parish clerk of each such parish at his residence, and in the case of an extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence.

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

And it is intended to alter, amend, enlarge or repeal the powers and provisions, or some of them, of the following Acts, or some of them (that is to say): "The North Metropolitan Railway Act, 1853;" the several Acts relating to or affecting the Great Western Railway Company (that is to say): local and personal Acts 5 and 6 Will. IV. cap. 107; 6 Will. IV. caps. 36, 38, 77, and 79; 1 Vic. caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic. cap. 27; 3 Vic. cap. 47; 3 and 4 Vic. cap. 105; 4 and 5 Vic. cap. 41; 5 Vic. session 2, cap. 28; 6 Vic. cap. 10; 7 Vic. cap. 3; 7 and 8 Vic. cap. 68; 8 and 9 Vic. caps. 40, 53, 155, 156, 184, 188, 190, 191; 9 Vic. cap. 14; 9 and 10 Vic. caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vic. caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Vic. caps.

28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Vic. caps. 6 and 7; 13 and 14 Vic. caps. 44, 98, and 110; 14 and 15 Vic. caps. 48 and 81; 15 and 16 Vic. caps. 125, 133, 140, 145, 147, 168; and 16 and 17 Vic. caps. 121, 153, 175, and 212; and the public Acts 22 Car. II. cap. 11; 26 Geo. III. cap. 55; and 9 and 10 Vic. cap. 57; and the local and personal Acts 5 Geo. IV. cap. 151; 11 Geo. IV. cap. 64; 10 and 11 Vic. cap. 280; 1 and 2 Vic. cap. 83; 3 and 4 Vic. cap. 112; 5 and 6 Vic. cap. 47; 8 and 9 Vic. cap. 17; 11 and 12 Vic. cap. 162; and 14 and 15 Vic. cap. 120; and the several Acts relating to the London and North Western Railway Company (that is to say): the Act of the 9th and 10th years of the reign of Her present Majesty, intituled "An Act to consolidate the London and Birmingham Grand Junction and Manchester and Birmingham Railway Companies," and the several other Acts relating to such Company, passed in the 8th and 9th, 9th and 10th, 10th and 11th, 11th and 12th, 12th and 13th, 13th and 14th, 14th and 15th, 15th and 16th, and 16th and 17th years of the reign of Her present Majesty; and the several Acts relating to the Great Northern Railway Company, intituled "The Great Northern Railway Act, 1846," and the several other Acts relating to such Company, passed in the 10th and 11th, 11th and 12th, 12th and 13th, 13th and 14th, 14th and 15th, and 16th and 17th years of the reign of Her present Majesty.

Dated this 1st day of November, 1853.

Burchell and Parson, 47, Parliament-street.

Caledonian and Edinburgh and Glasgow Railway Companies.

(Joint Working and Management of Undertakings and Traffic; Apportionment of Revenues; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in next session, for leave to bring in a Bill to provide for the joint, and better, and more economical working and management of the undertakings of the Caledonian Railway Company, and the Edinburgh and Glasgow Railway Company, or such portions of the said undertakings as shall be specified in the said Bill, and of the traffic thereon, and for that purpose to empower the said Companies, or the Directors thereof, respectively, from time to time, to appoint a joint committee of such Directors: and it is intended, by the said Bill, to vest in the said joint committee all, or certain of, the powers of the said respective Companies, with regard to the repair, maintenance, and use of the several lines of railway and canal, held by them in property or in lease, and the construction, completion, repair, maintenance, and use of such lines of railway as the said respective Companies are or may be authorised to execute, or so much of the said lines already constructed, or which may be constructed, as shall be specified in the said Bill, and of the stations and other works connected therewith, or in which the said Companies respectively are interested, the repair, renewal, increase, and use of the plant requisite for working the traffic thereon, the management and working of such traffic, and the fixing and levying of the tolls, rates, and charges, payable in respect thereof; and to confer upon the said joint committee powers to sue and be sued; to make and enforce bye-laws, orders, and regulations; to appoint, suspend, and remove officers and servants; and all other powers necessary or expedient for carrying into effect the objects of the said Bill: And it is further intended by the said Bill to make provision for charging the said respective Companies with the cost of the lines, stations, and other works to be constructed or completed as aforesaid, and generally with the whole

expenses to be disbursed or incurred by the said joint committee, and also for dividing between the said Companies the revenues of the said undertakings (so far as placed under the control of the said joint committee as aforesaid), in the several proportions, or according to the provisions, to be inserted in the said Bill: And it is further intended, by the said Bill, to enable the said Companies respectively to raise, by the creation of shares, ordinary or preferential, or by loan, such sums as may be required for the payment of their respective proportions of such cost and expenses, or part thereof, or to apply towards such payment funds which they are already authorised to raise: And it is further intended, by the said Bill, to vest in the said joint committee, at a time to be therein specified, some or all of the stations, workshops, engine-houses, and other appurtenances of the undertakings of the said Companies, and some or all of the engines, carriages, waggons, and other plant belonging to them; and to provide for the settlement, by arbitration or otherwise, of any differences that may arise in carrying the powers and provisions aforesaid into effect: And it is further intended, by the said Bill, to empower the said Companies, from time to time, to enter into agreements with each other in relation to the several matters before-mentioned, or any of them; and to sanction and confirm any such agreements which may have been entered into prior to the passing of the said Bill; And it is further intended by the said Bill to vary or extinguish all existing rights and privileges which may interfere with the objects aforesaid, or any of them, and to confer all rights and privileges which may be necessary or expedient for effecting the said objects. And for these and other purposes, it is intended by the said Bill to amend and, so far as necessary, to repeal the powers and provisions of the Acts aftermentioned, or some of them—that is to say, “The Caledonian Railway Act, 1845,” and the following Acts relating to the undertaking of the Caledonian Railway Company, or to the joint line of railway between Glasgow and Paisley, or to the stations at Bridge Street of Glasgow, at Paisley, and at Carlisle, belonging to them or in which they are interested, viz. (local and personal), 7 George IV., chapter 103; 7 and 8 George IV., chapter 88; 10 George IV., chapter 107; 11 George IV., chapters 62 and 125; 1 and 2 William IV., chapter 58; 4 William IV., chapter 41; 1 Victoria, chapters 100, 116, 117, and 118; 1 and 2 Victoria, chapter 60; 2 and 3 Victoria, chapter 58; 3 Victoria, chapter 53; 3 and 4 Victoria, chapters 107 and 123; 4 Victoria, chapters 5 and 11; 6 and 7 Victoria, chapter 49; 7 Victoria, chapter 37; 7 and 8 Victoria, chapters 87 and 98; 8 and 9 Victoria, chapters 31, 83, 160, and 192; 9 and 10 Victoria, chapters 142, 143, 188, 201, 206, 229, 249, 257, 314, 329, 334, 379, and 395; 10 Victoria, chapters 22, 23, and 24; 10 and 11 Victoria, chapters 82, 90, 95, 168, 169, 172, 183, and 237; 11 and 12 Victoria, chapters 73, 78, 121, and 148; 12 and 13 Victoria, chapters 67 and 90; 14 and 15 Victoria, chapters 99 and 134; and 16 and 17 Victoria, chapter 149; and also “The Edinburgh and Glasgow Railway Consolidation Act, 1852,” and the following Acts relating to the undertaking of the Edinburgh and Glasgow Railway Company, or to the stations at the North Bridge, Edinburgh, belonging to them, or in which they are interested, viz. (local and personal) 57 George III., chapter 56; 59 George III., chapter 29; 1 and 2 George IV., chapter 122; 4 George IV., chapter 18; 7 George IV., chapter 45; 4 and 5 Victoria, chapter 59; 6 and 7 Victoria, chapter 55; 7 and 8 Victoria, chapter 66; 8 and 9 Victoria, chapter 148; 9 and 10 Victoria, chapters 202 and 332; 10 and 11 Victoria, chapter 246; 11 and 12 Victoria, chapters 116, 127, and 160; 12

and 13 Victoria, chapters 39 and 86; and 16 and 17 Victoria, chapter 151.

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

Hope, Oliphant and Mackay,
Edinburgh.

Bannatynes and Kirkwood,
Glasgow.

Grahame, Weems and Grahame,
Westminster.

10th November, 1853.

Bradford, Wakefield, and Leeds Railway.

(To Incorporate a Company for making a Railway from the Leeds, Bradford, and Halifax Junction Railway, at Wortley, to Wakefield: Use of Leeds Central Railway Station and Stations at Wakefield, and Railways in connection therewith; and use of Leeds, Bradford, and Halifax Junction Railway: Arrangements with Great Northern, Lancashire and Yorkshire, and Leeds, Bradford, and Halifax Junction Railway Companies.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company with power to make and maintain a railway, with suitable stations, works, conveniences, and accommodations connected therewith, to commence by a double junction with the Leeds, Bradford, and Halifax Junction Railway, now in course of construction—that is to say, by one junction therewith in the township of Armley, in the parish of Leeds, in the West Riding of Yorkshire, at or near to, and on the south-west side of a messuage called Wortley Lodge, in the occupation of Mrs. Mary Titley; and by another junction with the said Leeds, Bradford, and Halifax Junction Railway, in the township of Wortley, in the parish of Leeds, at or near to, and on the south-east side of the said messuage, near the place where the Leeds, Bradford, and Halifax Junction Railway will cross by a bridge the public road at Copley-hill, and extending from the said points of junction to, and so as to terminate at and make a junction with the Lancashire and Yorkshire Railway in the township of Wakefield, in the said riding, at a point one hundred and fifty yards or thereabouts, west of the place where the said Lancashire and Yorkshire Railway crosses by a bridge over Kirkgate, in Wakefield aforesaid, which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, that is to say, Leeds, Rothwell, Batley, Woodkirk, West Ardsley, East Ardsley, Wakefield, Armley, Wortley, Beeston, Middleton, Morley, Thorpe, Lofthouse, Carlton, Lofthouse-with-Carlton, Stanley-cum-Wrenthorpe, and Alverthorpe-with-Thornes, all in the West Riding of the county of York.

And it is also proposed by the said intended Act to take powers for the purchase, by compulsion or otherwise, of lands and houses for the purposes of the said 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 or 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 or other places aforesaid, or some of them, as it may be necessary to stop up, divert, or alter, for the purposes of the said railway, stations, and works.

And notice is hereby further given, that it is proposed by the said Act to give to the Company to be thereby incorporated, and to all other Companies and persons lawfully using their railway, power to use the station at Leeds known as the Leeds Central Railway Station, or such portions thereof as may be necessary, together with the watering-places and water-sidings, platforms, booking and other offices, warehouses, buildings, and conveniences connected therewith, and to run and pass over with their own engines and carriages, or with the engines and carriages using or passing over their own line of railway, so much of the lines of the Lancashire and Yorkshire Railway Company, the London and North-Western Railway Company, the Great Northern Railway Company, and the Leeds Northern Railway Company, or any or either of them, as may be necessary for enabling the said intended Company, or such other companies or persons as aforesaid, to obtain access to and to use the Leeds Central Railway Station aforesaid, or any part thereof.

And it is also proposed by the said Act, to give to the Company to be thereby incorporated, and to all other companies and persons lawfully using the said intended railway, power to use the stations at Wakefield, belonging to the Lancashire and Yorkshire Railway Company, and Great Northern Railway Company, or one of them, together with the watering-places, and water-sidings, platforms, booking and other offices, warehouses, buildings, conveniences and accommodations of or belonging to the said Lancashire and Yorkshire Railway Company, and the Great Northern Railway Company, or either of them at Wakefield aforesaid, and also to run and pass over with their own engines and carriages so much of the lines of railway of the Lancashire and Yorkshire and Great Northern Railway Companies respectively as may be requisite for enabling the said intended Company, and such other companies and persons as aforesaid, to obtain access to and to use the stations at Wakefield aforesaid.

And power will also be taken by the said intended Act to enable the Company to be thereby incorporated, and any company or persons lawfully using their railway, to pass over and use with their own engines and carriages, all or any part of the railways now or hereafter belonging to the Leeds, Bradford, and Halifax Junction Railway Company, together with the stations, watering-places, water-sidings, platforms, booking and other offices, warehouses, buildings, conveniences, and accommodations of, or belonging to the said Leeds, Bradford, and Halifax Junction Railway Company; and also to enable the Leeds, Bradford, and Halifax Junction Railway Company, and any company or person lawfully using their railway, to pass over and use with their engines and carriages all or any part of the said intended railway, together with the stations, watering-places, water-sidings, platforms, booking and other offices, warehouses, buildings, and conveniences of or belonging to the said intended Company.

And the said intended Act will also make provision for fixing and determining, either by agreement or by arbitration, or otherwise, the amount of rate, toll, or charge, or other sum, either annual or in gross, which shall be paid by the said intended Company for the use by them of the before-mentioned stations, railways, works and conveniences, or any of them, and by the said Leeds, Bradford, and

Halifax Junction Railway Company, for the use of the said intended railway and works.

And also, if need be, to alter and limit the tolls, rates, and charges now authorised to be levied and demanded by the before-mentioned companies, or any of them, for the use of their said respective portions of railway, stations, works, and conveniences, or any of them.

And it is further proposed by the said intended Act to authorise the Company thereby to be incorporated, on the one part; and the Great Northern Railway Company, the Lancashire and Yorkshire Railway Company, and the Leeds, Bradford, and Halifax Junction Railway Company, or any 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, Lancashire and Yorkshire, and Leeds, Bradford, and Halifax Junction Railway Companies, or any or either of them, either concurrently with or in the stead of the company to be incorporated by the said intended Act, of the said intended railway, 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 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, Bradford, and Halifax Junction Railway Act, 1852," "The Leeds, Bradford, and Halifax Junction Railway Act, 1853," "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 notice is hereby also given, that maps, plans, and sections, showing the lines and levels of the said intended railway, and the lands and houses to be taken for the purposes thereof respectively, together with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the thirtieth day of November 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 intended railway, stations, and other works will be made, together with a copy of this notice, will be deposited with the parish clerk of such parish at his place of abode, and 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 intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the tenth day of November, 1853.

Barr and Nelson, Leeds.

Hudson and Darlington, Bradford.

Westmorland and Taylor, Wakefield.

London and North Western Railway.

(Crewe to Shrewsbury.)

(Extension of Line and Alteration of Levels; Use of Shrewsbury and Hereford Railway; Joint Station at Shrewsbury; 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 London and North Western Railway Company to make and maintain a railway, with all proper stations, works, and conveniences connected therewith, in extension of the railway from Crewe to Shrewsbury, by "The London and North Western (Crewe and Shrewsbury Extension, &c.) Act, 1853," authorised to be made, such extension to commence at the terminus of such branch railway, in the parish of Holy Cross and St. Giles in Shrewsbury, and passing thence from, in, through, or into the several parishes, townships, extra-parochial, or other places, of St. Mary Shrewsbury, St. Julian Shrewsbury, Coleham, Abbey Foregate Shrewsbury, Holy Cross and St. Giles Shrewsbury, Stone Ward without Shrewsbury, borough of Shrewsbury, liberties of Shrewsbury, hundred of Shrewsbury, forming a junction with the Shrewsbury and Hereford Railway in the parish of St. Julian Shrewsbury, near to the engine-shed recently erected on the Shrewsbury and Hereford Railway, and terminating on the eastern side of the last-mentioned railway in a field belonging to the Reverend Edward Price Owen, and occupied by Edward Parker, in the parish of St. Julian Shrewsbury, all in the county of Salop; together with a spur or connecting line between the said intended railway and the railway belonging jointly to the Shrewsbury and Birmingham Railway Company and the Shropshire Union Railways and Canal Company, the whole of which spur or connecting line will be situate in the Abbey Foregate

in the said parish of Holy Cross and Saint Giles Shrewsbury.

And power will be taken by the said intended Act to enable the London and North Western Railway Company to alter the levels of so much of the said branch railway from Crewe to Shrewsbury as lies between the property numbered 21 on the plans referred to in the said Act authorising the construction of the said branch railway in the parish of St. Julian Shrewsbury, and the said terminus of the said branch railway in the parish of Holy Cross and St. Giles in Shrewsbury aforesaid, which portion of railway, the levels whereof are so proposed to be altered, will pass in, through, and into the several parishes, townships, and extra-parochial places of Dytherington, St. Julian Shrewsbury, St. Mary Shrewsbury, Castle Foregate Shrewsbury, Holy Cross and St. Giles Shrewsbury, Abbey Foregate Shrewsbury, and St. Michael Shrewsbury, or some of them.

And it is proposed by the said intended Act to stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, parish roads, footways, streets, and other highways, rivers, streams, brooks, sewers, pipes, canals, reservoirs, navigations, waters, and watercourses, bridges, railways, or tramroads within or adjoining the parishes, townships, extra-parochial and other places aforesaid, or some of them, which it may be necessary to stop up, alter, or divert for the several purposes aforesaid, or some of them.

And it is proposed by the said intended Act to authorise the London and North Western Railway Company, the Shrewsbury and Hereford Railway Company, and the Severn Valley Railway Company, or any two of them, to enter into contracts or agreements for the joint construction, maintenance, and use of a station, with suitable approaches, works, and conveniences, in the townships and parishes of St. Julian Shrewsbury, Coleham, the Abbey Foregate Shrewsbury, and Holy Cross and Saint Giles Shrewsbury, or some of them.

And it is also intended by the said Act to enable the London and North Western Railway Company and the Shrewsbury and Hereford Railway Company to enter into contracts and arrangements for facilitating the transmission of traffic and the passage of engines and carriages of the London and North Western Railway Company over and upon any portion of the said Shrewsbury and Hereford Railway upon payment of such tolls, rates, and charges, or such sum or sums of money, either annually or in gross, and in such manner and upon such terms and conditions as shall be agreed upon between the said companies, or as shall be prescribed or provided for by the said intended Act.

And notice is hereby further given, that it is intended by the said Act to enable the London and North Western Railway Company to purchase lands and buildings by compulsion or agreement for the purposes of the said intended railway and works, or any of them, and to vary or extinguish all existing rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid, and also to levy tolls, rates, and duties upon or in respect of the said railways and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is also proposed, in and by the said Act, to authorise the London and North Western Railway Company to apply their corporate funds to all or any of the purposes aforesaid, and to raise a further sum of money, either by shares or by mortgage, or by both such means.

And it is also intended by the said Act to alter, amend, extend, enlarge, or to repeal, all or some of

the powers and provisions of the several Acts of Parliament following, or some of them, relating to the London and North Western Railway Company (that is to say): an Act passed in the session of Parliament held in the 9th and 10th years of the reign of Her present Majesty, intituled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and the several other Acts distinguished in the Queen's Printers' copies of the local and personal Acts, as 8th and 9th Vic. chapters 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9th Vic. chapter 67; 9th and 10th Vic. chapters 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 Vic. chapters 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11th and 12th Vic. chapters 58, 60, and 130; 12th and 13th Vic. chapter 74; 13th and 14th Vic. chapter 36; 14th Vic. chapter 28; 14th and 15th Vic. chapter 94; 15th Vic. chapters 98 and 105; and 16th and 17th Vic. chapters 97, 110, 157, 160, 161, 205, 216, and 222.

And also the several Acts following relating to the Shrewsbury and Hereford Railway Company (that is to say): local and personal Acts 9th and 10th Vic. chapter 325; 13th and 14th Vic. chapter 26; and 15th and 16th Vic. chapter 168.

And also "The Severn Valley Railway Act, 1853."

And notice is hereby given, that a published map and plans, and sections, describing the line and levels of the said railways, and of the portion of railway the levels of which are proposed to be altered, and of the lands to be taken for the purposes of the said Act, together with a book of reference to such plans, and also a copy of this notice, as published in the London Gazette, will be deposited on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, in the said county of Salop; and on or before the said thirtieth day of November a copy of so much of the plans and sections as relates to each parish or extra-parochial place in or through which the said railways and works are intended to be made, or in which the said lands are situate, together with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish at his usual place of abode, and as regards each extra-parochial place with the parish clerk of some immediately adjoining parish at his usual place of abode.

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

Dated this 4th day of November, 1853.

S. Carter,
Swift and Wags' aff. } Solicitors,
32, Great George Street, Westminster.

London and North-Western Railway.
(Shrewsbury and Newtown)—Railway from Shrewsbury to Newtown, with Branches to Oswestry and Minsterley—Arrangements for use of Shrewsbury and Hereford Railway—Use of Joint Stations and Lines connected therewith at Shrewsbury and Newtown—and Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to alter, amend, extend, enlarge, or to repeal all or some of the powers and provisions of the several Acts of Parliament or some of them following relating to the London and North

Western Railway Company (that is to say): an Act passed in the session of Parliament held in the 9th and 10th years of the reign of Her present Majesty, intituled "An Act to Consolidate the London and Birmingham Grand Junction, and Manchester and Birmingham Railway Companies," and the several other Acts distinguished in the Queen's Printers' copies of the local and personal Acts as 8th and 9th Vic., chapters 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9th Vic. chapter 67; 9th and 10th Vic. chapters 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 Vic. chapters 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11th and 12th Vic. chapters 58, 60, and 130; 12 and 13th Vic. chapter 74; 13th and 14th Vic. chapter 36; 14th Vic. chapter 28; 14th and 15th Vic. chapter 94; 15th Vic. chapters 98 and 105; and 16th and 17th Vic. chapters 97, 110, 157, 160, 161, 205, 216, and 222.

And it is proposed by the said intended Act to authorize the London and North Western Railway Company to make and maintain the railways following, with all proper works and conveniences connected therewith respectively (that is to say):

A railway, commencing by a junction with the intended Llanidloes and Newtown Railway, near to the New Parish Church in the parish of Newtown, in the county of Montgomery, and passing thence, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say): Newtown, Newtown Southern Division, Newtown Lower Division, Newtown Upper Division, Newtown Upper and Lower Division, Dyffryn Llanfair, Dyffryn Llanfair, Llanfair Dyffryn, Llanllwchaïrn, Llanllwchaïrn, Henddley, Aberbechan, Gwestydd, Gwested, Kilcoven, Pentyglodden, Penygloddfa, Llandyssil, Llandysil, Rhandir, Randiar, Bryntalec, Bryntalec, Brintalk, Bronywood, Brynywood, Bolbro', Balboro, Balbro, Llanmerewig, Bettws, Bettws Cedewen, Bettws Kedewen, Garthgellin, Llanithen, Llanithcon, Dolforwyn, Ucheldre, Berriew, Allt, Upper and Lower Allt, Brithdir, Keel, Frydd, Garthmill, Trustewellin, Trustewelin, Trwstywelin, Trwestewelyn, Trustan Llewellyn, Llandinir, Llandrinir, Llandrinir, Vaynor, Vaenor Issa, Vaynor Issa, Vaenor Ucha, Vaynor Ucha, Llivior, Lliŵr, Penrhyn, Keelcochwyn, Bryncaemisir, Brincamisir, Bryn Cwmisir, Cwmishir, Montgomery, Forden, Edderton, Thornebury, Woodluston, Woodlaston, Wood, Woodlands, Wropton, Munnlyn, Munlin, Thornbury, Hem, Killewydd, Keelcewydd, Ackley, Lletygynfach, Lletygwnvor, Lletygwnvyr, Lletygwnfor, Worthen, Worthin, Rhosgoch, Leighton, Trelystan, Wolston Mynd, Wolston Myend, Wolston Mine, Welshpool, Pool, Pool Lower Division, Pool Middle Division, Pool Upper Division, Welsh Town, Pool Town, Gyngrog, Gungrog, Gungrog Fawr, Trallwmgollen, Stredalfedan, Stredalfeden, Dysserth, Tyddyn Prydd, Trefnant Fechan, Gaer, Caer, Llanerchydol, Llanerchwdol Cyffronydd, Coffronydd, Cyffronydd, Upper Division of Welshpool, Lower Division of Welshpool, Middle Division of Welshpool, Castlecaerinion, Castlecaerinion, Castlecaerinion, Trehelig, Cletterwood, Buttington, Hope, Trewern, Middletown, Guilsfield, Burgedin, Trelydan, Gungrog Fawr, Gungrogfechan, Hendrehen, Trowscoed, Llan, Hendrehen Llan and Trowscoed, Trefred, Tiry-mynech, Tirymynech, Garth, Llanerchrochwell, Broniarth, Broniarth Upper, Broniarth Lower, Rhetescyn, Rheteskin, Tyddyn, Varchoel, Burgedin, Alberbury, Heldre, Ucheldre, Ulcheldre, Uppington, Balthy, Bulthey, Middletown, and Trefnant, all in the county of Montgomery; Alberbury, Heldre, Uppington, Winnington, Trefnant, Bul-

they, Bulthy, Woolaston, Wollaston, Great Woolaston, Wattlesborough, Alberbury, Amaston, Ambaston, Rowton and Amaston, Cardiston, Cardeston, Westbury, Marsh, Wigmore, Marsh and Wigmore, Vennington, Hargreave, Hargrave, Stretton, Stoney Stretton, Yockleton, Stretton Heath, Pontesbury, Edge, Newnham, Nox, Cruckton, Cruckmeole, Sascott, Asterley, Newnham and Sascott, Arscott, Cruckmeole and Arscott, Hinton, Halston, Farley, Lea, Polmere, Little Hanwood, Oakes, Onslow, Ford, Fords Heath, Hanwood, Great Hanwood, Saint Chad Shrewsbury, Woodcote, Horton, Woodcote and Horton, Crowmeole, Monkmeole, Goosehill, Monkmeole and Goosehill Meole, Meole Brace, Brace Meole, Pulley, Nobold, Newton, Edgebold, Newton and Edgebold, Sutton, Saint Julian Shrewsbury, Coleham, Shrewsbury, The Abbey Foregate Shrewsbury, Holy Cross and Saint Giles Shrewsbury, all in the county of Salop; and terminating on the eastern side of the Shrewsbury and Hereford Railway, in a field belonging to the Reverend Edward Price Owen, and occupied by Edward Parker, in the parish of Saint Julian Shrewsbury, and also forming a junction with the Shrewsbury and Hereford Railway, at or near the first mile-post from the Shrewsbury terminus of that railway, in the said parish of Saint Julian Shrewsbury, all in the county of Salop.

And also a railway, with all proper works and conveniences connected therewith, commencing by a double junction with the said intended railway, one of such junctions being about a quarter of a mile to the south of the Cefn farmhouse belonging to William Rubbathan, Esquire, in the occupation of David Evans, in the parish of Buttington, in the county of Montgomery, and the other of such junctions being about one furlong to the north-east of the said farm-house, in the same parish, and passing thence, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them; that is to say: Buttington, Cletterwood, Hope, Trewern, Middletown, Guilsfield, Burgedin, Trelydan, Gungrog Fawr, Gungrog Fechan, Hendrehen, Trowscoed, Trawscoed, Llan, Hendrehan Llan and Trowscoed, Trefredred, Tirymynech, Tierymynech, Garth, Llanerchrochwell, Broniarth, Broniarth Upper, Broniarth Lower, Rhetyscyn, Rheteskin, Tyddyn, Varchoel, Alberbury, Heldre, Uppington, Criggion, Cruggion, Bicton Alberbury, Llandrinio, Llanerchkeela, Penthryn Vechan, Penthryn Fechan, Trederwen, Trederwan, Deythur, Dythur, Penthryn Fawr, Llandysilio, Domgay, Dongay, Domgae, Haughton, Rhysnant, Rhusant, Rhusnant, Carreghova, Rhantregynwen, Bryn Mawr, Gwernfelle and Llanymynech, all in the county of Montgomery; Llanymynech, Llanymynach, Llwyntidman, Carreghova, Trepenal, Trepenal, Llanyblodwell, Brynn, Bryn, Tanatt, Abertanatt, Llynclys, Blodwell, Knockin, Woolston, Osbaston, Oswestry, Crickheath, Moreton, Morton, Maesbury, Sweeney, Weston Cotton, Llanforda, town and liberties of Oswestry, Middleton, Trefonnen, Trefonen, Llan-saintfraid-yn-Mechain, Treferclawdd, Treyclawdd, Cynynion, Caenynion, Pentrygaer, Pentregær, Tancoed-y-gaer, Treflach, Aston, Hisland, Wootton, all in the county of Salop; and terminating by a junction with the Oswestry Branch of the Shrewsbury and Chester Railway, at or near the terminus of such branch near the station in the town of Oswestry, in the parish of Oswestry, in the county of Salop.

And also a branch railway, with all proper works and conveniences connected therewith, commencing by a junction with the said first-mentioned intended railway, at or near Little Woollaston Farm, belonging to Henry Lyster, Esquire, in the occupation of Richard Kempster, in the parish of Alberbury, in the county of Salop, 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: Alberbury, Rowton and Amaston, Hayford, Westbury, Stretton, Stoney Stretton, Cause, Forest, Lake, Marsh, Newton, Vennington, Wallop, Whitton, Wigmore, Winsley, Hem, Yockleton, Cardiston, Wattlesborough, Upper Newton, Lower Newton, Wigley, Asterley, Farley, Fairley, Farley and Boycot, Boycot, Upper Lake, Lower Lake, Pontesbury, Halston, Hinton, Lea, Newnham, Nox, Pontesford, Edge, Mulhurst, Mealhurst, Westley, Minsterley, and Minsterley in Westbury, all in the county of Salop; and terminating at or near the turnpike-road leading from Shrewsbury to Minsterley, at or near the Angel Inn in Minsterley, in the parish of Westbury, in the county of Salop.

And it is intended by the said Act, to take power to stop up, alter, or divert, whether temporarily or permanently, all such turnpike-roads, parish roads, footways, streets, and other highways, rivers, streams, brooks, sewers, pipes, canals, reservoirs, navigations, waters and water-courses, bridges, railways or tramroads within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them; which it may be necessary to stop up, alter, or divert by reason of the construction of the said intended railways and works, or any of them.

And Notice is hereby further given, that it is intended by the said Act to enable the London and North Western Railway Company to purchase lands and buildings, by compulsion or agreement, for the purposes of the said intended railways and works, or any of them, and to vary or extinguish all existing rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, and duties upon or in respect of the said railways and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is also proposed in and by the said Act to authorise the London and North Western Railway Company to apply their corporate funds to all or any of the purposes aforesaid, and to raise a further sum of money either by shares or by mortgage, or by both such means:

And it is also intended by the said Act to enable the London and North Western Railway Company and the Shrewsbury and Hereford Railway Company to enter into contracts and arrangements for facilitating the transmission of traffic and the passage of engines and carriages of the London and North Western Railway Company over and upon any portion of the said Shrewsbury and Hereford Railway, upon payment of such tolls, rates, and charges, or such sum or sums of money, either annually or in gross, and in such manner and upon such terms and conditions, as shall be agreed upon between the said Companies, or as shall be prescribed or provided for by the said intended Act; and, if need be, to alter the tolls, rates, and charges now payable to the Shrewsbury and Hereford Railway Company:

And it is also intended by the said Act to enable the London and North Western Railway Company, the Shrewsbury and Hereford Railway Company, and the Severn Valley Railway Company, or any two of them, to enter into contracts, agreements, and arrangements, for the joint construction and use of a station, with suitable approaches, works, and conveniences, in the townships and parishes of Saint Julian Shrewsbury, Coleham, The Abbey Foregate Shrewsbury, and Holy Cross and Saint Giles Shrewsbury, or some of them:

And it is also proposed by the said intended Act to enable the London and North Western Railway Company and the Llanidloes and Newtown Railway Company to enter into contracts, agreements, and arrangements for the joint construction and use of the station, with suitable approaches, works, and conveniences at or near the commencement of the said first-mentioned intended railway in the parish of Newtown; and, so far as may be necessary for such purpose, to alter, amend, extend, or enlarge the provisions of "The Llanidloes and Newtown Railway Act, 1853:"

And it is also intended by the said Act to enable the London and North Western Railway Company and the several Companies interested in the station at Shrewsbury, belonging jointly to the Shrewsbury and Birmingham, Shrewsbury and Chester, and Shrewsbury and Hereford Railway Companies, and the Shropshire Union Railways and Canal Company, or some of them, to make agreements for the admission of the London and North Western Railway Company as co-partners in the said station, and for and concerning the use by the London and North Western Railway Company jointly with such other Companies of such station, and the watering-places, sidings, platforms, booking-offices, warehouses, and other buildings and conveniences connected therewith, or such portions thereof as may be necessary; and also to enable the London and North Western Railway Company, and the several and respective Companies aforesaid, to enter into agreements for and concerning the use of, and passage over, with engines, carriages, and waggons of the London and North Western Railway Company, such portions of the lines of railway belonging to the said Shrewsbury and Birmingham, Shrewsbury and Chester, and Shrewsbury and Hereford Railway Companies, and the Shropshire Union Railways and Canal Company respectively, or any or either of them, as may be necessary for the use by the London and North Western Railway Company of such station, or any part thereof, and for and concerning the sums in gross, or by annual payments, or the rates, tolls, or other charges which shall be paid by the London and North Western Railway Company to all or any of such other Companies for or in respect of all or any of the matters aforesaid; and also, if need be, to alter the tolls, rates, and charges now authorised to be levied and demanded by the before-mentioned Companies, or any of them, for the use of the said portions of railways, stations, works, and conveniences, or any of them:

And for carrying into effect all or any of the above objects, and so far as may be necessary for such purposes, but not further or otherwise, it is intended by the said Act to alter, extend, amend, and enlarge, and, if need be, to repeal, all or some of the powers and provisions of the several Acts following relating to the Shrewsbury and Birmingham Railway Company, or some of them (that is to say): local and personal Acts 9th and 10th Vic., chapters 307 and 308; 10th and 11th Vic., chapter 80; 11th and 12th Vic., chapter 133; 12th and 13th Vic., chapter 85; and 15th and 16th Vic., chapter 165:

And also of the several Acts following relating to the Shrewsbury and Chester Railway Company (that is to say): local and personal Acts 7th and 8th Vic., chapter 99; 8th and 9th Vic., chapters 42 and 115; 9th and 10th Vic., chapters 250, 251, 274, and 275; 10th and 11th Vic., chapter 144; 12th and 13th Vic., chapter 55; 14th and 15th Vic., chapter 131; and 15th and 15th Vic., chapter 146:

And also of the several Acts following relating to the Shrewsbury and Hereford Railway Company (that is to say), local and personal Acts 9th and

10th Vic., chapter 325; 13th and 14th Vic., chapter 26; and 15th and 16th Vic., chapter 168:

And also of the several Acts following relating to the Shropshire Union Railways and Canal Company (that is to say): local and personal Acts 9th and 10th Vic., chapters 304, 322, 323, and 324; and 10th and 11th Vic., chapter 236:

And also of "The Severn Valley Railway Act, 1853:"

And Notice is hereby further given, that on or before the thirtieth day of November in the present year, duplicate plans and sections of the said railways and works, together with a book of reference thereto, and also a published map with the lines of railway delineated thereon, and a copy of this Notice as published in the *London Gazette*, will be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, in the said county of Salop, and with the Clerk of the Peace for the county of Montgomery, at his office at Welshpool, in the said county of Montgomery; and on or before the said thirtieth day of November a copy of so much of the plans and sections as relates to each parish or extra-parochial place in or through which the said railways and works are intended to be made, together with a book of reference thereto, and a copy of this notice, as published in the *London Gazette*, will be deposited as follows (that is to say): in the case of parishes, with the parish clerk of each such parish, at his usual place of abode; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining to each such extra-parochial place, at his usual place of abode:

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

Dated this 4th day of November, 1853.

S. Carter, } Solicitors,
Swift, and Wagstaff, } Westminster.

London and North Western and North Staffordshire Railway Companies.

(Traffic Arrangements.)

IT is intended to apply to Parliament in the next session for a Bill making provision, or enabling the London and North Western and North Staffordshire Railway Companies to enter into contracts for the more speedy and convenient interchange of the traffic (whether of passengers, animals, minerals, or goods) common to the undertakings of both Companies; and for the conveyance and accommodation of such traffic along the railways, navigations, and canals, and at the stations and wharves of the other Company; and also for the collection and apportionment of the tolls, rates, and charges arising out of such conveyance and accommodation as aforesaid.

It is intended by the Bill to enable the London and North Western Railway Company to maintain and work the undertaking of the North Staffordshire Railway Company upon conditions to be specified in the Bill, or to be agreed on by the Companies, and to confirm any existing traffic arrangements between the Companies, and to enable the Companies to enter from time to time into contracts touching any of the matters aforesaid.

It is also 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 an Act passed in the session of Parliament held in the ninth and tenth years of the reign of Her present Majesty, intituled "An Act to consolidate the

London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies;" and also of the following Acts (local and personal) and of any other Acts relating to the London and North Western Railway Company, namely, 8 and 9 Vic. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic. cap. 67; 9 and 10 Vic. 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; 10 and 11 Vic. caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic. caps. 58, 60, and 130; 12 and 13 Vic. cap. 74; 13 and 14 Vic. cap. 36; 14 Vic. cap. 28; 14 and 15 Vic. cap. 94; 15 Vic. caps. 98 and 105; and 16 and 17 Vic. caps. 97, 110, 157, 160, 161, 205, 216, and 222; and also of the following Acts, and of any other Acts relating to the North Staffordshire Railway Company, namely, 1 Will. 4, cap. 55; 9 and 10 Vic. cap. 85; 10 and 11 Vic. cap. 108; 11 and 12 Vic. caps. 66 and 83; and 13 and 14 Vic. cap. 55.

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.

Burchell and Parson,
S. Carter,
Swift and Wagstaff, } Westminster.

London and North Western Railway (Crewe to Shrewsbury) No. 2.—Alteration of Line—Arrangements for use of Shrewsbury and Chester, and Shrewsbury and Hereford Railways—Use of Joint Stations and Lines connected therewith at Shrewsbury—and Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to alter, amend, extend, enlarge, or to repeal all or some of the powers and provisions of the several Acts of Parliament or some of them following, relating to the London and North Western Railway Company (that is to say): an Act passed in the session of Parliament held in the 9th and 10th years of the reign of Her present Majesty, intituled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and the several other Acts distinguished in the Queen's Printers' copies of the local and personal Acts as 8th and 9th Vic., chapters 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9th Vic., chapter 67; 9th and 10th Vic., chapters 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 Vic., chapters 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11th and 12th Vic., chapters 58, 60, and 130; 12th and 13th Vic., chapter 74; 13th and 14th Vic., chapter 36; 14th Vic., chapter 28; 14th and 15th Vic., chapter 94; 15th Vic., chapters 98 and 105; and 16th and 17th Vic., chapters 97, 110, 157, 160, 161, 205, 216, and 222:

And it is proposed by the said intended Act to enable the London and North-Western Railway Company to abandon and relinquish the construction of so much of the railway by "The London and North-Western (Crewe and Shrewsbury Extension, &c., Act, 1853)," authorised to be made, as extends from the property numbered on the plans referred to in the said Act 11, in the parish of Broughton, to the terminus thereof, in the parish of Holy Cross and Saint Giles in Shrewsbury, in the county of Salop:

And it is proposed by the said intended Act to authorise the London and North-Western Railway Company to make and maintain a railway in

substitution for the portion of railway so proposed to be abandoned, with all proper stations, works, and conveniences connected therewith, to commence in the said property numbered 11, in the parish of Broughton, thence to pass in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Broughton, Yorton, Middle, Balderton, Newton, Newton-on-the-Hill, Harmer, Armour Hill, Hadnall, Haston, Hardwick, Shotton, Smethcott, Alderton, Pim-Hill, Preston Gobbalds, Preston Gubbals, Bomer, Saint Mary Shrewsbury, Merrington, Albrighton, Leaton, Leaton Heath, Woollascott, Woolascote, Clive, Grinshill, Sansaw, Fitz, and Bomar Heath, and terminating by a junction with the Shrewsbury and Chester Railway about a half a mile to the south of the Leaton station of such railway, in the parish of Saint Mary, Shrewsbury, in the county of Salop:

And it is also proposed by the said intended Act to enable the London and North-Western and Shrewsbury and Chester Railway Companies to enter into and carry into effect agreements with reference to the use by the London and North-Western Railway Company of, and the passage of their engines and carriages over, the portion of the Shrewsbury and Chester Railway which lies between the junction of the intended railway therewith and the terminus thereof at Shrewsbury, upon such terms and conditions as shall be agreed upon between the said Companies, or as shall be prescribed or provided for by the said intended Act.

And it is also intended by the said Act to enable the London and North-Western Railway Company, and the several Companies interested in the station at Shrewsbury, belonging jointly to the Shrewsbury and Birmingham, Shrewsbury and Chester, and Shrewsbury and Hereford Railway Companies, and the Shropshire Union Railways and Canal Company, or some of them, to make agreements for the admission of the London and North-Western Railway Company as co-partners in the said station, and for and concerning the use by the London and North Western Railway Company jointly with such other Companies of such station, together with the watering-places, sidings, platforms, booking-offices, warehouses, and other buildings and conveniences connected therewith, or such portions thereof as may be necessary; and also to enable the London and North-Western Railway Company, and the several and respective Companies aforesaid, to enter into agreements for and concerning the use of and passage over with engines, carriages and waggons of the London and North Western Railway Company such portions of the lines of railway belonging to the said Shrewsbury and Birmingham, Shrewsbury and Chester, and Shrewsbury and Hereford Railway Companies, and the Shropshire Union Railways and Canal Company respectively, or any or either of them as may be necessary for the use by the London and North-Western Railway Company of such station, or any part thereof, and for and concerning the sums in gross or by annual payments, or the rates, tolls, or other charges which shall be paid by the London and North Western Railway Company to all or any of such other Companies for or in respect of all or any of the matters aforesaid:

And it is also intended by the said Act to enable the London and North Western Railway Company and the Shrewsbury and Hereford Railway Company to enter into contracts and arrangements for facilitating the transmission of traffic and the passage of engines and carriages of the London and North Western Railway Company over and upon any portion of the said Shrewsbury and Hereford Railway upon payment of such tolls, rates, and charges, or such sum or sums of money either annually or in gross, and in such manner, and upon

such terms and conditions, as shall be agreed upon between the said Companies, or as shall be prescribed or provided for by the said intended Act.

And it is also intended by the said Act to enable the London and North Western Railway Company, the Shrewsbury and Hereford Railway Company, and the Severn Valley Railway Company, or any two of them, to enter into contracts, agreements, and arrangements for the joint construction, maintenance, and use of a station, with suitable approaches, works, and conveniences, in the townships and parishes of Saint Julian Shrewsbury, Coleham, The Abbey Foregate Shrewsbury, and Holy Cross and Saint Giles Shrewsbury, or some of them.

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

And it is also intended to take power to stop up, alter, or divert, temporarily or permanently, all turnpike or other roads and highways, tramways, aqueducts, canals, reservoirs, rivers, streams, brooks, pipes, waters, and waterworks within the aforesaid parishes, townships, and places which it may be necessary to stop up, alter, or divert by reason of the construction of the said intended railway and works, or any of them, and to vary or extinguish all existing rights or privileges in any manner connected with the lands and buildings proposed to be purchased or taken for the purposes aforesaid, or which would in any manner impede or interfere with any of the objects aforesaid, and to confer other rights and privileges, and to enable the London and North Western Railway Company to apply their corporate funds to all or any of the purposes aforesaid, and to raise a further sum of money, either by shares or by mortgage, or by both such means.

And it is proposed by the said intended Act, if need be, to alter the tolls, rates, and charges now authorised to be levied and demanded by the before-mentioned Companies, or any of them, for the use of the said portions of railways, station, works, and conveniences, or any of them, and for carrying into effect all or any of the above objects; and, so far as may be necessary for such purposes, but not further or otherwise, it is intended by the said Act to alter, extend, amend, and enlarge and if need be to repeal, all or any of the powers and provisions of the several Acts following, relating to the Shrewsbury and Birmingham Railway Company, or some of them; that is to say: local and personal Acts 9th and 10th Vic., chapters 307 and 308; 10th and 11th Vic., chapter 80; 11th and 12th Vic., chapter 133; 12th and 13th Vic., chapter 85; and 15th and 16th Vic., chapter 165.

And also of the several Acts following, relating to the Shrewsbury and Chester Railway Company; that is to say: local and personal Acts, 7th and 8th Vic., chapter 99; 8th and 9th Vic., chapters 42 and 115; 9th and 10th Vic., chapters 250, 251, 274, and 275; 10th and 11th Vic., chapter 144; 12th and 13th Vic., chapter 55; 14th and 15th Vic., chapter 131; and 15th and 16th Vic., chapter 146.

And also of the several Acts following relating to the Shrewsbury and Hereford Railway Company; that is to say: local and personal Acts, 9th and 10th Vic., chapter 325; 13th and 14th Vic., chapter 26; and 15th and 16th Vic., chapter 168.

And also of the several Acts following, relating to the Shropshire Union Railways and Canal Company; that is to say: local and personal Acts 9th and 10th Vic., chapters 304, 322, 323, and 324; and 10th and 11th Vic., chapter 236.

And also of "The Severn Valley Railway Act, 1853."

And Notice is hereby further given, that a published map and plans and sections describing the line and levels of the said Railway, and of the lands to be taken for the purposes of the said Act, together with a book of reference to such plans, and a copy of this notice as published in the *London Gazette*, will be deposited on or before the thirtieth day of November, one thousand eight hundred and fifty-three, with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury; and that copies of so much of the said several plans, sections, and books of reference, respectively, as relate to the several parishes and extra-parochial places in or through which the said intended railway is proposed to be made, or in which the said lands are situate, together with a copy of this notice as published in the *London Gazette*, will be deposited on or before the said thirtieth day of November, as follows; that is to say: in the case of parishes, with the clerks of such parishes respectively, at their respective places of abode; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place.

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

Dated the 8th day of November, 1853.

S. Carter,
Swift and Wagstaff, } Solicitors,
32, Great George Street, Westminster.

The Montgomeryshire and Rea Valley Railways—Incorporation of Company or Companies; Construction of Railways from the Towns of Shrewsbury and Oswestry, both in the County of Salop, to the Town of Newtown, in the County of Montgomery; Power to Shrewsbury and Birmingham and Shrewsbury and Chester Railway Companies to Contribute; Working Arrangements with other Companies.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act or Acts to incorporate a Company or Companies, with powers to construct and maintain the several railways following, or one of them, with all proper works, approaches, stations, and conveniences connected therewith respectively (that is to say):

First. A railway, commencing by a junction with the Crickeath or Oswestry Branch of the Shrewsbury and Chester Railway, at or near the present terminus of the said branch, at or near the town of Oswestry, in the parish of Oswestry, in the county of Salop, and terminating in a certain field situate in the parish of Newtown, in the county of Montgomery, marked No. 78 on the parliamentary plan of the Llanidloes and Newtown Railway, and the property of Thomas Drew, Esquire, and there forming a junction with the said Llanidloes and Newtown Railway, and which said railway will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, (that is to say): the township of Oswestry, the town of Oswestry, the liberties of Oswestry, Weston Cotton, Weston, Sweeney, Maesbury, Morton, Crickeath, Llyncllys, Llanymynech, Llanyblodwel, Treprenal, Llwyntidman, all in the county of Salop; Llandisilio, Rhandregynwen, Rhysnant, Domgay, Llandrinio, Penthryn Vechan, Penthryn Vawr, Trederwen-fibion-Gwnwas, Guilsfield, Burgedin, Tyrymynech, Rhyteskin, Gungrog-fechan, Gungrog-fawr, Welshtown, Buttington, Trewern, Trelystan, Leighton, Hope, Cletterwood, Welshpool, Welshpool Upper Division,

Welshpool Middle Division, Welshpool Lower Division, Worthen, Rhosgoch, Trallwngollen, Tydynprydd, Dysserth, Stredalfedan, Castlecaerinion, Trehelig, Berriew, Brithdir, Lower-Allt, Upper-Allt, Vaynor-Issa, Garthmill, Trwstewelyn, Munlin, Hem, Woodluston, Edderton, Ackley, Forden, Wropton, Llettygynwyr, otherwise Lettygynfarch, Thornbury, Kilkewydd, Montgomery, Bettws, Dolrorwyn, Llandyssil, Bryntaleh, Bronywood, Rhandir, Balbro, otherwise Bolbro, Llanmerewic, Llanllwchaiarn, Gwestydd, Newtown, and Dyffryn Llanvair, all in the county of Montgomery :

Secondly. A railway, diverging from and out of the Shrewsbury and Hereford Railway, at or near a certain field, marked No. 18 on the parliamentary plan of the said Shrewsbury and Hereford Railway, in the parish of Sutton, in the county of Salop, the property of the Right Honourable Richard Noel Lord Berwick, and terminating at the said projected and first described railway, at or near a certain field called "The Flôs," in the parish of Montgomery, in the county of Montgomery, the property of the bailiffs and burgesses of Montgomery, and which said secondly-described railway will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them (that is to say) : Sutton, Saint Julian, Meole Brace, otherwise Brace Meole, Pulley Meole, Nobold, Newton and Edgbold, Saint Chad, Welbatch, Whitley, Great Hanwood, Hanwood, Ford, Pontesbury, Cruick Meole, Lea and Sibberscott, Plenley, Pontesford, Boycot, Pontesbury, Farley, Mealhurst, Asterley, Hinton, Westbury, Hogsto, Minsterly, Worthen, Aston Rogers, Aston Pigott, Worthen, Brockton, Bin-Weston, Leigh, Chirbury, Winsbury, Dudston, Chirbury, Walcot, Stockton, Wotherton, Hoekleton, Marton, Wilmington, all in the county of Salop ; Forden, Thornbury, Munlyn, Ackley, Hem, Wropton and Llettygynwyr, otherwise Llettygynfarch, Montgomery, borough of Montgomery, all in the county of Montgomery.

Thirdly. A junction railway, diverging from and out of the said projected and secondly-described railway, at or near a certain piece of land called Maesycoed, the property of Arthur Lloyd Humphreys, Esquire, situate in the township of Hem, in the parish of Forden, and terminating by a junction with the said projected and first-described railway, in a certain field called "The Rough Woodfield," in the township of Hem, and parish of Forden, in the said county of Montgomery, also the property of the said Arthur Lloyd Humphreys, and which junction railway will be wholly situate in the township of Hem, in the parish of Forden, in the said county of Montgomery.

Fourthly. An extension or branch railway or tramway, commencing at or near a certain place called "The New Railway Wharf," belonging to the Right Honourable the Earl of Bradford, in the occupation of the Carreghova Limestone Company, situate in the township of Llwyntidman, in the parish of Llanymynech, in the county of Salop, and terminating at the said projected and firstly-described railway, at or near a certain piece of land, the property of the said Earl of Bradford, in the occupation of Elizabeth Price, situate in the said township of Llwyntidman, in the said parish of Llanymynech, in the said county of Salop, at or near a certain place there called "Vyrniew Bank," and which said extension or branch railway or tramway will be wholly situate in the said township of Llwyntidman, in the said parish of Llanymynech, in the said county of Salop :

And it is also proposed by such intended Act or Acts to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes of the said intended railways and works, or some of them, so intended to be authorized as

aforsaid ; and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands and houses proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges ; and to take power to alter, divert, or stop up all turnpike and other roads, railways, tramways, aqueducts, bridges, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, and extra-parochial or other places, or any of them, with which it may be necessary to interfere in the construction of the said intended railways and works ; and also to lay down the mixed gauge upon the said railways, and to levy tolls, rates, and charges, for and in respect of the use of the said intended railways and works ; and to grant exemptions from such tolls, rates, and charges :

And Notice is hereby given, that duplicate plans and sections of the said intended railways and works, together with books of reference thereto, with a published map, shewing the general course and direction of the said proposed railways and works, and also a copy of this notice, as published in the *London Gazette*, will be deposited on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, in the said county, and with the Clerk of the Peace for the county of Montgomery, at his office at Welshpool, in the said county ; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways and works are proposed to be made, and also a copy of the said *Gazette* notice will be deposited on or before the said thirtieth day of November instant with the parish clerk of each such parish, at his residence :

And it is also proposed to enable the Shrewsbury and Birmingham and Shrewsbury and Chester Railway Companies, or either of them, to contribute towards the capital of the Company or Companies to be incorporated as aforesaid, and to hold shares in the undertaking or undertakings to be authorized by the said intended Act or Acts, and to appoint members of the direction of such Company or Companies, and to enable the said Shrewsbury and Birmingham and Shrewsbury and Chester Railway Companies respectively to apply for such purposes the capital or funds which they are authorized to raise by any of the Acts relating to such respective Companies, and to enable such respective Companies to raise, if necessary, further sums of money by shares or mortgage, either with or without a preference attached to such shares, as they may respectively think fit :

And it is also proposed by such intended Act or Acts to enable the Company or Companies thereby to be incorporated to run over and use with their own engines, carriages, and waggons, or with engines, carriages, and waggons coming to or from such intended lines of railway, or either of them, that portion of the said Shrewsbury and Hereford Railway which lies or extends between the point of divergence therefrom of the intended line of railway secondly above described, and the General Railway Station in the town of Shrewsbury, and also to use for the purposes of their traffic the said General Station on payment of such tolls, rates, and charges, and upon such other terms and conditions as may be agreed upon, or as shall be provided and prescribed by the said intended Act or Acts, and to enable the Company or Companies so to be incorporated as aforesaid, and the Shrewsbury and Hereford Railway Company, and the Shrewsbury and Birmingham and Shrewsbury and Chester Railway Companies, and the Shropshire Union

Railways and Canal Company, to enter into arrangements and agreements for the use of the said portion of the Shrewsbury and Hereford Railway and the said General Station at Shrewsbury respectively:

And it is also proposed by the said intended Act or Acts to enable the Company or Companies to be thereby incorporated, and the Shrewsbury and Hereford Railway Company to enter into arrangements and agreements for the construction, maintenance, and joint use of a goods station at or near the town of Shrewsbury, and also to enable the Company or Companies to be incorporated as aforesaid to contribute to the expenses of making, constructing, and maintaining the said goods station, and the works connected therewith, or to use the same upon payment of such tolls, rates, and charges, and upon such other terms and conditions as may be agreed upon, or as shall be prescribed or provided by the said intended Act or Acts:

And it is also proposed by the said intended Act or Acts to enable the Company or Companies to be thereby incorporated, and the Llanidloes and Newtown Railway Company to enter into arrangements and agreements for the construction, maintenance, and joint use of a station at or near the town of Newtown, and also to enable the Company or Companies to be incorporated as aforesaid to contribute to the expenses of making, constructing, and maintaining the said station, and the works connected therewith, or to use the same upon payment of such tolls, rates, and charges, and upon such other terms and conditions as may be agreed upon, or as shall be prescribed or provided by the said intended Act or Acts:

And it is also proposed by such intended Act or Acts to enable the Shrewsbury and Chester Railway Company, the Shrewsbury and Birmingham Railway Company, the Shrewsbury and Hereford Railway Company, and the Great Western Railway Company, or any or either of them, to run over and use with their own engines, carriages, and waggons, or with engines, carriages, and waggons, coming to or from the lines of railway belonging to the said four last-mentioned Companies respectively, the said proposed railways and stations, sidings, watering-places, and other works connected therewith, and to alter and limit the tolls, rates, and duties leviable upon the said proposed railways so far as the same would be leviable in respect of such last-mentioned engines, carriages, and waggons; and it is also proposed by such intended Act to enable the Company or Companies to be thereby incorporated, and the said Shrewsbury and Chester Railway Company, the Shrewsbury and Birmingham Railway Company, Shrewsbury and Hereford Railway Company, and the Great Western Railway Company, or any or either of them, to enter into arrangements and agreements with respect to the working and use by the four last-mentioned Companies, or any or either of them, of the said intended railways and the works connected therewith, or any part thereof, and the management, interchange, and regulation by such Companies, or any or either of them, of the traffic upon or over the said intended railways, and the collection, appropriation, apportionment, and distribution of the tolls, rates, duties, income, and profits arising from the said intended railways and works, or any of them, or any part thereof; and with reference to the appointment and employment of officers and servants, and to enable the said last-mentioned Companies, or any of them, to apply any portion of their capital or income to the purposes, or any of them, specified or contemplated by any such arrangement or agreement as aforesaid.

And it is proposed, so far as it may be necessary, to alter, amend, extend, and enlarge some of the

powers and provisions of the several Acts following relating to the Shrewsbury and Chester Railway Company (that is to say), local and personal Acts, 7 and 8 Vic., cap. 99; 8 and 9 Vic., caps. 42 and 115; 9 and 10 Vic., caps. 250, 251, 274, and 275; 10 and 11 Vic., cap. 144; 12 and 13 Vic., cap. 55; 14 and 15 Vic., cap. 131; and 15 and 16 Vic., cap. 146:

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

And also of the several Acts following, relating directly or indirectly to the Shrewsbury and Hereford Railway Company (that is to say), local and personal Acts, 9 and 10 Vic., cap. 325; and 13 and 14 Vic., cap. 26:

And also of the several Acts following, relating directly or indirectly to the Shropshire Union Railways and Canal Company (that is to say), local and personal Acts, 9 and 10 Vic., caps. 322, 323, and 324; and 10 and 11 Vic., cap. 121.

And also of the several Acts following, relating directly or indirectly to the Great Western Railway Company (that is to say), local and personal Acts, 5 and 6 Will., 4, cap., 107; 6 Will., 4, caps. 36, 38, 77, and 79; 1 Vic., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic., sess. 2, cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., cap. 68; 8 and 9 Vic., caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vic., caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 48 and 81; and 15 and 16 Vic., caps. 125, 133, 140, 145, 147, 168; and 16 and 17 Vic., caps. 121, 153, 175, and 212; and also of "The Llanidloes and Newtown 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 or Bills will be deposited in the Private Bill Office of the House of Commons.

Dated the 10th day of November, 1853.

Cameron and Martin,

Agents for the said intended Act or Acts.

Birkenhead, Lancashire, and Cheshire Junction Railway Company.

(Powers to sell or lease to and amalgamate with the London and North Western Railway Company; Power to make Traffic and other Arrangements with London and North Western and Chester and Holyhead Railway Companies; Revision of tolls; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to alter, amend, extend and enlarge the powers and provisions of "The Birkenhead, Lancashire, and Cheshire Junction Railway Act, 1852," and also the several Acts relating to the London and North Western Railway Company—that is to say, an Act passed in the session of Parliament held in the 9th and 10th years of the reign of Her present Majesty, intituled "An Act to Consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and the several other Acts distinguished in the Queen's Printer's copies of the local and personal Acts as 8th and 9th Victoria, chapters 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9th Victoria, chapter 67; 9th and 10th Vic-

toria, chapters 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, chapters 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11th and 12th Victoria, chapters 58, 60, and 130; 12th and 13th Victoria, chapter 74; 13th and 14th Victoria, chapter 36; 14th Victoria, chapter 28; 14th and 15th Victoria, chapter 94; 15th Victoria, chapters 98 and 105; and 16th and 17th Victoria, chapters 97, 110, 157, 160, 161, 205, 216, and 222; and also the several Acts relating to the Chester and Holyhead Railway Company—that is to say, the Acts distinguished in the Queen's Printer's copy of the local and personal Acts as 7th and 8th Victoria, chapter 65; 8th and 9th Victoria, chapter 33; 10th and 11th Victoria, chapters 147, 162, and 238; 11th and 12th Victoria, chapter 60; 12th and 13th Victoria, chapter 41; 13th and 14th Victoria, chapter 111; 14th Victoria, chapter 21; and 14th and 15th Victoria, chapters 21 and 131; and to enable the Birkenhead, Lancashire, and Cheshire Junction Railway Company to sell or let on lease the railways, works, property, and effects now belonging to them, or which may become vested in them under any Act to be passed in the next session of Parliament, or any part thereof respectively, and all their rights, powers, privileges, and authorities, unto the London and North Western Railway Company, and to enable the said London and North Western Railway Company to purchase or to take a lease of the said railways, works, property, and effects, or any part thereof, and to have, exercise, and enjoy all the rights, powers, privileges, and authorities, whether with reference to the construction and completion of works, the levying tolls, rates, and charges in respect of the said railways and works, or otherwise, now or hereafter vested in the Birkenhead, Lancashire, and Cheshire Junction Railway Company.

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

And it is proposed by the said intended Act to enable the same two companies, or their respective boards of directors, to enter into agreements for effecting all or any of the purposes aforesaid, and to confirm all existing agreements between such two companies or their directors, with reference thereto.

And it is proposed by the said intended Act (if necessary or expedient) to authorise the London and North Western Railway Company to raise a further sum of money for the purposes thereof, or any of them, 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 it is proposed, by the said intended Act, to enable the Birkenhead, Lancashire, and Cheshire Junction Railway Company, the London and North Western Railway Company, and the Chester and Holyhead Railway Company, or any two of those companies, to make, enter into, and carry into effect

such contracts and arrangements, on such terms and conditions, and subject to such restrictions as may be or may have been mutually agreed upon by, or on behalf of, those companies, or either of them respectively, with reference to the conduct, working, management, and direction of the traffic, or any portion of the traffic, upon their respective railways, or any part thereof, and the division and apportionment of such traffic, and the tolls, rates, and charges arising therefrom, between and amongst the said companies, or any or either of them, and with respect to the maintenance of the said railways, or any of them, by the said companies, or any of them; and for enabling the said companies, or any two of them, to appoint a joint committee for carrying into effect any such contracts or arrangements, and to exercise, by means of such joint committee, or otherwise, such of the rights, powers, or privileges, whether with reference to the levying of tolls, rates, and duties, or otherwise, now or hereafter vested in or belonging to the said companies respectively, or such of them as may be parties to any such contract or arrangement as aforesaid, and all such other rights, powers, and privileges as may be necessary or expedient for more effectually carrying into effect any such contracts or arrangements.

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

And it is proposed, by the said intended Act, to authorise the alteration or revision of the tolls, rates, and duties at present leviable upon the railways of the said companies, or any of them, and to confer such exemptions from the payment of such tolls, rates, and duties, or any of them, as may be thought necessary or expedient.

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

Dated the first day of November, 1853.

*John B. Lloyd,
Swift and Wagstaff,*

Solicitors for the Bill.

Liverpool Police Superannuation Fund.
(Alteration of Local Act 5 and 6, Victoria,
cap. 106.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next Session, for an Act to establish a police superannuation fund, for the benefit of the present and future members of the constabulary force of the borough of Liverpool, and to maintain and support such fund, by means of stoppages from the pay of, and of contributions by, such members of the said constabulary force respectively, and by payments to such police superannuation fund, out of the borough fund of the said borough, or out of sums now payable to [such] borough fund or otherwise.

And provision will be made in the said intended Act, for regulating such superannuation fund, and the investment of moneys payable thereto, by the appointment of trustees and otherwise. And it is intended to repeal or alter such of the provisions of the local and personal Act, 5 and 6 Victoria, cap. 106, as are inconsistent with the object and purposes aforesaid, or any of them.

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

Dated this fourteenth day of November, 1853.

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

Liverpool Sanitary and other Local Acts.

(Provisions relating to Sewers, Drains, Streets, Nuisances, and Annoyances, Lodging-houses and Places; Rates, Composition for Rates, &c.; Mortgages, 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 and amend the local and personal Act, 9th and 10th Victoria, chapter 127, (commonly known in Liverpool, and hereinafter referred to as the "Sanitary Act,") with respect to sewers, sewerage, and drainage, within the borough of Liverpool; and to charge and assess the owners of lands, buildings, and hereditaments within the borough, with a stated proportion of the cost of sewers, sewerage, and drainage in certain cases; and to direct the application of monies derived from such charges and assessments; and to extend the period limited by the Sanitary Act, during which the mayor, aldermen, and burgesses of the said borough are required to pay a certain annual sum of money for sewerage purposes within the parish of Liverpool; and to alter the application directed by the Sanitary Act of monies arising from the rates levied and received by virtue of that Act; and from the sale of dirt, dust, night soil, and filth; and to authorize the said mayor, aldermen, and burgesses to expend such monies in the execution of works by the Sanitary Act, or the said intended Act, directed or authorised to be executed by them; and to enable the said mayor, aldermen, and burgesses, to purchase or lease, and to hold lands or buildings within or without the limits of the said borough, or easements or privileges, over or upon lands or buildings for sewerage, drainage, scavenging, and other purposes.

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

And it is proposed by the said intended Act, to make further provisions with respect to ruinous and dangerous buildings and places, and as to laying out and making streets, and to alter the provisions of the Sanitary Act, with respect to fixing the level of streets, and measuring the width of streets, and with respect to providing and constructing, cleansing, trapping and altering, repairing or discontinuing house-drains, water-closets, urinals, cesspools, privies, ashpits, and other works of the like nature in or near to, or in connection with houses, warehouses, manufactories, and other erections already built, or hereafter to be built; and to make new provisions, and to give the council of the said borough further powers in respect to all or any such matters.

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

And it is proposed by the said intended Act, to repeal, extend, or alter, so much of the local and personal Act, 5th and 6th Victoria, chapter 106, (commonly known in Liverpool, and hereinafter

referred to as the Improvement and Police Act), as relates to the removal of night soil, or other offensive matter, and to obstructions, nuisances, and annoyances in the streets and thoroughfares; and also to amend the same Act and the Sanitary Act, by inserting provisions for preventing injury to carriage-ways and footways within the said borough, especially by enforcing the construction of proper crossings, and by prohibiting the driving, drawing, or wheeling of carriages, or other vehicles, over or along such footways, and providing for the recovery of damages for injury thereto.

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

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

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

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

And it is proposed by the said intended Act, further to amend the provisions of the Sanitary Act, and of the Improvement and Police Act, and of the Local and Personal Act 21st Geo. 2nd, cap. 24, commonly known in Liverpool as the Lighting Act; and to authorise the council to compound with the owners of tenements within the said borough, for all or any of the rates chargeable by virtue of the said Acts, or any of them, or of the said intended Act; and to make better provision for ascertaining and fixing the value of rateable property, and the recovery of rates and compositions for rates imposed or due, under or by virtue of the provisions of such Acts respectively; and of monies advanced or expended by the council for the purposes of the said Acts, or any of them, or of the said intended Act; and with respect to the borrowing of money on security of the rates by the Sanitary Act, or the said intended Act, authorised to be levied; and to paying off money borrowed, and to registering and transferring mortgages or otherwise relating to such mortgages.

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

Dated this 14th day of November, 1853.

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

Liverpool Improvement.

(Power to Widen and Improve certain existing Streets, and to make a New Street from Dale Street to St. John's Lane; Purchase and Appropriation of Land for the Free Public Library, Museum, and Gallery of Arts; Regulation of Piers, Wharfs and Landing Stages; 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 mayor, aldermen, and burgesses of the borough of Liverpool, to effect the following objects and purposes; that is to say:

1. To widen and improve the following streets in the parish of Liverpool, or in the parish of St. Alban, both in the said borough, viz: Hatton Garden, Shaws-brow, Dale-street, Water-street, Hardman-street, Bevington Bush, Bevington Bush-road, Bevington-hill, Limekiln-lane, Eldon-place, Burlington-place, and Park-lane.

2. To make a new street, commencing on the south side of Dale-street, at or near the north end of Stanley-street, and running in an eastwardly and north-eastwardly direction, and terminating in St. John's-lane, at the north-east end of Roe-street, all within the said parish of Liverpool.

3. To appropriate land between the north-side of Shaw's-brow and the south-side of Clayton-street, in the said parish of Liverpool, as the site for the free public library, museum, and gallery of Arts, which the said mayor, aldermen, and burgesses are authorised to establish and maintain under the provisions of "The Liverpool Library and Museum Act, 1852."

And it is proposed by the said intended Act, to enable the said mayor, aldermen, and burgesses, to purchase or take by compulsion, or otherwise lands, houses, and buildings, for all or any of the purposes aforesaid, and to stop up, alter, or divert temporarily or permanently, all streets, highways, and places, sewers, mains, and pipes, which it may be necessary or convenient so to stop up, alter, or divert, in the execution or for the purposes of the intended works, and to alter, vary, or extinguish all existing rights and privileges connected with the lands, houses and buildings, to be purchased or taken by them, or which would in any manner impede or interfere with the several objects and purposes aforesaid, or any of them, and to confer other rights and privileges, and to enable the said mayor, aldermen, and burgesses, to borrow money for effecting all or any of the objects and purposes aforesaid, on the credit of the lands, tenements, hereditaments, and estate of the said mayor, aldermen and burgesses, and the borough fund of the said borough.

And it is proposed by the said intended Act, to confer further and additional powers upon the said mayor, aldermen, and burgesses, and upon the council of the said borough, with respect to piers, docks, basins, wharfs, quays, slips, stairs, landing-stages, and places now made and constructed, or hereafter to be made and constructed by the said mayor, aldermen and burgesses, or by the trustees of the Liverpool Docks, in, or adjoining to the river Mersey, and within the borough of Liverpool, and used for the landing and embarking of passengers, cattle, horses, carriages, goods, wares and merchandize, and to enable the said council to make orders, rules, and bye-laws for the regulation of such piers, docks, basins, wharfs, quays, slips, stairs, landing-stages, and places, now made and constructed, or hereafter to be made and constructed, and the approaches thereto, and of vessels and boats resorting thereto, and the landing and embarking thereat, of passengers, cattle, horses, carriages, goods, wares, and merchandizes, and the luggage and baggage of passengers or others, and

for the regulation of persons resorting thereto, and of porters and others plying for hire, or otherwise employed, or seeking employment thereat, and of all carriages, carts, trucks, and vehicles, whether public or private, and the drivers, conductors, and persons in charge thereof, coming or resorting thereto, or to the neighbourhood thereof, and for the purposes aforesaid, or any of them; it is intended by the proposed Act to amend, extend, repeal, or enlarge some of the provisions of the local and personal Acts, 6 Geo. IV. cap. 75, and 6th Geo. IV. cap. 187.

And notice is hereby given, that a plan and section of the said intended improvement and new street, together with a duplicate of such plan and section, and a book of reference to such plan, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Lancaster, at his office in Preston, in the said county, and that copies of so much of the said plan, section, and book of reference, as relates to the several parishes in which the said improvements and new street will be situate, together with a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited with the parish clerk of such parishes respectively at their respective residences, and the printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December, in the present year.

Dated this 14th day of November, 1853.

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

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

(Alteration of Tolls, and of Payments in lieu of Tolls; Station Accommodation at Liverpool; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made, in the next session of Parliament, by the Liverpool, Crosby, and Southport Railway Company, for an Act to alter the payments in lieu of tolls, rates, and charges payable to the Lancashire and Yorkshire and East Lancashire Railway Companies, or either of them, in respect of traffic passing over the joint line of railway of the said two Companies, to or from the Liverpool, Crosby, and Southport Railway; and also to make better provisions as to the use by the Liverpool, Crosby, and Southport Railway Company, of the station in Tithebarn Street, Liverpool, and as to the accommodation to be there provided for such traffic; and also to alter, regulate, and adjust the tolls, rates, and charges from time to time payable for or in respect of traffic between Liverpool and Southport, passing over the last-mentioned line of railway, or over the East Lancashire Railway, and any railway connected therewith, all such railways being wholly within the county of Lancaster. And it is further proposed by the said intended Act to alter, amend, explain and enlarge, or to repeal, some of the powers and provisions of the several Acts following, relating to the Liverpool, Crosby, and Southport Railway, namely, "The Liverpool, Crosby, and Southport Railway Act, 1847;" "The Liverpool, Crosby, and Southport Railway Amendment Act, 1850;" "The Liverpool, Crosby, and Southport Railway (Sale or Lease) Act, 1850;" "The Liverpool, Crosby, and Southport Railway Amendment Act, 1853;" and also 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 15th day of November, 1853.

Duncan, Squarey, and Duncan, Liverpool, Solicitors.

Bacup Improvement.

(General and Sanitary Improvements and Works; Removal of Toll Bars; Making Street; Diverting Road; Arching over River; Making Sewers; Sewerage and Drainage; Cellar Dwellings, and Lodging Houses; Cleansing Rivers; Removal of Nuisances; Providing Cemeteries and Regulating Interments; Purchasing Gas and Water Works; Places of Recreation; Baths and Washhouses; Markets and Fairs; Slaughter Houses, &c.; Police and Public Officers; Town Hall and other Public Buildings; Hackney Carriages; Rates; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act for draining, paving, cleansing, lighting, watching, regulating, and otherwise improving the town of Bacup, and the neighbourhood thereof, in the county of Lancaster, within a circle of one mile radius, or thereabouts, from the south-west corner of the Mechanics' Institution in Bacup, and for removing and preventing nuisances, annoyances, and obstructions therein, and otherwise providing for the good management, regulation, and sanitary condition of the said town of Bacup, and the neighbourhood thereof:

And it is proposed by the said intended Act to divide the district, to which the said intended Act will apply, into wards, and to provide for the appointment of Commissioners to carry the provisions of the said Act into effect, and to vest in the commissioners and place under their control and management the present and future streets, turnpike and other roads, lanes and other public ways, passages, and places within the limits of the said Act, and to prevent the collection of toll on any turnpike road within the said limits, and to provide for the removal of the existing toll-gates, or toll-bars within the said limits; and for levelling, paving, flagging, sewerage, and completing all present and future streets, whether private or public; and for making and declaring public streets and roads within the said limits; and for

repairing, altering, cleansing, maintaining and improving all streets, roads, lanes, and other public ways, passages, and places, within the said limits; and for the removal or alteration of projecting buildings, steps, and obstructions therein, and for the construction and maintenance of proper footways to such streets, roads, lanes, ways, and places:

And it is proposed by the said intended Act to authorize the construction of a new street or public carriage way, leading in a direct line from the easterly side of Saint James's-street, opposite to a shop and premises in the occupation of John Whitaker and a beer-house in the occupation of Thomas Myers, to the south-west end of a certain private street called South-street; and to widen the north end of Saint James's-street, by the removal of all or parts of two dwelling-houses and a butcher's shop in the several occupations of James Taylor and Richard Baldwin; and to widen Bridge-street and Bacup-fold or Yorkshire-street, by the removal of the George and Dragon Inn and the buildings adjoining or near thereto, in the several occupations of William Forshaw, Joseph Moore, William Harker, and Robert Crabtree; and to widen certain parts of Newchurch-road, by the removal of all or parts of certain dwelling-houses and shops in the several occupations of Robert Taylor, Simeon Lord, and Timothy Nelson; and also by the removal of all or parts of a dwelling-house, smithy, and workshops, in the several occupations of John Halstead, James Pilling, William Birchall, Samuel Ashworth, and James Law; and to divert, widen, or alter Bacup-fold or Yorkshire-street, between the south-east corner of the palisades in front of a dwelling-house in the occupation of Michael Bulcock and the south-east corner of a barn near to the Todmorden turnpike-road, in the occupation of William Forshaw, and to take down all or parts of certain dwelling-houses shops, and premises, in the several occupations of James Ashworth, John Cropper, Richard Whittles, Alexander Hamer, and John Pilling; and to arch over certain portions of the River Irwell, between the Waterloo Inn in Saint James's-street and the Mechanics' Institution, and between the parapet to the bridge or archway opposite to the Bull's Head Inn and the bridge carrying the road-way from the turnpike-road, opposite to a mill in the occupation of Messrs. Aitken, into a place called the Lower Hempstead; which said new street, widenings, diversion, and arching, will be situate in the parishes, townships, and extra-parochial and other places following, or some of them; that is to say: Bacup, Saint John Bacup, Newchurch, Whalley, Spotland, and Rochdale:

And it is proposed by the said intended Act to authorize the construction and maintenance of a main sewer, commencing at or near a weir on the River Irwell, situate 253 yards or thereabouts to the north of a mill, called Holmes Mill, passing thence under the Rochdale and Burnley turnpike-road to near the Waterloo Inn, in Saint James's-street; thence under certain private streets and private lands to the Newchurch road, near a dwelling-house in the occupation of Betty Hudson; thence under the Haslingden and Todmorden turnpike-road and certain other private lands to one or more sewage depôts or tanks, to be made in certain closes or parcels of land in the several occupations of John Maden, Edmund Ashworth, and George Butterworth, and situate in the townships of Newchurch and Spotland in the county of Lancaster, and lying between the Bacup branch of the East Lancashire Railway and the River Irwell, near a place called the Fairwell Wood; and it is also intended to authorize the construction and

maintenance of a certain sluice in the bank of the River Irwell, near the before-mentioned weir, situate 253 yards, or thereabouts, to the north of Holmes Mill, and a drain therefrom to the said main sewer for the purpose of occasionally flushing the same; all which said main sewers, depôts, tanks, sluice and drain will be situate in the parishes, townships, and extra-parochial, and other places following, or some of them; that is to say: Bacup, Saint John Bacup, Newchurch, Whalley, Spotland, Rochdale, and Tunstead, otherwise Trinity Tunstead:

And it is proposed by the said intended Act to provide for the construction and maintenance of branch sewers and drains, and for establishing a complete and proper system of public and private sewerage and drainage, and for establishing and enforcing proper regulations in reference thereto, and to authorize the Commissioners to sell and dispose of the sewage:

And it is proposed by the said intended Act to provide for regulating the construction and erection of dwelling-houses and of cellars and of all other buildings used for human habitation, and for the proper construction and ventilation of all public buildings and places, and also to make provisions for prohibiting or regulating the occupation, as dwellings, of vaults, cellars, and under-ground rooms, and for regulating lodging-houses:

And it is proposed by the said intended Act to make provision for enforcing the construction and maintenance of a proper number of water-closets or privies in, or in connection with dwelling-houses, mills, manufactories, and other places, and for the substitution of water-closets for privies in certain cases, and for the observance of proper regulations in reference thereto, and for otherwise providing for the sanitary condition and cleanliness thereof, and of all places within the limits of the said Act:

And it is proposed by the said intended Act to confer full powers upon the commissioners to cleanse from time to time the River Irwell, and all brooks flowing directly or derivatively into the same from their respective sources to the point where the said river leaves the limits of the said Act, and to alter or remove all weirs or other works, and to do all such other acts as may be necessary or convenient for the purpose of such cleansing, and also to confer full powers upon the commissioners to prevent noisome or unwholesome matter and any other substances, being deposited or suffered to flow or enter into the said river, or any of such brooks as aforesaid, from their respective sources to the point aforesaid, and to prevent incroachments in or upon the beds of the said river and brooks or of any of them, and to take such other measures as may be necessary for preserving the purity and salubrity of the waters of the said river and brooks, and from time to time, as occasion may require, to make and repair bridges across the said river and its tributaries within the limits of the said Act:

And it is proposed by the said intended Act to make provision for the removal of all privies, urinals, pigsties, and other buildings, which, from their position, or otherwise, may be causes of nuisance or annoyance, and to provide for the prevention of nuisance or annoyance by smoke, or otherwise, and for the suppression, restriction or regulation of all noxious or unwholesome trades and practices, within the limits of the said Act:

And it is proposed by the said intended Act to provide a cemetery or cemeteries for the burial of the dead, with all necessary chapels, erections, and approaches thereto, and to make regulations for the

government and management thereof, and for establishing charges for the use thereof, and to make provision for preventing or regulating interments in existing burial places within the limits of the said intended Act, and for closing such burial places; and such cemetery or cemeteries will be formed on land, situate in the said township of Newchurch, called by the name of Old Home otherwise Heightside Farm, in the occupation of Abraham Mills and Abraham Speak, John Pilling and Henry Sutcliffe, and on other land adjoining such farm in the occupation of William Prince, John Prince, and James Ashworth; and the said lands and premises are bounded on the north by closes of land in the occupation of Richard Pilling and George Howorth; on the south by closes of land in the occupation of Lawrence Lord; on the east by the Haslingden and Todmorden turnpike-road, and by land and buildings belonging to James Heyworth, of Chorley, in the occupation of John Cropper, David Greenwood, Richard Lord, and Samuel Stansfield, and by land and buildings belonging to Ormerod Mitchell, in the occupation of Ormerod Mitchell, John Lord, James Kershaw, William Robertshaw, Henry Parker, Samuel Lord, Betty Sutcliffe, Thomas Mills, John Standring, and John Halstead; and on the west by an occupation road formerly part of the old turnpike-road from Bacup to Todmorden, and by closes of land in the occupation of Lawrence Lord; and it is intended by the said Act to authorize the construction and maintenance of a drain or drains under and across the said Haslingden and Todmorden turnpike-road, and through private lands belonging to the said James Heyworth, of Chorley, in the occupation of John Cropper, to Greave Clough:

And it is proposed by the said intended Act to make better provision with respect to the lighting of the said town and neighbourhood, and to confer powers upon the Bacup Gas Light Company to sell, and the Commissioners to purchase the undertaking, works, property, powers, rights and privileges of the said Company, so as to vest the same in the Commissioners; and also full powers upon the Commissioners and the said Company, or any other Company or person for the time being, to enter into contracts from time to time, for lighting with gas or otherwise, all or any part of the said town and neighbourhood, and to empower the Commissioners to provide lamps and all other requisites for the same, or to demise and let such existing Gas Works (the same having been previously vested in the Commissioners) to any Company, person, or persons who may be willing to contract with the Commissioners for the same, and for lighting the said town and neighbourhood, and supplying the inhabitants thereof with gas, and also to confer powers upon the Commissioners, in case of their becoming purchasers of the said Gas Works, to maintain the plant, retorts, gasometers, mains, pipes, and other works so purchased, and to lay, and maintain mains and pipes for the conveyance of gas through private lands, and in and along streets and public passages in the said townships of Newchurch and Spotland, and to sell gas within the said townships:

And it is proposed by the said intended Act to empower the Commissioners to provide, lay out, and maintain pleasure grounds and walks for the health and recreation of the inhabitants of the said town and neighbourhood; and to establish public baths and wash-houses, and to make regulations for the government and management thereof, and for establishing charges for the use thereof, and to contract with the Rossendale Water Works Company for the supply of water as well to any such

baths and wash-houses as for any other purposes ; or in case it shall be deemed expedient by the Commissioners to furnish such supply themselves, to confer powers upon the said last-mentioned Company to sell to the Commissioners, and upon the Commissioners to purchase the undertaking, property, powers, rights and privileges of the said Company ; and to confer upon the Commissioners, in case of their becoming purchasers of the said Water Works, all requisite and necessary powers to maintain the reservoirs, mains, pipes, and other works so purchased, and to lay and maintain mains and pipes for the conveyance of water, purchased or provided by them, through private lands, and in and along streets and public passages in the said townships of Newchurch and Spotland, and to sell water within the said townships :

And it is proposed by the said intended Act to authorize the Commissioners to establish and hold markets and fairs within the limits of the said Act, and to take tolls, stallages, and other dues or charges in respect thereof, and to provide a proper site or proper sites for the holding of such markets and fairs ; and to prohibit or place under proper restrictions the placing of stalls, or selling of animals or goods in the public streets or elsewhere than on the site or sites to be so provided :

And it is proposed by the said intended Act to enable the Commissioners to erect and maintain a public pound, and to make provisions for impounding, keeping, and supporting cattle and other animals therein, and disposing of the same, and for settling the fees, remuneration and damages, and other payments chargeable in respect thereof ; and also to establish and maintain one or more weighing-machines, and also to establish slaughter-houses, and to provide for the regulation thereof, and of all existing and future slaughter-houses and knackers' yards within the limits of the said Act ; and also to prevent the slaughtering of cattle, sheep, or other animals within the said limits, except in the slaughter-houses provided by or subject to the regulations of the Commissioners for the time being, and to fix and regulate the tolls or charges to be demanded and received for or in respect of the use of the slaughter-houses of the Commissioners ; and also to make effectual provision for preventing the sale of bad or unwholesome meat, either dressed or undressed, within the said limits, and for imposing penalties on all persons having in any of their premises within the said limits any bad or unwholesome meat :

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

And it is also proposed by the said intended Act to authorize the Commissioners to build or purchase a Town Hall, Police Stations, 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 proposed by the said intended Act to provide for the establishment, licensing and regulation within the said town and neighbourhood of hackney carriages, omnibusses, and other public vehicles, and for the regulation and government of the drivers, conductors, and other persons in charge of or otherwise employed about such hackney carriages, omnibusses, or other vehicles, and the limitation of their charges :

And it is proposed by the said intended Act to enable the 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 it is proposed by the said intended Act to confer upon the Commissioners all such powers and authorities for entering upon any private or other premises within the said limits as may be found necessary, for enforcing any of the objects or provisions of the said Act, and to impose penalties, and to provide for the recovery thereof, and for the recovery of all costs, damages, and expenses, that may from time to time be incurred by the Commissioners or their officers.

And it is proposed by the said intended Act to authorize the Commissioners to purchase, by compulsion or agreement, or to take on lease, and hold lands and buildings, or rights, or easements in, over, or under the same, for all or any of the purposes aforesaid, and to sell all lands vested in them by or under the said Act, which may not be required for the purposes of the said Act, and to purchase, vary, or extinguish all existing interests, rights, and privileges in or in any manner connected with the lands and buildings to be purchased or taken on lease, or in or in any manner connected with any land used as a public road, and to vary or extinguish all existing rights, franchises, privileges, powers and authorities of inspectors appointed under an Act of the third and fourth years of the reign of King William the Fourth, chapter 90, and all other existing rights, franchises, privileges, powers or authorities, which would or might in any manner impede or interfere with the carrying into full and complete effect any of the objects aforesaid, or any of the objects and purposes of the said intended Act, and to confer other rights, franchises, privileges, powers and authorities :

And it is proposed by the said intended Act to authorize the Commissioners to levy and recover rates, rents, tolls, duties or charges for all or any of the purposes aforesaid, and to alter existing rates, tolls, and dues, and to grant exemptions from tolls, rates, and duties, and raise money from time to time by mortgage thereof, or of any of them, or by sale or mortgage of any property, real, or personal, that may for the time being be vested in the Commissioners :

And it is proposed by the said intended Act to provide for the appointment and remuneration of a town crier, and all other necessary or proper officers :

And it is proposed by the said intended Act to incorporate (subject to such qualifications and amendments as may be thought expedient) all or some of the provisions of the several Acts of Parliament following, or of some of them ; that is to say : " The Lands Clauses Consolidation Act, 1845 ;" " The Commissioners Clauses Act, 1847 ;" " The Markets and Fairs Clauses Act, 1847 ;" " The Gasworks 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 Common Lodging Houses Act, 1851 ;" and " The Common Lodging Houses Act, 1853 ;" and to repeal, alter, and amend, so far as may be necessary for the purposes of the said intended Act, the provisions of an Act passed in the 55th year of the reign of King George the Third, intitled, " An Act for repairing the road from Haslingden through New Church and Bacup to Todmorden, and for making and maintaining several branches therefrom, all in the county palatine of Lancaster ;" and of an Act passed in the 7th year of the reign of King William the Fourth, intitled, " An Act for repairing, maintaining, and improving the road from the town of Rochdale

to and near Hand Bridge, near the town of Burnley, and other roads communicating therewith, and for making and maintaining other roads also to communicate therewith, all in the county palatine of Lancaster;" and of "The Rossendale Waterworks Act, 1853;" and of all other Acts (if any) whether relating to the said roads or waterworks or otherwise, whereof any of the provisions would impede or interfere with carrying into effect the objects and purposes of the said intended Act.

And notice is hereby further given, that on or before the 30th day of this instant November, plans and sections of the said intended new street, widening of streets, diversion and widening of road, arching over river, main sewer, depôts, tanks, sluice, and drain, with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and hereditaments, 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 Lancaster, at his office, in Preston; and that on or before the said 30th day of this instant November, a copy of so much of the said plans, sections, and books of reference, as relates to each parish in which such proposed alterations, widenings and improvements will be situate, will be deposited for public inspection, together with a copy of this notice, with the parish clerk of that parish at his residence; and that copies of the Bill, for effecting the objects stated in this notice, will be deposited in the Private Bill Office of the House of Commons on or before the 31st day of December next.

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

Holgate and Roberts, Rochdale, Solicitors
for the Bill.

Spalding, Bourn, and Stamford Junction Railway,
and Spalding Waterworks Company.

(Incorporation of Company for constructing a Railway from Spalding, in the County of Lincoln, to Essendine, in the County of Rutland, and for Constructing Waterworks for supplying Spalding with Water from the River Glen; Powers to use Stations of the Great Northern Railway at Spalding and Essendine, and Lines approaching thereto.)

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 railway and other works hereinafter mentioned, or some part or parts thereof, that is to say:—A railway, with all proper works, stations, and conveniences connected therewith, commencing in the parish of Essendine, in the county of Rutland, by a junction with the Great Northern Railway at or near the south side of the Essendine station, on the said last-named railway, and terminating at Spalding, in the county of Lincoln, by a junction with the Great Northern Railway, at or near a public road called Winsover-road, immediately southward of the Spalding station of the said last-named railway; which said intended railway and works will be made in, or pass through, or into the several parishes, townships, or extra-parochial or other places of Spalding, Pinchbeck, and Deeping Fen, otherwise Deeping St. Nicholas, in the parts of Holland, in the county of Lincoln, and Deeping Fen, otherwise Deeping St. Nicholas, Bourn, Thurby, Northorpe, Obthorpe, Witham on the Hill, Manthorpe, Wilsthorpe, Greatford, Braceborough, and Carlyb, in the parts of Keste-

ven, in the said county of Lincoln, and Essendine; in the county of Rutland, or some or one of them.

And it is proposed by the said intended Act, to empower the company to be thereby incorporated, or any other company or person lawfully using the said intended railway, to use 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, the stations, watering-places, water, and conveniences of the Great Northern Railway Company at Spalding and Essendine aforesaid, and also to use and pass over with engines and carriages as aforesaid so much of the railway of the Great Northern Railway Company as may be necessary for the use by the said intended company, or such other company or person as aforesaid, of the said stations, or either of them, and to fix and determine the amount of rate, toll, or charge which shall be paid by the said intended or such other company or person as aforesaid, for the use by them of the before-mentioned stations, railways, works, and conveniences, or any of them, and also, if needs be, to alter and limit the tolls, rates, and charges now authorized to be levied and demanded by the Great Northern Railway Company in respect thereof.

And notice is hereby further given, that it is proposed by the said intended Act to take power to supply the inhabitants of Spalding aforesaid with water; and for the purpose of affording such supply of water as aforesaid, to make and maintain the works following, or some of them (that is to say)—

First. An aqueduct or main pipe, from and out of the River Glen, at, near, or adjoining to a certain field belonging to, or reputed to belong to, Henry John Adeane, Esq., and in the occupation of Andrew Aitkin, situate near to a certain place called "Tongue End," and lying and being in the said extra-parochial place called Deeping Fen, otherwise Deeping St. Nicholas aforesaid, and to pass from, through, or into the several parishes, townships, and extra-parochial and other places of Deeping Fen, otherwise Deeping St. Nicholas, Pinchbeck, and Spalding aforesaid, or some of them, and to terminate in the said parish of Spalding, at or near, and on the south side of the station of the Great Northern Railway Company, at Spalding aforesaid.

Secondly. A reservoir or reservoirs, filtering-beds, tanks, approaches, and conveniences, in, near, or adjoining the aforesaid field, in the said extra-parochial place called Deeping Fen, otherwise Deeping St. Nicholas, and a reservoir or reservoirs, filtering-beds, tanks, approaches, and conveniences, at or near the termination of the said intended aqueduct or conduit at Spalding aforesaid.

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

And it is further proposed by the said intended Act, to take powers to divert, take, collect, and use for the purposes aforesaid, water from the River Glen, and also water from all rivers, brooks, streams, and springs flowing into the same or upon the line of the proposed works, and which water, or some part thereof, at present flows, or proceeds to, or into certain cuts or watercourses branching therefrom, into a certain river or navigation, called or known as the River Welland; and also to ena-

ble 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, and along the said intended railway, and 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, townships, and extra-parochial and other places before-mentioned, or any of them.

And it is also proposed by the said intended Act, to take powers to sell or lease the said waterworks when completed, with all their appurtenances, to any person or persons, or bodies politic or corporate, willing to purchase or lease the same, and to enter into contracts for watering the streets of the said town, and for supplying public or private baths and washhouses, manufactories, railways, and buildings, with water, in bulk or otherwise, and also to render it compulsory on the said intended Company, within a period to be limited by the said intended Act, to sell and dispose of the said waterworks to the Improvement Commissioners of Spalding.

And it is also proposed by the said intended Act, to take power to levy tolls, rates, rents, and duties, for the use of the said intended railway and waterworks, and to grant exemptions from such tolls, rates, rents, and duties, and to raise money on the credit of the said tolls, rates, rents, and duties, or otherwise, for the purposes of the said intended Act; and also to take powers to purchase, compulsorily or otherwise, the land, houses, waters, springs, works, and other property which may be required for the construction of the said railway, waterworks, and other works, or otherwise for the purposes of the said intended Act, and to vary or extinguish all existing rights or privileges, which would interfere with the purposes aforesaid, or any of them.

And it is also proposed by the said intended Act, to take power to break up, alter, divert, or stop up, either permanently or temporarily, all such banks, turnpike or other roads, ways, bridges, drains, streams, rivers, and watercourses, within the before-mentioned parishes, townships, and extra-parochial places, or any of them, as it may be necessary to alter, divert, or stop up, for the purposes of the said intended railway and waterworks or otherwise, for effecting the objects of the said intended Act.

And notice is hereby further given, that maps, plans, and sections, showing the line, situation, and levels of the said intended railway, waterworks, and other works, and the lands, houses, and other property to be taken for the purposes thereof, together with a book of reference to such plans, and also a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the parts of Holland, in the county of Lincoln, at his office in Spalding aforesaid; with the Clerk of the Peace for the parts of Kesteven, in the said county of Lincoln, at his office in New Sleaford, in the said county; and with the Clerk of the Peace for the county of Rutland, at his office in Oakham, in the said county of Rutland; and that, on or before the same day, a copy of so much of the said plans, sections, and books of reference respectively, as relates to each parish, in or through which the said railway, waterworks, and other works are intended to be made and maintained, 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 each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, and

that on or before the 31st day of December, 1853, printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 5th day of November, 1853.

F. T. Selby, Solicitor, Spalding.

Swansea Bay and Loughor Valley Mineral Junction Railway.

(Incorporation of Company for making a Railway to connect the Town and Harbour of Swansea, in the County of Glamorgan, and the Llanelly and Landilo Railway, with a Branch to the Village of the Mumbles, in the Parish of Oystermouth, in the same County; and Power to Purchase or use the Oystermouth Railway or Tramroad.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to incorporate a Company, and to give such Company power to make and maintain the following railway, and branch railway, or one of them, or some part or parts thereof, together with all necessary communications, stations, works, and conveniences connected therewith, and approaches thereto, (that is to say) a railway commencing at or near to a plot of ground and roadway, being part of certain hereditaments and premises called "Burrow's Lodge," on the south side of the Oystermouth Railway or tramroad, and public road or highway, known as the "Victoria Road," and adjoining on the west a certain building and premises known as "The Royal Institution of South Wales," of which plot of ground and roadway, the mayor, aldermen, and burgesses of the borough of Swansea, are the reputed owners, and which are now in the occupation of Lewis Llewelyn Dillwynn, Esq., his under-tenants, or assigns, and are situate in the town and franchise of Swansea, in the parish of Swansea, in the county of Glamorgan, in the principality of Wales, either by a junction with any other authorised line of railway, or by a separate and distinct terminus passing from, in, through, or into the several parishes, boroughs, townships, hamlets, chapelries, and extra-parochial or other places following, or some of them (that is to say) the town and franchise of Swansea, the parish of Swansea, Swansea Higher, Swansea Lower, Oystermouth, Bishopston, Llanrhidian, Llanrhidian Higher, Loughor Parish, Loughor Borough, Llangefelach, Penderry, Penderry Higher, Llandilotallybont, Priskedwynn, Tyryrbrenin, Gwenllais, and Glynloughor in the county of Glamorgan, in the said principality of Wales, and terminating by a junction with the Llanelly and Llandilo Railway, at a point near the northern boundary hedge of a certain field called Waunfawr, part and parcel of a farm and lands, called Ffoesyr-evil, of which David Williams is the reputed owner, and now in the occupation of John Thomas, and situate and being in the parish of Llandilotallybont aforesaid, in the said county of Glamorgan.

And also a branch railway, which will be situate also in the said county of Glamorgan, and will commence from and out of the said intended main railway, opposite and near to a public-house called the "Red Lion," on certain unenclosed or common land, known by the name of "Sketty Burrows," on the south side, and near to the third mile-stone on the turnpike road leading from Swansea to the Mumbles, the property of the Most Noble Henry Duke of Beaufort, as Lord of the Seigniorship of Gower, and situate in the parish of Swansea aforesaid, in the said county of Glamorgan, and will pass from, in, through, or into the several parishes, townships, hamlets, and extra-parochial or other places of Swansea, Swansea Lower, and Oystermouth, in the said county of Glamorgan, some or one of them, and terminate at a piece of open waste

and unenclosed ground, and sea beach, in the Mumbles village, near to the fifth milestone, and on the east side of the said turnpike road leading from Swansea to the Mumbles, the property of the said Most Noble Henry Duke of Beaufort, and situate and being in the said parish of Oystermouth, in the said county of Glamorgan.

And notice is hereby given, that it is intended by the said Bill to obtain powers to enable the said Company to be thereby incorporated, to take on lease, or to purchase the Oystermouth Railway or tramroad, and branches thereof, or any part thereof, and to enable the Oystermouth Railway or tramroad Company, or their assignees or mortgagees, or any other person or persons having any right or title thereto or interest therein, to sell, transfer, convey, assure, or lease all or any part or portion of the said Oystermouth Railway or tramroad, and branches thereof, and all the lands, works, property, hereditaments, chattels, shares, rights, privileges, and powers connected therewith, vested in, or belonging to them respectively. And also to seek, apply for, and obtain powers for the use or conversion of the said last-mentioned railway or tramroad, and branches thereof, or some portion thereof, for the purposes of the said railway and works, and to divert, widen, and improve, and also to alter the levels of the said Oystermouth Railway or tramroad, and branches thereof, and to appropriate the same or any part or parts thereof to the purposes of the said intended main railway, and branch railway and works, and also for the extinguishment of the tolls, rates, and duties, made payable by an Act of Parliament, passed in the 44th year of the reign of King George the Third, intitled "An Act for making and maintaining a railway or tramroad from the town of Swansea into the parish of Oystermouth, in the county of Glamorgan," and also to repeal, alter, extend, amend, and enlarge the powers and provisions of the said last-mentioned Act.

And notice is hereby given, that it is also intended by the said Bill to obtain power to purchase, by compulsion, the lands, houses, and other property which may be required in the construction of such intended railway, and branch railway and works, and the said Bill will also take power to vary or extinguish all rights and privileges connected with such lands, houses, and other property which may in any way interfere with the objects and purposes of the said Bill, and also to enable the Company to be incorporated by the said Act to levy tolls, rates, and duties upon, or in respect of the said railway, branch railway and works, and to confer, vary, or extinguish exemption from the payment of tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges. And, that it is also proposed by such Bill to take power to deviate from the line or lines laid down upon the plans hereinafter mentioned, to the extent thereon defined, and to cross, divert, alter, or stop up, either temporarily or permanently, all turnpike and other roads, railways, tramways, streams, and rivers, within or adjoining to the aforesaid parishes, townships, hamlets, and extra-parochial or other places, or any or either of them, as it may be necessary to cross, divert, alter or stop up in the construction of the said intended railway, branch railway and works. And it is intended to incorporate with the said Bill, "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Railway Clauses Consolidation Act, 1845;" except so far as the same shall be modified by the said Bill.

And notice is hereby given, that duplicate maps, plans, and sections, describing the lines and levels of the said intended railway and branch railway and works, and the lands to be taken for the pur-

poses thereof, together with books of reference to such plans, and a published map with the lines of the said railway and branch railway delineated thereon, showing their general course and direction, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, in the present year, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in the said county, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes from, in, through, or into which the said intended railway, branch railway and works, are intended to be made, together with a copy of the said Gazette. Notice will be deposited on or before the said 30th day of November, in the present year, with the parish clerk of each of such parishes, at his residence, and in the case of extra-parochial places with the parish clerk of some parish adjoining thereto, at his residence.

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 next.

Dated this seventh day of November, in the year of our Lord, 1853.

Bush and Mullens, 7, Poultry, London.

Attwood and Brown, Swansea,

Solicitors for the Bill.

Severn Valley Railway.—Abandonment of Present Terminus at Shrewsbury, and Junction with the Shrewsbury and Hereford Railway at Shrewsbury; Construction of New Station at Shrewsbury; Powers to use the Shrewsbury and Chester Railway, the Chester and Holyhead Railway, the Birkenhead, Lancashire, and Cheshire Junction Railway, the London and North-Western Railway, the Shropshire Union Railways and Canal, the Shrewsbury and Birmingham Railway, and the Shrewsbury and Hereford Railway; Limitation of Tolls; Working or other Arrangements with the Several Companies; Use of Joint Station at Shrewsbury; and Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to enable the Severn Valley Railway Company to abandon and relinquish the construction of so much of their main line of Railway, by "The Severn Valley Railway Act, 1853," authorised to be made, as extends from the point marked thirty-eight miles on the plans referred to in the said Act, in the parish of Saint Chad, in the county of Salop, to the authorised terminus thereof in the parish of Holy Cross and Saint Giles, Shrewsbury, in the said county, which portion of railway so intended to be abandoned is now authorised to be made within the parishes of Saint Chad, Atcham, and Holy Cross and Saint Giles, Shrewsbury, in the said county, or some or one of them:

And it is proposed by the said intended Act to authorise the Severn Valley Railway Company to make and maintain a railway in substitution for the portion of railway so proposed to be abandoned, with all proper stations, approaches, works, and conveniences connected therewith, commencing from and out of the Severn Valley Railway, as now authorised to be made, at or near the said point marked thirty-eight miles, in the said parish of Saint Chad, and county of Salop, and terminating in the parish of Saint Julian Shrewsbury, in the said county, by a junction with the Shrewsbury and Hereford Railway, at or near a point thereon, three hundred yards or thereabouts southwards of a locomotive engine house recently erected, or now in the course of erection on or adjoining to that railway, which said intended railway and works will be made and maintained from, in, through, or into, or be

situate within the several parishes, townships, and extra-parochial or other places, of Berrington, Saint Chad, Betton, Great Betton, Abbots Betton, Betton Abbots, Little Betton, Betton Strange, Betton and Alkmere, Frankwell, Atcham, Attingham, Emstree otherwise Emstrey, Chilton, Cronk Hill, Berwick Mavison, Uckington, Longner, Sutton, Sutton Mill, Meole Brace, otherwise Brace Meole, Abbey Foregate Shrewsbury, the Abbey Parish Shrewsbury, Holy Cross and Saint Giles Shrewsbury, Saint Julian Shrewsbury, the liberties of Shrewsbury, the borough of Shrewsbury, Shrewsbury, Coleham, Trinity Coleham, and the Stone Ward Without Shrewsbury, in the said county of Salop, or some or one of them :

And it is also intended by the said Act to enable the Severn Valley Railway Company, either solely or jointly with the London and North-Western Railway Company, and the Shrewsbury and Hereford Railway Company, or with either of them, to construct and maintain a station, with suitable approaches, works, and conveniences, in the parishes, townships, or other places, of Saint Julian Shrewsbury, Coleham, Trinity Coleham, the Abbey Foregate Shrewsbury, The Abbey Parish Shrewsbury, Holy Cross and Saint Giles Shrewsbury, Shrewsbury, the borough of Shrewsbury, the liberties of Shrewsbury, and the Stone Ward Without Shrewsbury, in the said county of Salop, or some or one of them, and also to enable the Severn Valley Railway Company to enter into contracts, agreements, and arrangements with those Companies, or with either of them, for and concerning the joint construction, maintenance, and use of such station :

And it is also proposed by the said intended Act, to apply for powers to enable the said Severn Valley Railway Company to make lateral deviations from the lines of the said intended railway and works to the extent and within the limits described upon the plans hereinafter mentioned, and also to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, streets, railways, tramways, aqueducts, canals, towing-paths, streams, drains, pipes, rivers, navigations, and other works within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, as it may be necessary to cross, stop up, alter, or divert, by reason of the construction of the said railway and other works, or any of them :

And it is also intended by the said Act to apply for powers for the purchase by compulsion or otherwise, of lands and buildings, for the purposes of the said intended railway, station, and other works ; and to alter, vary, or extinguish all existing rights and privileges connected with such lands and buildings, or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railway, station, and other works, or any of them, and to confer, vary, or extinguish other rights and privileges, and also to levy tolls, rates, and duties for or in respect of the use of the said intended railway, station, and other works, or any of them, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties :

And Notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans, and sections, showing the direction, line, and levels of the said intended railway and other works, 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 Salop, at his office at Shrewsbury ; 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 parish or extra-parochial place in or through which the said railway and other works are intended to be made, together with a copy of this notice, published as aforesaid, will be deposited as follows (that is to say), in the case of parishes, with the parish clerk of each such parish, at his residence ; and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

And Notice is hereby further given, that it is also proposed by the said intended Act to empower the Severn Valley Railway Company to apply to the purposes of the said intended Act, or some of them, any funds or capital already authorised to be raised by them under their existing Act, or which now or hereafter may belong to them, or may be under the control of their directors, and, if necessary, to raise a further sum of money for the purposes of such Act, or some of them, by the creation and issue of new shares in their undertaking, or by mortgage or bond, and to enable the Company to assign and attach, if they shall see fit, to any shares to be created under the authority of the said intended Act, such guaranteed or preferential dividend, terms, conditions, rights, or privileges, as the Company shall see fit :

And it is also proposed by the said intended Act to enable the said Severn Valley Railway Company, or any other Company or persons lawfully using the lines authorised by "The Severn Valley Railway Act, 1853," or by the intended Act, to run, pass over, and use with their engines, carriages, and waggons, or with the engines, carriages, and waggons of such other Company or persons using and passing over the lines authorised by the said Act, or by the intended Act, the several railways and stations, watering-places, sidings, offices, and other works and conveniences, or some of them, or some part or parts thereof, now or hereafter belonging jointly or severally to or under the joint or several management or regulation of the Shrewsbury and Hereford Railway Company, the Shrewsbury and Chester Railway Company, the Chester and Holyhead Railway Company, the Birkenhead, Lancashire, and Cheshire Junction Railway Company, the London and North-Western Railway Company, the Shropshire Union Railways and Canal Company, and the Shrewsbury and Birmingham Railway Company, or any or either of them, upon payment of such tolls, rates, and charges, or such sum or sums of money, either annually or in gross, and in such manner and upon such terms and conditions as shall be agreed upon between the said Severn Valley Railway Company or the said other Company or persons, and the said several Railway Companies before-mentioned, or any of them, or as shall be prescribed or provided for by the intended Act, and also to apply for powers to alter, limit, and regulate the tolls, rates, and duties authorised to be levied under the several Acts hereinafter mentioned, or some of them, so far as the same would be leviable in respect of such engines, carriages, and waggons, running, passing over, or using such several railways, stations, and other works and conveniences, or any or either of them, or any part or parts thereof.

And it is also proposed by the said intended Act to authorise the said Severn Valley Railway Company, and the said several Railway Companies before mentioned, or any or either of them, to make and enter into and carry into effect such contracts and arrangements, on such terms and conditions, and subject to such restrictions, as may be or

may have been mutually agreed upon by or on behalf of the Severn Valley Railway Company and those Companies, or any or either of them, with reference to the working and use of the railway or railways, or any part or parts thereof, authorised by "The Severn Valley Railway Act, 1853," or by the said intended Act, and of the railway or railways, or any part or parts thereof, now or hereafter belonging to the several Railway Companies before mentioned, or any or either of them, and the conduct, management, direction, and transmission of the traffic, or any portion of the traffic upon such railways or any of them; or any part thereof, and the division and apportionment of such traffic, and the tolls, rates, and charges arising therefrom, between and amongst the said Severn Valley Railway Company and the said Companies before mentioned, or any or either of them; and to enable such Companies, or any or either of them, to appoint a joint committee for carrying into effect any such contracts or arrangements, and to exercise, by means of such joint committee, or otherwise, such of the rights, powers, and privileges, whether with reference to the levying of tolls, rates, and duties, or otherwise, now or hereafter vested in or belonging to such Companies or any or either of them, or such of them as may be parties to any such contract or arrangement, and all such other rights, powers, and privileges as may be necessary or expedient for more effectually carrying into effect any such contracts or arrangements; and it is also proposed, by the said intended Act, to confirm all or any agreements now or hereafter to be entered into between such Companies, or any or either of them, or on their behalf, with reference to all or any of the purposes before mentioned:

And it is also intended by the said Act to enable the Severn Valley Railway Company, and the several Companies interested in the station at Shrewsbury, belonging, or alleged to belong, jointly to the Shrewsbury and Birmingham, Shrewsbury and Chester, and Shrewsbury and Hereford Railway Companies, and the Shropshire Union Railways and Canal Company, or some of them, to make agreements for the admission of the Severn Valley Railway Company as copartners in the said station, and for and concerning the use by the Severn Valley Railway Company, jointly with such other Companies, or some of them of such station, together with the watering-places, sidings, platforms, booking-offices, warehouses, and other buildings and conveniences connected therewith, or such portions thereof as may be necessary; and also to enable the Severn Valley Railway Company, and the several and respective Companies aforesaid, to enter into agreements for and concerning the use of and passage over, with engines, carriages, and waggon of the Severn Valley Railway Company, such portions of the lines of railway belonging to the said Shrewsbury and Birmingham, Shrewsbury and Chester, and Shrewsbury and Hereford Railway Companies, and the Shropshire Union Railways and Canal Company respectively, or any or either of them, as may be necessary for the use by the Severn Valley Railway Company of such station, or any part thereof, and for and concerning the sums in gross, or by annual payments, or the rates, tolls, or other charges which shall be paid by the Severn Valley Railway Company to all or any of such other Companies for or in respect of all or any of the matters aforesaid:

And it is also proposed by the said intended Act to alter, extend, vary, amend, enlarge, or consolidate all or some of the powers and provisions of "The Severn Valley Railway Act, 1853;" and if it should be deemed expedient so to do, to repeal all or any part of the provisions of the said last-

mentioned Act, and to re-enact, with such alterations and amendments as may be requisite, so many of such provisions respectively as may be desirable for the purpose or purposes aforesaid, or any of them, and for carrying out and completing the undertaking or undertakings of the said Company:

And for carrying into effect all or any of the above objects, and so far as may be necessary for such purposes, but not further or otherwise, it is intended by the said Act to alter, vary, extend, amend, and enlarge, and if need be, to repeal, all or some of the powers and provisions of the several Acts following, relating to the Shrewsbury and Birmingham Railway Company, or some of them (that is to say), local and personal Acts 9 and 10 Vic., caps. 307 and 308; 10 and 11 Vic., cap. 80; 11 and 12 Vic., cap. 133; 12 and 13 Vic., cap. 85; and 15 and 16 Vic., cap. 165.

And also the several Acts following, relating to the Shrewsbury and Chester Railway Company (that is to say): local and personal Acts, 7 and 8 Vic., cap. 99; 8 and 9 Vic., caps. 42 and 115; 9 and 10 Vic., caps. 250, 251, 274, and 275; 10 and 11 Vic., cap. 144; 12 and 13 Vic., cap. 55; 14 and 15 Vic., cap. 131; and 15 and 16 Vic., cap. 146:

And also of the several Acts following, relating to the Shrewsbury and Hereford Railway Company (that is to say): local and personal Acts, 9 and 10 Vic., cap. 325; 13 and 14 Vic., cap. 26; and 15 and 16 Vic., cap. 168:

And also the several Acts following, relating to the Shropshire Union Railways and Canal Company (that is to say): local and personal Acts, 9 and 10 Vic., caps. 304, 322, 323, and 324; and 10 and 11 Vic., cap. 236:

And also of the several Acts following, relating to the Chester and Holyhead Railway Company (that is to say): 7 and 8 Vic., cap. 65; 8 and 9 Vic., cap. 33; 10 and 11 Vic., caps. 147, 162, and 238; 11 and 12 Vic., cap. 60; 12 and 13 Vic., cap. 41; 13 and 14 Vic., cap. 111; 14 Vic., cap. 21; and 14 and 15 Vic., caps. 21 and 131; and also the Act relating to the Mold Railway, 10 and 11 Vic., cap. 162:

And also of the several Acts following, relating to the Birkenhead, Lancashire, and Cheshire Junction Railway Company (that is to say): 1 Vic., cap. 107; 3 Vic., cap. 2; 8 and 9 Vic., cap. 99; 9 and 10 Vic., cap. 91; 10 and 11 Vic., caps. 222 and 223; and 15 and 16 Vic., cap. 167; and also any Acts of the last session of Parliament relating to the same Company:

And also of the several Acts following relating to the London and North Western Railway Company (that is to say): an Act passed in the session of Parliament held in the ninth and tenth years of the reign of her present Majesty, intitled "An Act to Consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and the several other Acts distinguished in the Queen's Printer's copies of the local and personal Acts, as 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic., cap. 67; 9 and 10 Vic., caps. 80, 82, 152, 182, 192, 193, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 363, 369, 380, and 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; and 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222.

And Notice is hereby further given, that printed copies of the proposed Bill will be deposited in the

Private Bill-Office of the House of Commons on or before the thirty-first day of December in the present year.

Dated this 10th Day of November, 1853.

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

Congleton Inclosure Acts Amendment.

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 following Acts or one of them (that is to say), an Act passed in the 35th year of the reign of His Majesty King George the 3rd, intituled "An Act for dividing and leasing or letting certain commons or waste grounds within the borough and township of Congleton, in the county of Chester, and for applying the profits of part of the same in aid of the poors-rate or other taxes or public expenses within the said township," and an Act passed in the session of Parliament held in the 12th and 13th years of the reign of Her present Majesty, intituled "An Act for amending an Act passed in the 35th year of the reign of His Majesty King George the 3rd, for dividing and leasing or letting certain commons or waste grounds within the borough and township of Congleton, in the county of Chester, and for applying the profits of part of the same in aid of the poors-rate or other taxes or public expenses within the said township."

And provision will be made by the said intended Act for enabling the trustees acting in execution of the recited Acts and the intended Act, to make exchanges of all or any part of the lands, tenements, or hereditaments for the time being vested in them for other lands, tenements, or hereditaments, and on any such exchange to give or receive any money for equality of exchange, and it is also intended to provide for the application of the monies received upon any such exchange in the manner mentioned in the said recited Acts or one of them, or in some other manner to be prescribed by the said intended Act, and to grant to the said trustees further and more effectual powers for carrying all or any of the purposes of the recited Acts and the intended Act into effect.

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

Dated this 19th day of November, 1853.

Geo. Reade, Congleton, clerk to the trustees under the before-mentioned Acts, and Solicitor for the said Bill.

Burnley Improvement Act.

(Amendment or Repeal of existing Act of 1846; Extension of Limits; Power to Commissioners to erect Gas Works; to purchase Works of existing Gas Company, and to amend that Company's Act; Extension of existing Waterworks, and construction of new Works; to cleanse and scour the Brun and Calder; to make a Cemetery; to establish Baths and Washhouses; to regulate weight of Carts passing through Town; Removal of Toll-gates; General Improvement Powers, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to alter, amend, extend, and enlarge, or to repeal and re-enact all or some of the powers and provisions of an Act passed in the ninth and tenth years of the reign of Her present Majesty, intituled "An Act for better paving, lighting, cleansing, regulating, and improving the town of Burnley, in the county palatine of Lancaster, and for better supplying the inhabitants thereof with water," and to grant further and ad-

ditional powers to the Commissioners acting in the execution of the said Act, and to extend such powers and provisions, so altered and enlarged, so as to comprise within the limits of such Act, with respect to the supply of water and gas, the whole of the townships of Burnley and Habergham Eaves, in the parish of Whalley, in the said county palatine; and with respect to the cemetery, the whole of the said townships of Burnley and Habergham Eaves, save and except the ecclesiastical districts of All Saints, Habergham, in the said township of Habergham Eaves, and such parts of the ecclesiastical district of Saint James's, Briercliffe-with-Extwistle, as may lie within the said township of Burnley; and with respect to the other objects and purposes of the said Act, the limits following (that is to say), a circle, of which the centre is a mere stone, placed by the commissioners under the authority of the said Act of the ninth and tenth years of Her present Majesty, in the centre of the public street opposite the former great front door of the Black Bull Inn in Burnley aforesaid, on a level with the pavement in the said street, and which mere stone is now opposite the shop occupied by Thomas Sutcliffe, stationer, which has been since erected on the site of the said Black Bull Inn, and which circle will extend to the distance of a mile in every direction from such mere stone, and no further, the present limits of the said Act of the ninth and tenth years of Her present Majesty for such purposes being a distance of only three quarters of a mile in every direction from such mere stone, and to empower the said commissioners to levy rates and assessments, for the purposes of the said Act, within such extended limits, and to raise money on the credit of such rates and assessments.

And by the said Act power will be taken to increase or diminish the number of commissioners acting in the execution of the said Act.

And by the said Act it is intended to authorize and empower the commissioners to alter, extend, and enlarge their existing waterworks, and to make, repair, and maintain additional reservoirs, aqueducts, conduits, mains, pipes, engines, wells, filtering beds, and other works and conveniences connected therewith, and particularly to make, repair, and maintain the works following; that is to say:

1st. To make and maintain a reservoir or reservoirs, with all proper and necessary works and conveniences connected therewith, to be situate at a place called Thurstwell, in and upon certain plots or parcels of land in the occupation of Smith Hargreaves, in the township of Worsthorne-with-Hurstwood, in the parish of Whalley, in the county palatine of Lancaster.

2nd. To make and maintain a conduit or line of pipes, with all necessary works connected therewith, or to repair and maintain an existing conduit or line of pipes commencing from and out of a certain stream called the Swinden Water, at a point called Great Edge Clough, in the township of Briercliffe-with-Extwistle, and Worsthorne-with-Hurstwood, passing thence, through, and into the township of Briercliffe-with-Extwistle, and terminating at the existing receiver of the said commissioners at Holden Clough, in the said township of Briercliffe-with-Extwistle and parish of Whalley.

3rd. To make, lay down, and maintain a conduit or line of pipes, commencing in a certain inclosure at the said place, called Thurstwell, and the said intended reservoir in the said township of Worsthorne-with-Hurstwood, and parish of Whalley, and passing thence into and through the said townships of Worsthorne-with-Hurstwood, Briercliffe-with-Extwistle and Burnley, and terminating by a junction with the existing mains of

the said commissioners, at a point in Church-street opposite to St. Peter's Church, in the town of Burnley aforesaid.

4th. To make and maintain a conduit or line of pipes, with all necessary works connected therewith, or to repair and maintain an existing conduit or line of pipes, commencing at or near to a certain tenement called Widow Hill, in the township of Burnley, passing thence, in, and through certain lands in the said township of Burnley, and terminating in the highway of the said township, at a point called Mrs. Hitchon's tenement, in the said township of Burnley, and parish of Whalley.

And for the purposes of such works, to take and use the waters of the said stream, called the Swinden Waters, and of any springs, brooks, and streams which may be found in and under the lands to be taken or affected by virtue of the said Act; which waters, or some of them, now flow into the existing reservoirs of the said commissioners, called the Heckenhurst Reservoirs, in the said township of Worsthorpe-with-Hurstwood, into certain reservoirs called the Pheasantford Reservoirs, in the said township of Briercliffe-with-Extwistle, and into the mill dam in the said town of Burnley, all in the parish of Whalley.

All which works will be situate in, or pass from, through, or into the townships of Briercliffe-with-Extwistle, Worsthorpe-with-Hurstwood, and Burnley, in the said parish of Whalley, and county of Lancaster.

And in the construction of the said new and additional works, and the enlargement and extension of their existing works, to enable the said commissioners to lay down, repair, and maintain all such embankments, dams, sluices, cuts, channels, drains, pipes, wells, engines, and other works, as may be necessary for better and more effectually supplying with water the said townships of Burnley and Habergham Eaves, 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, water-courses, sewers, or drains, and to alter, divert, or stop up, either temporarily or permanently, any roads, highways, sewers, drains, ways, or water-courses.

And it is intended by the said Act to empower the said commissioners to construct and erect works for the supply of gas, for the purpose of lighting the several streets, roads, highways, lanes, yards, courts, and public passages and places within the said townships of Burnley and Habergham Eaves, in the said parish of Whalley, and for supplying the various buildings and the inhabitants within the same with gas, and to enable the said commissioners to lay down, make, and maintain pipes, mains, and other works and conveniences in the several streets, roads, highways, lanes, and other public passages and places aforesaid, and to erect and construct all such buildings, gas meters, and other works and apparatus as may be necessary for the purposes aforesaid, and also to enable the said commissioners to purchase by agreement, or to take on lease the undertaking and works of the Burnley Gas Light Company, and to empower the said Company to sell or lease the same accordingly to the said commissioners, and to make and enter into all necessary agreements and arrangements for such purposes, and so far as may be necessary, to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of an Act passed in the seventh year 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."

And it is also intended by the said Act to confer upon the said commissioners all necessary powers for enabling them effectually to cleanse, scour, and preserve the streams of water called respectively the Brun and Calder, and to prevent encroachments in or upon the beds of the said streams.

And by the said Act it is intended to authorize the commissioners to make and maintain a cemetery, for the said townships of Burnley and Habergham Eaves, except such parts thereof as are within the said ecclesiastical districts of All Saints, Habergham, in the said township of Habergham Eaves, and of Saint James's, Briercliffe-with-Extwistle, with all necessary approaches, buildings, and other works connected therewith, and for that purpose to purchase, by compulsion or agreement, such lands and houses as may be necessary, the limits within which such cemetery is intended to be made, being as follows; that is to say: in and upon certain plots or parcels of land in the township of Burnley, in the said parish of Whalley, situate at Barden Clough, in the said township of Burnley, and in the several occupations of Bernard Edmondson, Robert Dean, and James Dean, containing sixteen acres or thereabouts, bounden on the north by lands belonging to Robert Townley Parker, Esquire, in the township of Reedley Hollows, Filley Close, and New Laund Booth, on the east by Barden Lane, on the west by the Leeds and Liverpool Canal, and on the south by lands belonging to Robert Townley Parker, Esquire, in the said township of Burnley, and to levy and receive rents, rates, or duties, for or in respect of the interment of the dead within such cemetery, to prohibit interments within the limits of the said intended Act for improvement purposes, and to vary, repeal, or extinguish all existing rights or privileges which would impede or interfere with the establishment and maintenance of the said cemetery.

And it is intended by the said Act to authorize the commissioners to erect and provide baths, washhouses, and bathing places within and for the limits of the said intended Act for improvement purposes, and to charge rents or rates for the use thereof.

And it is intended by the said Act to confer upon the said commissioners all such further powers as may be necessary, in addition to the powers conferred upon them by the said Act of the ninth and tenth years of Her present Majesty, for the several purposes following:—

For the supply of water and gas; for the more effectual prevention of nuisances; for the erection of slaughter-houses, and the making of bye-laws for the regulation and use thereof; for the regulation of burials; for cleansing the streets, roads, and public passages and places; for regulating the construction of houses and buildings; for naming streets and numbering houses; for improving the line of streets, and removing obstructions and ruinous or dangerous buildings; for sewerage, lighting, paving, and otherwise improving streets, roads, and other public passages and places; for making regulations as to the weight of carts and other carriages passing through the streets, roads, and other public places within the said district, and for such other purposes in connection with the sanitary improvement of the said district, as may be deemed necessary or expedient.

And notice is hereby further given, that it is intended by the said Act to take power to prevent the collection of toll on any turnpike road within the limits of the said Act for improvement purposes, and to provide for the removal of the following toll-gates or toll-bars within the said limits; that is to say: the Duke of York toll-bar, the

Barden-lane side toll-bar or chain, the Cog-lane toll-bar, and the Ridge toll-bar, which four last named toll-bars belong to the trustees of the Blackburn, Addingham, and Cocking End turnpike-road; the toll-bar situate at Brunshaw Bottom, belonging to the trustees of the Burnley, Todmorden, and Halifax turnpike-road; and a certain other toll-bar, called the Henley Wood toll-bar, belonging to the trustees of the Burnley and Rochdale turnpike-road, and so far as may be necessary to alter, amend, and enlarge all or some of the powers and provisions of the following Acts: the 7th William the 4th, chapter 6, intituled "An Act for repairing, maintaining, and improving the road from the town of Rochdale to near Hand Bridge, near the town of Burnley, and of roads communicating therewith, and for making and maintaining other roads, also to communicate therewith, all in the county palatine of Lancaster." the 7th and 8th George the 4th, chapter 59, intituled "An Act for repairing the road from Blackburn, in the county palatine of Lancaster, to Addingham and Cocking End, in the west riding of the county of York; and for making and maintaining a new road from Old Accrington to the Burnley and Rochdale turnpike-road, in Habergam Eaves, in the said county of Lancaster, and a branch therefrom;" and the 1st and 2nd George the 4th, chapter 3rd, intituled "An Act for repairing and maintaining the roads from Todmorden to Fullede-lane End, in Burnley, and to Littleborough, in the county of Lancaster, and to King Cross, in the parish of Halifax, in the county of York."

And by the said Act power will be given to the commissioners to make, levy, and receive rates, duties, and assessments, and to raise and borrow all such further sums of money, on the credit thereof, as may be requisite or proper for providing funds to enable them to carry into full and complete effect the objects and purposes of the said intended Act, and to levy rates or rents for the supply of water and gas, and to alter existing rates, duties, rents, or assessments, to confer, vary, or extinguish exemptions from payment of rates, duties, rents, or assessments, and to confer, vary, or extinguish other rights and privileges.

And power will also be given to the said commissioners to purchase, compulsorily or by agreement, or to take on lease all such lands, tenements, or other hereditaments as may be requisite or necessary for all or any of the purposes of the said intended Act, and to alter, vary, or extinguish all existing rights and privileges connected therewith, and all other rights and privileges which would in any manner interfere with the objects and purposes of the said intended Act.

And notice is hereby further given, that duplicate plans, showing the line or situation of the intended waterworks, 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 thirtieth day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county palatine of Lancaster at Preston; and that on or before the same thirtieth day of November a copy of the said plans, sections, and books of reference, with a copy of the Gazette notice, will be deposited with the parish clerk of the parish of Whalley, at his residence.

And notice is hereby also given, that on or before the thirty-first December next, printed copies of the said proposed Act, will be deposited

in the Private Bill Office of the Honourable the House of Commons.

Dated this 10th day of November, 1853.

Artindale and Shaw, Burnley, Solicitors
for the Bill.

The Metropolitan Gasworks Supply Company. (Incorporation of Company; Powers to Manufacture Gas and supply the Metropolitan Gas Companies, to make arrangements with those Companies, to take Land for Works, and to Construct Works.)

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

1. To incorporate the Metropolitan Gasworks Supply Company, provisionally registered.
2. To enable the Company to erect and maintain gasworks on the northern side of the River Thames, near Devall's House, in the parish of Woolwich, in the county of Kent.
3. To enable the Company to make, maintain, vary, extend, enlarge, and use gas mains, pipes, and other apparatus, the main line thereof commencing at the gasworks, passing along or across Bow Creek, Limehouse Cut, Bow Common Lane, Regent's Canal, Bridge Street, Bancroft Place, Mile End Road, Globe Road, Green Street, Cambridge Road, Hackney Road, Old Street Road, City Road, Pentonville Hill, the New Road, Great Portland Street, Oxford Street, Regent Street, Conduit Street, Old Bond Street, Piccadilly, Grosvenor Place, Upper and Lower Eaton Street, Vauxhall Bridge Road, Vauxhall Bridge, New Bridge Street, Upper Kennington Lane, Vauxhall Road, Lower Kennington Lane, High Street, London Road, Blackfriars Road, Blackfriars Bridge, Bridge Street, William Street, Water Lane, and the intermediate lands, or some of those places and lands, and terminating at the City Gasworks, with the following branches from such main line:—

- 1st. At Bow Common Lane to the Great Central Gas Consumers Works.
- 2nd. At Bridge Street, Mile End Road, through Bancroft Place, Johnson Street, York Place, Rhodes Well Road, White Horse Street, Brook Street, Back Road, and John Street, to the Commercial Gas Stations.
- 3rd. At the junction of Hackney Road with Great Cambridge Road, through Great Cambridge Street, Gloucester Street, Haggerstone Lane, to the Imperial Gasworks, and the Independent Gasworks.
- 4th. At the junction of Old Street Road with Curtain Road, through Worship Street and Curtain Road, to the Chartered Gas Works.
- 5th. At the junction of York Road with the City Road, through Macclesfield Terrace, City Road, York Street, and Brick Lane, to the Chartered Gasworks.
- 6th. At King's Cross, through Old St. Pancras Road and Wharf Road, to the Imperial Gasworks.
- 7th. Near Trinity Church, New Road, through Portland Street, New Road, Chapel Street, Edgware Road, Harrow Road, Brindley Street, and Kensall Road, to the Western Gasworks.
- 8th. At the junction of Grosvenor Place with Grosvenor Street West, through Grosvenor Street West, King's Road East and West, Kensington Canal and Factory Lane, to the Imperial Gasworks.
- 9th. At Vauxhall Bridge Road, near Vincent Square, through Regent Street and Horseferry Road, to the Chartered Gasworks.
- 10th. At Vauxhall Bridge Road, near Bessborough Street, through Bessborough Street and Place to the Equitable Gasworks.
- 11th. At the junction of New Bridge Street with High Street, Vauxhall, through High Street, to the London Gasworks.
- 12th. At the junction of Devonshire Street with Upper Kennington Lane, through Devonshire Terrace, to the Phoenix Gas Station.
- 13th. Near the Elephant and Castle, through New Kent Road,

Old Kent Road, and the Grand Surrey Canal, to the South Metropolitan Gasworks. 14th. At the junction of Wellington Street with Blackfriars Road, through Friar Street and Wellington Street to the Phoenix Gasworks. 15th. At the junction of Holland Street with Blackfriars Road, through Holland Street and Bankside to the Phoenix Gasworks.

4. To enable the Company to carry on all the business of a Gas Light and Coke Company except the supplying of gas directly for private consumption; and for the purposes of their business, to build, buy, provide, hold, and use ships, steamers, and other vessels, and to import coals.

5. To enable the Company and the Victoria Dock Company (London) to make contracts and arrangements for the use by the Company of the Victoria Docks, and to enable the Company to make and maintain works and conveniences for landing coals, and accommodating vessels bringing coals for the use of the Company.

6. To enable the Company to supply with gas the several Gas Companies now or hereafter established within the City of London and the Metropolitan Police District, or supplying gas within those limits.

7. To enable the Company to make with those Gas Companies, or any of them, arrangements in the nature of an amalgamation of their interests, &c.

8. To authorize the Company to guarantee to those Gas Companies, or any of them, any dividend on their share, capital, or any interest on their debts, or any other benefit mutually agreed on.

9. To authorize those Companies respectively to hold shares in the capital of the Company.

10. To authorize the nomination by those Companies, or some of them, of Directors of the Company.

11. To authorize the Company to hold shares in the capital of those Companies respectively.

12. To authorize the nomination by the Company of Directors in those Companies respectively.

13. To enable the Company, and those Companies, or any of them, to make arrangements and contracts with respect to such supply of gas.

14. To provide for the sanction by such of the Companies as are supplied with gas by the Company, of the appointment and removal of inspectors of meters and auditors of the Company.

15. To provide for the discontinuance of the manufacture of gas by Companies supplied by the Company.

16. To provide for the sale, lease, or other disposal by the Companies discontinuing the manufacture of gas of such of their gasworks, lands, buildings, and plant as cease to be required.

17. To levy tolls, rates, and duties; alter existing tolls, rates, and duties; confer, vary, and extinguish exemptions from payment of tolls, rates, and duties; and to confer, vary, and extinguish other rights and privileges.

18. To confer on the Home Secretary or the Board of Trade, or some other public authority, powers of control with respect to the execution of some of the powers of the Act.

19. To incorporate with the intended Act all or parts of all or some of the following Acts, "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Gas Works Clauses Act, 1847."

20. To repeal or alter all or parts of all or some of the several Acts of Parliament relating respectively to Bow Creek, Limehouse Cut, Grand Surrey Canal, Kensington Canal, Grand Junction Canal, Regent's Canal, Paddington Canal, Vauxhall Bridge, Blackfriars Bridge, Harrow Road, City Road, Hackney Road, Commercial Road, Fulham Road, Old Pancras Road, Old North Road, New Cross

Road, Surrey and Sussex Road, Metropolitan Roads, London, Woolwich, and Blackwall Railway, Eastern Counties Railway, North London Railway, Blackwall Railway, Victoria Docks (London), River Thames, River Lee, Metropolitan Commissioners of Sewers, and Commissioners of Sewers for the Havering levels, and to the several streets, roads, and other highways above named, and to all lands and houses to be taken or used for, or interfered with by the works.

21. To confer on the Company powers for the compulsory purchase of lands and houses.

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

T. L. Marriott, Parliamentary Agent,
1, Lancaster Place, Strand.

North and South Wales Railway
(Incorporation of Company for making a Railway from Llanidloes, in the County of Montgomery, to Lampeter, in the County of Cardigan.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill to incorporate a Company, and to give such Company power to make and maintain the following railway, or some part or parts thereof, together with all necessary communications, approaches, stations, works, and conveniences connected therewith, that is to say, a railway commencing in the parish of Llanidloes, in the county of Montgomery, either by a junction or junctions with the authorized line of the Llanidloes and Newtown Railway, in or near to a certain pasture field called Erwfongam, reputed to belong to the Right Honourable Edward Pryce Lloyd, Lord Mostyn, or by a separate and distinct terminus, passing from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say, Llanidloes Cefnhafoedau, Glynwyn-wydd, Llanward otherwise Llanwarded, Llanyffynny, Llanurig, in the county of Montgomery, Llanbadarn-fawr, Llanbadarn-y-Croyddin-ucha, Llanbadarn-y-Croyddin-issa, Yspytty-Ystwyth, Llanafan, Llanfihangel-y-Croyddin-ucha, Gwnnws-issa, Gwnnws-ucha, Gwnnws, Yspytty Ystrad Meyric, Tregaron, Argoed and Ystrad, Treflyn and Trecefel, Croes and Berwyn, Blaen Caron, Blaen Carrog, Caron-is-clawdd, Caron-uwch-clawdd, Caron, Prisk and Carvan, Blaen Pennal, Llanio, Garth and Ystrad, Gorgoyan, Gorwydd, Llandewy-Brefy, Llanfair-Clydogau, Cellan, Llanbadarn-odyn, Llangeitho, Llanybi, Bettws Lleici, Bettws Bledrws, Silian, Trefigod, Lampeter Pont Stephen, or some of them, in the county of Cardigan, and terminating at or near a certain piece of pasture land, adjoining the old course of the River Teivi, in the parish of Lampeter Pontstephen and township of Trefigod, in the county of Cardigan, reputed to belong to John Scandrett Harford, Alfred Harford, and John Battersby Harford. The said Bill will empower the Company to deviate from the line or lines laid down in the plans hereinafter mentioned, to the extent thereon defined, and to cross, divert, alter or stop up, either temporarily or permanently, all such turnpike and other public roads, highways or passages, streets, bridges, rivers, streams, aqueducts, canals, navigations, tramways, and railways within the parishes, townships, and extra-parochial places aforesaid, as it may be necessary to cross, divert, alter, or stop up for the purposes of such railway and works respectively; and it is intended by the said bill to take power to purchase, by compulsion or otherwise, the lands, houses, and other property which may be required in the construction of such railway and works; and the said Bill will also take power to vary or extinguish all rights and

privileges connected with such lands, houses, and property, and all other rights and privileges which may in any way interfere with the objects and purposes of the said Bill; and also to enable the said Company to be incorporated by the said Act to levy tolls, rates, and duties upon, or in respect of the said railway and works, and to confer such exemptions from the payment of such tolls, rates, and duties as may be thought expedient, and to confer, vary, or extinguish other rights or privileges; and it is intended to incorporate with the said Bill "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railway Clauses Consolidation Act, 1845," except so far as the same shall be modified by the said Bill.

And notice is hereby given, that duplicate plans and sections describing the lines and levels of the said railway and works, and the lands to be taken for the purposes thereof, together with books of reference to such plans, and a published map, with the line of the said railway delineated thereon, shewing the general course and direction thereof, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection at the respective offices of the Clerks of the Peace, following, that is to say, at the office of the Clerk of the Peace for the county of Cardigan, at Aberystwith in the said county, and at the office of the Clerk of the Peace for the county of Montgomery, at Pool, otherwise Welshpool, in the said county, and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said proposed railway stations and works are proposed to be made, together with a copy of such notice, will be deposited, on or before the said 30th day of November instant, with the parish clerks of each of such parishes, at their respective places of abode, and in the case of extra-parochial places, with the parish clerk of some parish adjoining thereto at his residence.

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

Dated this 7th day of November, in the year of our Lord, 1853.

Bush and Mullens, 7, Poultry, London, Solicitors.

Wakefield Water Works.

(New Works for supply of Water to Wakefield; Power to raise further Capital.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to repeal, alter, extend, enlarge, consolidate, and amend all or some of the provisions of the several local and personal Acts of Parliament relating to the Wakefield Water Works Company; that is to say: local and personal Acts 7 Wm. 4, and 1st Victoria, cap. 55; and 4 and 5 Vic., cap. 61; and to make better provision for supplying with water the town of Wakefield and neighbourhood thereof, within the township of Wakefield, and the township of Alverthorpe-with-Thornes, and the township of Stanley-cum-Wrenthorpe, all in the parish of Wakefield, and the township of Sandal Magna, in the parish of Sandal Magna, all in the West Riding of the county of York, and for such purpose to authorize the Wakefield Water Works Company to construct and maintain the reservoir, aqueducts, and other proper works and conveniences hereinafter mentioned, or some of them, for the collecting, conveying, penning up, impounding, and storing of water, as well for the purposes aforesaid, as for compensating the owners, lessees, and occupiers of any

lands, mills, engines, and other works, situated upon the bank, or stream, proposed to be diverted as hereinafter-mentioned for the loss of the water to be taken or used by the said Company, together with such cloughs, sluices, pipes, conduits, by-channels, waste-weirs, gauge-weirs, overfalls, valves, wells, tanks, drains, ledges, filters, and other works and conveniences in and near to such reservoir, or in or near to the lines of such aqueducts or conduits, or any of them, as may be proper and necessary for effectually securing the said object; that is to say:

A reservoir at or near a certain place called Ardsley Fall, in the parishes of East Ardsley and Rothwell, or one of them, upon and for the purpose of collecting and impounding the waters of a certain beck or stream flowing through Ardsley Fall aforesaid, called Dolphin Beck, or Bowling Beck, and the tributaries thereof.

Also one or more catch water drain or drains, cut or cuts, sluice or sluices, in the parishes of East Ardsley and Rothwell aforesaid, or one of them, upon and for the purpose of impounding the water tributary to or flowing into Dolphin Beck or Bowling Beck, or which might by such catch-water, drain or drains, cut or cuts, sluice or sluices, be collected or impounded in the last-mentioned reservoir.

An aqueduct, conduit, or main line of pipes, commencing at the said reservoir, at or near East Ardsley aforesaid, and terminating at the Wakefield Water Works Company's reservoirs, at or near Field Head, in the township of Stanley-cum-Wrenthorpe, in the parish of Wakefield, which said reservoir, and aqueduct or conduit, will be situate in the several parishes, townships, and extra-parochial and other places following, or some or one of them; that is to say: Thorpe, Thorpe-on-Hill, Rothwell, East Ardsley, Lofthouse-with-Carlton, Stanley, Stanley-cum-Wrenthorpe, and Wakefield, in the West Riding of the county of York.

And it is proposed by the said intended Act to enable the Company to take, divert, intercept, impound, and use the waters or some part thereof now flowing down the said beck or stream and its respective tributaries, or some of them, and also all water which may be found or intercepted in the construction of the said intended works, which streams and waters now flow directly or derivatively into the navigable rivers Aire and Calder, and the Aire and Calder Navigation, or some or one of them, and the several branches thereof respectively.

And it is further proposed by the said intended Act to enable the Company to purchase, by compulsion or agreement, all such lands, buildings, streams, brooks, springs of water, and other hereditaments, as may be necessary for the construction, maintenance, and use of the said works, or any of them, or any right or easement of, in, through, or over the same, and to empower the Company to cross, stop up, alter, or divert, temporarily or permanently, within, adjoining, or near to the several parishes, townships, and places aforesaid, or any of them, Ardsley Common-lane, Dolphin-lane, Ardsley-lane, Mill-lane, and all other roads, streets, and highways, tramways, canals, streams, water-courses, service-pipes, aqueducts, and bridges, which it may be necessary or convenient so to cross, stop up, alter, or divert, for any of the purposes of the said intended Act, and to vary, repeal, or extinguish all existing rights or privileges connected with the said beck or stream before-mentioned, or its tributaries, or with any such lands, buildings, brooks, springs of water, and other hereditaments as aforesaid, or which would

in any manner impede or interfere with the carrying into effect the objects and purposes of the said intended Act, and to confer other rights and privileges.

And it is also proposed by the said intended Act to authorize the Wakefield Waterworks Company to raise, by the creation of preference shares or otherwise, a further sum of money, and to levy rates and rents for or in respect of the said waterworks, and to alter the existing rates and rents, and to confer, vary, or extinguish exemptions from the payment of rates and rents.

And notice is hereby also given, that plans and sections of the said proposed new works, showing the line and levels thereof, and the lands in or through which the same are to be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection on or before the 30th day of November, 1853, with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and extra-parochial places in or through which the said proposed new works are situated, are intended to be made, together with a copy of this notice, as published in the London Gazette, will, on or before the same 30th day of November, be deposited as follows; that is to say: in the case of parishes, with the parish clerk of such parishes respectively, at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence; and that copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December next.

Dated the 11th day of November, 1853.

Pritt, Sherwood, Venables, and Grubbe,
Great George-street, Westminster.

Thames Improvement.

(Improvement of Navigation between Lambeth Palace and London Bridge, by river walls and dredging, with powers to make sewers, pipes, or aqueducts beside river walls, esplanades, streets, roads, railways, and wharves; preserving water frontage to existing wharves in certain places; purchase of lands.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to improve the navigation of the river Thames, by constructing a river wall on the Middlesex side thereof, commencing at or near Westminster Bridge, and terminating at or near the Fishmongers' Hall, in the city of London, and by constructing another river wall on the Surrey side of the said river, commencing at or near the Palace at Lambeth, and terminating at or near London Bridge, and by taking powers to dredge the said river, from opposite Lambeth Palace, to, at, or near London Bridge.

And it is proposed by the said intended Act, to appoint or provide for the appointment of Commissioners, and to incorporate such Commissioners, and to confer upon them all necessary and proper powers for enabling them to construct the said river walls and the works hereinafter mentioned, and for otherwise carrying into effect the objects and purposes of the said intended Act.

And it is proposed by the said intended Act, to take powers to construct and lay down an aqueduct, pipe, or sewer, behind or on the land side of

each of the said river walls throughout the whole extent thereof respectively.

* And it is proposed by the said intended Act, to vest the foreshore or soil of the river, between the said intended river walls and the existing river banks respectively, or certain portions of such foreshore or soil, in the said Commissioners, and to take powers to raise the present ground level of such foreshore or soil by earthwork, brickwork, or otherwise, and thereon to construct, on either side of the said river, the following works, with all necessary and proper stations, approaches, works, and conveniences connected therewith respectively; that is to say—

On the Middlesex side of the said river—

1st, An esplanade, terrace, or public footway, commencing at or near Westminster Bridge, and communicating therewith, and terminating at or near the south or river end of Trig-lane, in the city of London, and passing through or under Hungerford Bridge, Waterloo Bridge, and Blackfriars Bridge respectively, and also communicating on each side of such bridges respectively, with the footway or footways going over such bridges.

2nd. A railway commencing at or near Westminster Bridge, passing under or through the hereinbefore bridges, and Southwark Bridge, and terminating at or near Fishmongers' Hall aforesaid.

3rd. A public street or carriage road commencing at or near Westminster Bridge, and terminating at or near the south or river end of Trig-lane aforesaid, and communicating with the street or road approaching or going over Westminster Bridge, and with Trig-lane aforesaid, and passing both under and over the roads and footways going over Hungerford Bridge, Waterloo Bridge, and Blackfriars Bridge respectively.

4th. Such wharves, warehouses, shops, dwelling houses, and other buildings, as the Commissioners shall think proper.

5th. Three streets, public carriage roads, or public footways, in continuation of Craven-street, Buckingham-street, and Norfolk-street respectively, to and to connect such streets respectively, with the intended public street or carriage road, hereinbefore mentioned.

On the Surrey side of the said river—

6th. A public street or carriage road, commencing at or near Lambeth Palace, and terminating at or near Blackfriars Bridge, and communicating with the west or river end of Church-street, Lambeth, and with the street or road approaching or going over Blackfriars Bridge, and passing both under and over the roads and footways leading over Westminster Bridge, Hungerford Bridge, and Waterloo Bridge respectively.

And it is proposed by the said intended Act, to leave in front of all existing wharves on the Middlesex side of the said river, between Westminster Bridge, and Waterloo Bridge, and between Somerset House and near Paul's Wharf, and on the Surrey side of the said river, between the Bishop's Garden at Lambeth, and near Old Barge House-alley, leading into Broad Wall, a good and sufficient waterway for the navigation of barges and other craft, to and from the said wharves, and to and from the wharves to be constructed by the Commissioners, and for loading and unloading cargoes at such wharves respectively, with proper and sufficient entrances from the river to such waterways respectively.

And notice is hereby given, that the said intended river walls, aqueducts, pipes, sewers, railways, streets, roads, wharves, and other works and buildings, will pass from, through, in, or into, or be situate within the several parishes, town-

ships, and extra-parochial or other places following, or some of them; that is to say: River Thames, Westminster, St. Margaret Westminster, Saint Martin-in-the-Fields, St. Clement Danes, the precinct of the Savoy, and St. Mary-le-Strand, in the county of Middlesex, River Thames, London, the Liberty of the Middle Temple, the Liberty of the Inner Temple, the precincts of Whitefriars, St. Bride's, the precinct of Bridewell, St. Ann Blackfriars, St. Andrew by the Wardrobe, St. Benet Paul's Wharf, St. Peter by Paul's Wharf, St. Mary Somerset, St. Michael Queenhithe, St. James Garlickhithe, otherwise Garlick Hythe, St. Martin Vintry, Allhallows the Great, Allhallows the Less, St. Laurence Pountney, St. Martin Orgar, St. Magnus the Martyr, and St. Michael Crooked Lane, in the city of London or county of the city of London, and county of Middlesex, or one of them, and River Thames, Southwark, Lambeth, St. Mary Lambeth, St. John Waterloo-road, Christchurch, St. Saviour Southwark, and the Liberty of the Clink, in the county of Surrey.

And it is proposed by the said intended Act to authorize the said Commissioners to purchase or take by compulsion or agreement for, or to appropriate to the purposes of the said intended Act, all the lands, streets, and buildings, situate, lying, or being between Fishmongers' Hall Wharf on the east, and Swan-lane, in the city of London, on the west, Upper Thames-street on the north, and the bed of the said River Thames on the south; together with the site of Swan-lane aforesaid, and all such other lands and buildings on either side of the said river as may be required for the purposes of the said Act; and to stop up and discontinue as public streets, lanes, or places, Swan-lane aforesaid, Black Raven-alley, Wheatshaf-alley, Old Swan Wharf, in the parishes of St. Laurence Pountney, St. Martin Orgar, and St. Magnus the Martyr, or some or one of them, in the city of London, and all other streets, lanes, and places, if any, on the lands to be purchased or appropriated as aforesaid, and to stop up, alter, divert, remove, or displace, temporarily or permanently, all or any other streets, roads, lanes, passages, or places, railways, tramways, streams, sewers, aqueducts, mains, pipes, bridges, or other buildings, erections, or works in, upon, over, adjacent, or near to the said river, which it may be necessary or convenient so to stop up, alter, divert, remove, or displace for the purposes of the said intended Act, or for carrying any of the provisions thereof into effect.

And it is proposed by the said intended Act to authorize the levying, taking, and sale of tolls, rates, duties, charges, and ground rents, and to alter existing tolls, rates, rents, duties, and charges, and to grant exemptions from tolls, rates, rents, duties, and charges, and to authorize the Commissioners to sell or let upon building leases, or otherwise, all or any lands or buildings for the time being vested in them.

And it is proposed by the said intended Act to vary or extinguish all existing rights or privileges upon or in any manner connected with the bridges, streets, lanes, passages, or places to be stopped up, altered, or diverted for the purposes of the said intended Act, or in, upon, or in any manner connected with the lands or buildings to be purchased by or vested in the Commissioners, or the works or buildings to be interfered with by them, or which would in any manner impede or interfere with the carrying into full and complete effect the objects and purposes of the said intended Act, and to grant other rights and privileges.

No. 21497.

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And it is proposed by the said intended Act to repeal, alter, or amend, so far as may be necessary for the purposes of the said intended Act, the provisions of the several local and personal Acts of Parliament relating to Westminster Bridge, Hungerford Bridge, Hungerford Market, Waterloo Bridge, Blackfriars Bridge, Southwark Bridge, London Bridge, the Commissioners of Sewers, the Corporation of London, the New River Company, the Lambeth Water Works Company, the Chelsea Water Works Company, the Southwark and Vauxhall Water Works Company, the Equitable Gas Light Company, the London Gas Light Company, the City of London Gas Light Company, the Chartered Gas Light Company, the Great Central Gas Consumers Company, the Phoenix Gas Light Company, and the South Metropolitan Gas Light Company, and all other Gas and Water Companies, whose pipes, mains, or works are situate in or near to the said river between Lambeth Palace and London Bridge on the Surrey side thereof, and between Westminster Bridge and Fishmongers' Hall on the Middlesex side thereof, and of all other local and personal Acts, any of the provisions of which relate to any lands, buildings or works in or near to the said river on either side thereof, between the points aforesaid, or to any lands or buildings to be vested in the Commissioners to be appointed under the said Act, or which would in any manner impede or prevent any of the provisions of the said intended Act being carried into full and complete effect.

And notice is hereby given, that a map, shewing the general course and direction of the said intended railway, and plans, and sections of the said intended river walls, pipes, aqueducts, sewers, railways, streets, roads, 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, on or before the thirtieth day of November instant, with the Clerk of the Peace for the city of London or county of the city of London, at his office at the Sessions House, Old Bailey, and with the Clerk of the Peace for the city and liberty of Westminster, at his office in Clerkenwell, with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell, and with the Clerk of the Peace for the county of Surrey, at his office in Lambeth; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the said parishes or extra-parochial places, together with a copy of this notice, will, on or before the thirtieth day of November instant, be deposited as follows; that is to say: in the case of a parish, with the parish clerk of such parish, at his residence; and in the case of an extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence; and that copies of the proposed Bill will be deposited, on or before the 31st day of December next, at the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1853.

S. F. Noyes, Solicitor for the Bill.

Dublin and Wicklow and Dublin and Kingstown Railway Companies.

(Powers of purchase, Sale, Lease, or Amalgamation, and Traffic or Working Arrangements.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to authorise the Dublin and Kingstown Railway Company to sell or let their undertaking, and all their rights, powers, and authorities, to the Dublin and Wicklow Railway Company, and to enable that Company

to purchase or rent the same or any part thereof, and to exercise and enjoy all rights, powers, privileges, or authorities, whether with reference to the construction and completion of works, the levying of tolls or rates, or the purchase of lands by compulsion or otherwise, now vested or hereafter to be vested in the Dublin and Kingstown Railway Company, and, if necessary or expedient, to dissolve the Dublin and Kingstown Railway Company. And it is proposed by the said intended Act to unite and amalgamate, or to authorise 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 prescribed or provided for by the said intended Act, of the Dublin and Wicklow and the Dublin and Kingstown Railway Companies; and to provide for the union and consolidation or to authorise agreements for the union and consolidation into one undertaking, of the several undertakings of such Companies. And it is also proposed by the said intended Act, if necessary or expedient, to alter the tolls, rates, and duties leviable by the said Companies, or either of them, from and after the date of such union and consolidation.

And it is proposed by the said intended Act, to empower the said Companies to enter into, execute and carry into effect any agreements or arrangements for, or with reference to the maintenance, repairs, supervision, working, and use, by each or either of those Companies, of the railways, works, or undertaking belonging to, authorised to be constructed by, or in the possession of the other of them, or any part thereof, either solely or jointly with the other of such Companies, and for or with reference to the accommodation, collection, transmission, delivery, management, regulation, and interchange of the traffic thereon, and for or with reference to the tolls, rates, and duties to be taken thereon and in respect thereof, and the collection, appropriation, apportionment, and distribution of such tolls, rates, duties, and other income and profits arising from the railways, works, or undertaking comprised in such agreement or arrangement, and also for or with reference to the supply, provision, repairs, and use of rolling stock, and to enable either of the said Companies to levy tolls or rates upon the railways belonging to, in possession of, or authorized to be constructed by the other of them; and, if necessary or expedient, to alter the tolls or rates now leviable upon those railways, or any of them.

And it is proposed by the said intended Act, to enable the said Companies to appoint a joint committee for the purposes aforesaid.

And it is proposed by the said intended Act, to enable the said companies to alter or rescind any contracts or agreements which may have been entered into between them.

And it is also proposed by the said intended Act, to alter, amend, extend, enlarge, or to repeal all or some of the powers and provisions of the several Acts of Parliament, or some of them following, relating to the Dublin and Wicklow Railway Company (that is to say)—the Acts (local and personal) 9 and 10 Victoria, cap. 208; 10 and 11 Victoria, cap. 61; 11 and 12 Victoria, cap. 29; 14 and 15 Victoria, cap. 108; and also of the following Acts of Parliament, relating to the Dublin and Kingstown Railway Company (that is to say)—local and personal Acts, 1 and 2 William IV., cap. 69; 4 and 5 William IV., cap. 27; and 9 and 10 Victoria, cap. 213.

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 12th day of November, 1853.

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

The National Land Improvement and Sewage Association.

(Incorporation of Association, and Powers to take and use the Sewage of Towns, and to Purchase and improve Lands.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill for an Act for the incorporation of a Company by the name of "The National Land Improvement and Sewage Association," or such other name as Parliament may approve, for the purpose of taking, purchasing, or otherwise obtaining the sillage or refuse matter from the drains, cesspools, or sewers of towns, cities, or other inhabited districts; and applying the same for fertilizing and improving waste and other lands. And also to authorize the Association to enter into agreements with owners and occupiers of lands for their using and purchasing of such sewage, sillage, or other refuse matter as aforesaid, either in the natural or any prepared state; and to levy and collect such rates as shall be specified in the Bill. And it is also intended to apply for powers to authorize The Board of Trade, The Board of Health, and The Inclosure Commissioners for England and Wales, or either of them, to permit the purchase of lands from time to time for carrying on such works and operations, and, after obtaining permission, then to take such lands by compulsion or otherwise.

And it is also intended that the said Association should be authorized to purchase or hire certain waste, uncultivated, or other lands for the purposes by such means as aforesaid of cultivating, irrigating, draining, and warping such lands, and to enable the said Association to sell or let such lands to the original owners or other persons. And also to break up roads, highways, streets, and passages, cut drains and sewers, lay down pipes, sink shafts, sumpts, and cisterns, and to erect engines, buildings, and other works and conveniences for the purposes before-mentioned, and to carry such cuts, drains, sewers, or pipes, in, under, over, through, across, or along any turnpike roads, highways, streets, public passages, railways, bridges, places, and private lands, with the consent of The Board of Health, Inclosure Commissioners, or The Board of Trade. And also for the said Association to be at liberty to enter into any contracts or agreements with any corporation, company, local board of health, and every or any other persons for the purchase or removal of the sillage, sewage water, or refuse matter aforesaid, and to receive and pay for the same or the removal thereof, with all such other powers and provisions which shall or may be necessary for carrying out the objects of the Association; and to enable the said Company to sue and be sued, and to purchase, hold, and transfer, and to let real property for the purposes of the Association, and to enable the Company to raise capital as may be deemed expedient.

And it is intended to incorporate with such Bill as modified hereby, "The Company's Clauses Consolidation Act of 1845," and "The Lands Clauses Consolidation Act of 1845;" "The Waterworks Clauses Act, 1847;" and also the Act of 8 and 9 Victoria, chapter 118, appointing the Inclosure Commissioners for England and Wales, and the subsequent annual Acts.

And copies of the said Bill will be deposited in

terms of the Standing Orders of Parliament, at the Private-Bill Office of the House of Commons, on or before the 31st day of December next (1853).

Dated this twenty-first day of November, 1853.

Maws and Son, 4, New-Bridge-street,
London, Solicitors for the Bill.

South Eastern Railway.
(Lewisham to Bromley).

(Power to South Eastern Railway Company, to make a Railway from Lewisham to Bromley, and to raise and apply Capital for that Purpose; Provision as to Capital already authorized; Creation of Preference Stock Shares, or Annuities for extinguishing Mortgage Debt, or in lieu of Borrowing; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act, to enable the South Eastern Railway Company, to make and maintain a railway, with all proper works and conveniences connected therewith, commencing by a junction with the North Kent Railway, at a point thereon, in the parish of St. Paul, Deptford, in the county of Kent, at or about one-half mile to the westward of the Lewisham station of the said North Kent Railway, passing thence through or into the several parishes, townships and other places following, or some of them (that is to say): St. Paul's Deptford, Greenwich, Lewisham, Beckenham, and Bromley, all in the county of Kent, and terminating at or near the turnpike road, leading from Bromley to Sevenoaks, at Gravel Pitt Hill, near Mason's Hill, at or near the town of Bromley, in the parish of Bromley, in the county of Kent.

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

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

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

And notice is hereby further given, that maps, plans, and sections, describing the direction lines or situation and levels of the said intended railway and works, and the lands in or through which the same are intended to be made, together with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1853, be deposited for public inspection, with the Clerk of the Peace for the county of Kent, at his office in Maidstone, and that on or before the same day, a copy of so much of the said plans, sections and book of reference, as relates to each of the parishes in or through which the said railway and works are proposed to be made; and also a copy of this

notice as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode.

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

And it is proposed by the said intended Act, to alter the rate of interest at which the South Eastern Railway Company are by their existing Acts, or any of them, authorised to raise capital by the creation of preference or guaranteed shares.

And it is proposed by the said intended Act, to authorize the conversion of the whole or any portion of the mortgage or bond debt of the South Eastern Railway Company into stock, shares, or annuities, either redeemable or otherwise, and to attach to the stock, shares, or annuities to be created or granted for that purpose, a privilege of preference or priority, in payment of interest, dividend, or fixed yearly sum, over all other shares or stock of the said Company, whether ordinary or guaranteed, and also over all annuities which have been granted by the said Company, and also to enable the said Company to create shares or stock; or grant annuities, with such privilege as aforesaid attached to the same respectively, in lieu of borrowing any sums, which they now are, or may hereafter be authorized to borrow.

And it is proposed by the said intended Act to alter, extend, vary, amend, enlarge, consolidate or repeal, all or some of the powers and provisions of the several Acts following, relating to the South Eastern Railway Company, or some of those Acts, that is to say, local and personal Acts, 6th William 4th, cap. 75; 1st Vic. cap. 93; 2nd 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, 58, and 64; 9 and 10 Vic. caps. 305 and 339; 10 and 11 Vic. caps. 104, and 230; 13 and 14 Vic. cap. 31; and 15 and 16 Vic. cap. 103; 16 and 17 Vic. caps. 116, 121, 130 and 156.

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 the 12th day of November, 1853.

Tilleard, Sons, and Freeman, Old Jewry.

Tormoham and Saint Mary Church Gas Consumers Company.

(Incorporation of Company; Powers to construct Gas Works, and to supply Gas within the Parishes of Tormoham and Saint Mary 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 to incorporate a Company, and to give to such Company powers for lighting with gas the parishes of Tormoham and Saint Mary Church in the county of Devon, and to enable such Company to lay down pipes, mains, and other works, through and in the several squares, streets, roads, lanes, and public places in the said parishes or either of them, and to erect and construct buildings, gasometers, apparatus and other works, and to supply the inhabitants of such parishes with gas, and to contract with any Board of Health, commissioners,

trustees, or surveyors for lighting the public streets and roads.

And it is intended to apply for powers to enable the Company to be incorporated by the said Bill, to purchase by compulsion or agreement, or take on lease, all such lands and houses and other hereditaments as may be necessary for constructing and maintaining the said gas works, and to confer, vary, and extinguish all existing rights and privileges which will in any manner impede or interfere with the construction or maintenance of the said intended works, and also for powers to raise, levy, and collect rates and rents for the supply of gas, and such other powers and privileges as may be requisite for carrying into effect the objects aforesaid. And it is intended in the said Bill, to incorporate "The Companies Clauses Consolidation Act 1845;" "The Lands Clauses Consolidation Act 1845;" and "The Gas Works Clauses Act 1847;" or some part or parts thereof respectively.

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

Dated this 15th day of November, 1853.

S. F. Dendy, Solicitor for the Bill.

Tormoham and Saint Mary Church Gas Consumers Company.

(Incorporation of Company; Powers to construct Gas Works, and to supply Gas within the Parishes of Tormoham and Saint Mary Church.)

NOTICE is hereby given, that application is intended to be made to the ensuing session of Parliament for an Act to form and constitute a Company, to be called The Tormoham and Saint Mary Church Gas Consumers Company, and for powers to enable the said Company to raise funds to purchase lands, houses, and premises, and to construct all necessary gas works, and also to lay down mains, service, and other pipes through the public highways and thoroughfares in the parishes of Tormoham and Saint Mary Church, in the county of Devon, and also to levy rates, tolls, and duties, and for all other purposes necessary for carrying out the said Act.

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 Torquay, November 14th 1853.

Direct Southern Railway and Thames Terminus.
(Incorporation of Company; Construction of Railways from Bankside, Southwark, to Tunbridge and the Crystal Palace, with a Branch to the Main Line at Tunbridge, and Landing-places at Bankside; Powers to use parts of the South Eastern Railway, and to enter into arrangements with that Company; Powers to the South Eastern Railway Company, to subscribe and raise Capital 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 authorise the making and maintaining the railways and branch railways, landing-place and approaches, and works hereinafter mentioned, or some or one of them; that is to say:—

1st. A railway, with all proper works, stations, approaches, and conveniences connected therewith, commencing at Bankside, on the south side of the River Thames, at or near the junction of Pondyard with Bankside, in the parish of Saint Saviour's, Southwark, and liberty of the Clink, in the county of Surrey, and thence passing from, in, through, or into all or some of the several parishes, townships, extra-parochial or other places of Southwark, Saint Saviour's Southwark, the liberty of the Clink, St. George the Martyr Southwark, Newington, St.

Mary Newington, St. Mary Lambeth, Kennington, Camberwell, St. Giles Camberwell, St. George Camberwell, Brixton, East Dulwich, Peckham, Lewisham, Kidbrook, Southend, Bromley, Sundridge, Chiselhurst, St. Paul's Cray, St. Mary's Cray, Orpington, Lullingstone, Lullingstane, Shoreham, Filstone, Sepham, Otford, Riverhead, Sevenoaks, Kemsing, Seal, Ightham, Wrotham, Plaxtoll, Dunk's Green, Shipbourne, West Peckham, Hadlow, Leigh, Tunbridge, and terminating near Tunbridge, in the parish of Tunbridge, in the county of Kent, by a junction with the rails of the Hastings branch of the South Eastern Railway, at a point near the bridge over an occupation road, called Kitchingham's lane, leading to Relf's Farm, in the parish of Tunbridge, in the county of Kent.

2nd. A railway or branch railway, with all proper works, stations, approaches, and conveniences connected therewith, commencing at Bankside aforesaid, at or near the junction with Pondyard aforesaid, and proceeding thence near to the first-described line of railway, for the distance of two miles and three furlongs, or thereabouts, and then diverging to the south, and proceeding thence to and near the junction of Salter's Hill Road with Gipsy Hill, or Beaulieu Hill Road, near the Crystal Palace, which said line of railway will pass or be made in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say: Southwark, Saint Saviour's Southwark, the Liberty of the Clink, St. George the Martyr Southwark, Newington, St. Mary Newington, St. Mary Lambeth, Kennington, Camberwell, St. Giles Camberwell, St. George Camberwell, Brixton, St. Mary Lambeth, St. Leonard Streatham, Dulwich, Norwood, Penge, Croydon, and will terminate at or near a point in or near the junction of Salter's Hill Road, in a pasture field, now or late in the occupation of Samuel Smith, in the parish of Camberwell, in the county of Surrey.

3rd. A branch railway, with all proper works, stations, approaches, and conveniences connected therewith, commencing from and out of the first-mentioned intended line of railway, in a pasture field near the River Medway, in the parish of Tunbridge, in the county of Kent, and marked (A) on the plans deposited as hereinafter mentioned, and terminating by a junction with the main line of the South Eastern Railway, near Walter's Farm-house, in the same parish, the whole of which said branch railway will pass and be made in the said parish of Tunbridge, in the county of Kent.

4th. A landing-place, or wharf and pier, at or near the proposed terminus, at Bankside, in the said parish of St. Saviour's Southwark, and Liberty of the Clink, for the convenient landing and embarking of passengers, goods, animals, and other traffic; such landing-place extending along the bank and into and on the shore and bed of the River Thames, to such extent as will be laid down on the plans to be deposited as hereinafter mentioned; the whole of which landing-place, wharf, or pier will pass and be made in the said parish of Saint Saviour's Southwark, and liberty of the Clink, and on and in the bed and shore of the River Thames, adjoining Bankside, in the said parish.

5th. An approach or street from the proposed terminus or station of the said intended railway at Bankside, to the south side of Southwark-bridge, commencing at the said station and terminating on the high level at Bridge-road, on the west side of the said road, about 17 yards from the end of Southwark Bridge, the whole of which said approach will pass or be made in the said parish of Saint Saviour's Southwark and liberty of the Clink.

And it is intended by the said Bill to take powers to deviate in constructing the said proposed rail-

ways, branch railways, landing-place, approaches, and works, from the line or lines laid down on the the plans thereof, to be deposited as hereinafter mentioned, to such an extent in each case as will be defined upon the said plans.

And it is also intended by the said Bill to take powers to form junctions in several places with the rails of the South Eastern Railways and Branch Railways, and otherwise to interfere with the said railways and the works thereof.

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 railways and branch railways, landing-place, approaches, and works, and also for the levying of tolls, rates, and duties for or in respect of the use of the said intended railways and branch railways, 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 any of them, or otherwise for the purposes of the said Bill.

And it is intended by such Bill to take power to cross various turnpike-roads and highways on the level, and to cross, alter, vary, stop up, or divert, whether temporarily or permanently, all turnpike and other roads, streets, highways, footways, railways, tramways, aqueducts, canals, streams, rivers, waters, mill-dams, and waterworks, situate within or adjoining the aforesaid parishes, townships, lordships, chapeltries, 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 branch railways, landing-place, approaches, and works, or any of them, or of the works connected therewith, 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 railways, branch railways, landing-place, approaches and works, or any of them, and to confer other rights, privileges, and exemptions.

And it is intended by the said Bill to incorporate a Company for the purpose of carrying into effect the said intended railways, branch railways, landing place, approaches, and works, and to create a joint stock or capital for that purpose, and to confer on the said Company, and 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," and "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 railways, branch railways, 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 30th day of November in the present year, with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, with the Clerk of the Peace for the county of Kent, at his office in Maidstone, and with the Clerk of the Peace for the city of London and borough of Southwark, at his office, at the Sessions House, Old Bailey; and that 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 in or through

which the said intended railways, branch railways, 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 30th day of November in the present year, in the case of each parish with the parish clerk of such parish, at his place of abode, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his usual place of abode.

And notice is hereby 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 railways and branches, 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 railways and branch railways, or any part thereof, that portion of the line or lines of railway belonging to the South Eastern Railway Company, commonly called the Hastings branch from Tunbridge to Hastings, and those portions of the main line and branches of the South Eastern Railway which run from Tunbridge to Dover and from Tunbridge to Folkestone, in the county of Kent, or any part of the said branches and main line respectively, and any other portions of any of the railways or branch railways belonging to the South Eastern Railway Company which may form a junction with the said intended railways, or any of them, or which can be traversed by the engines of the said intended Company continuously from the said intended railways or any part thereof; also powers to use the stations, booking-offices, warehouses, watering-places, water-sidings, water, platforms, and other conveniences of the South Eastern Railway Company, on the lines of their said railways and branch railways 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 railways, branch railways, stations, booking offices, warehouses, watering-places, water-sidings, water, platforms, works, and conveniences, or any of them; and also if necessary to alter and limit the tolls, rates, and charges now levied or authorised to be levied and demanded by the South Eastern Railway Company, for the use of the portions of their said railway, stations, booking offices, warehouses, watering-places, water-sidings, water, platforms, works, and conveniences, or any of them, which may be so used by the said intended Company, and to compel the South Eastern Railway Company, upon such terms as in default of agreement shall be determined by arbitration or 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 all or any part of their said railways, and other railways to and from the said intended railways and branch railways, or any part thereof, and to enable the said intended Company to carry passengers, goods, animals, and other traffic on all or any of the railways and branch railways of the South Eastern Railway Company, and of any other companies and persons, and to charge tolls and rates in respect thereof, and to confer exemptions from the payment of such tolls, rates, and charges.

And it is further intended by the said Bill to enable the said intended Company and the South Eastern Railway Company to enter into and carry into effect such contracts, arrangements, or agreements, as they may think fit, in reference to the working, management, maintenance, and use by the South Eastern Railway Company of the said in-

tended railways, branch railways, landing-place, and works, and the regulation, management, interchange, working, and direction of the traffic upon or over the said intended railways, and the railways or railway of the South Eastern Railway Company, or any part thereof, and for the use on the said intended railways and branch railways, or any part thereof, of the engines, carriages, trucks and wagons of the South Eastern Railway Company, and for the payment, and also the division or apportionment between the said Companies of the tolls, rates, and charges received in respect of such traffic, and of the costs and expenses of such working, management, maintenance, and use, and either entirely or subject to such deductions or 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 considerations as may be fixed or agreed upon; and for enabling the said intended Company and the South Eastern Railway Company to appoint a joint committee or committees to carry into effect any such contracts, arrangements, or agreements, and to divide and apply such tolls, rates, and charges, 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 respect to the conduct and management of such traffic, the levying of tolls, rates, and charges, the maintenance of the said intended railways, branch railways and works, and the application of monies in respect thereof or otherwise, to be vested in the Company thereby intended to be incorporated, and all such other rights, powers, and privileges as may be necessary or expedient for carrying into effect such contracts, arrangements, agreements, or objects aforesaid.

And notice is hereby also given, that it is intended by the said Bill, so far as may be necessary for all or any of the purposes thereof, to alter, amend, vary, enlarge, or repeal all or any of the powers and provisions of the several Acts of Parliaments hereinafter mentioned, that is to say, the local and personal Acts 6 Wm. 4, 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, and 156; and all other Acts relating to the South Eastern Railway Company; and also the local and personal Acts, 5 Wm. 4, cap. 10; 6 and 7 Wm. 4, cap. 121; 7 Wm. 4, and 1 Vic. cap. 119; 1 and 2 Vic. cap. 20; 2 and 3 Vic. cap. 18; 3 and 4 Vic. cap. 129; 6 and 7 Vic. caps. 27 and 62; 7 and 8 Vic. caps. 67, 91, 92, and 97; 8 and 9 Vic. caps. 52, 113, 196, 199, and 200; 9 Vic. caps. 54, 63, 68, and 69; 9 and 10 Vic. caps. 234, 281, and 283; 10 and 11 Vic. caps. 244 and 276; 11 and 12 Vic. cap. 136; and 16 and 17 Vic. caps. 88 and 100; and all other Acts relating to the London, Brighton and South Coast Railway Company, and also of all other Acts of Parliament, the powers and provisions of which can in any manner impede or interfere with the operation of the powers of the said Bill.

And notice is hereby 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 11th day of November, 1853.

Trinder and Eyre,

1, John Street, Bedford Row,
Solicitors for the Bill.

Blyth Harbour Improvement—Dock and Railway Company.

(Incorporation of Company; Improvement of Harbour; Construction of Works; Reclamation of Land; Power to Levy Rates; Power to Blyth and Tyne Railway Company to subscribe to Undertaking, and appoint Directors; Working Arrangements with Blyth and Tyne Railway Company; Amendment of the Acts of that Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for dredging, deepening, scouring, and otherwise improving the river and harbour of Blyth, in the several parishes, townships, and extra-parochial and other places following—that is to say, Bedlington, Sleekburn, Camboise with North Blyth, all in the county or counties of Durham and Northumberland, Earsdon, Cowpen, Earsdon Township, Newsham, South Blyth otherwise Blyth Nook, Newsham and South Blyth, Linkend and Horton, all in the county of Northumberland, some or one them, and for making and maintaining the several works hereinafter described—that is to say, Firstly, A breakwater commencing at a point at or near the Crablaw rocks, in the township of Camboise, in the parish of Bedlington, in the county or counties of Northumberland and Durham, and extending thence in a southerly direction, along the eastern side of the present navigable channel of the river Blyth, and terminating at or near the low-water mark at the southern extremity of the Seaton sea rocks, in the township of Camboise, or Camboise and North Blyth, in the parish of Bedlington, in the county or counties of Durham and Northumberland, or one of them.

Secondly—A sea wall and embankments, and a half-tide pier, commencing at or near a quay, called the Low Quay, in the township of Newsham or Newsham and South Blyth, and parish of Earsdon, in the county of Northumberland, and extending thence in a southerly direction along the western side of the present navigable channel of the river Blyth, and terminating at or near low-water mark at the mouth of the said river, in the township of Newsham, or Newsham and South Blyth, in the parish of Earsdon, in the county of Northumberland.

Thirdly—A wall or embankment running at right angles from the northern end of the proposed half-tide pier hereinbefore described, and terminating in the township of Newsham, or Newsham and South Blyth, in the parish of Earsdon, in the county of Northumberland, at the present high water level, at a point 1,630 feet, or thereabouts, southward of the "Low Light."

Fourthly—A half-tide basin, entrance, and gates, with a graving dock connected therewith, situate between the "Low Light" aforesaid, and the wall or embankment thirdly hereinbefore described.

Fifthly—A dock, and entrance lock gates, and bridge, and other works, commencing at the western or northern side of the half-tide basin fourthly hereinbefore described, and thence extending in a westerly or northerly direction, so as to form an area not exceeding 30 acres.

Sixthly—A railway or railways, with all proper works and conveniences connected therewith, commencing by a junction with the railway of the Blyth and Tyne Railway Company, at or near the terminus of the Blyth and Tyne Railway, in the township of Newsham, or Newsham and South Blyth, in the parish of Earsdon, and extending thence to and along the quays of the proposed basin and dock hereinbefore fourthly and fifthly described, or one of them.

Sevently—All such piers, walls, locks, gates,

bridges, arches, quays, landing-places, avenues, approaches, wharfs, depots, warehouses, buildings, works and conveniences, as may be necessary for the purposes and objects hereinbefore described.

And which said dock, basin, railways, and other works and conveniences, will be situated within or extend into the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, and upon the bed or shore of the river and harbour of Blyth, and of the sea within or adjoining to such parishes, townships, and extra-parochial or other places.

And it is intended to take powers to deviate from the lines and levels to be defined upon the plans and sections to be deposited as hereinafter mentioned to the extent to be defined thereon, or to be mentioned in the proposed Act.

And it is intended to alter, stop up, or divert temporarily or permanently all turnpike and other roads, streams, watercourses, sluices, or other works; and to deposit ballast or other materials on the sea-shore between high and low water mark and elsewhere, within the said parishes, townships, and extra-parochial and other places aforesaid.

And it is intended to authorize the construction and maintenance of steamers and other vessels to be used as tug-boats, and for such other purposes as may be deemed necessary.

And power will be taken to divert into the proposed works or some of them, the waters of certain streams in the said township of Newsham, or Newsham and South Blyth, and parish of Earsdon, the waters of which streams now flow into the Blyth navigation, and other waters now flowing into the said navigation.

And it is intended to incorporate a Company for the purpose of carrying the objects aforesaid into effect, and to vest in them absolutely certain lands between high and low water mark, and which will be reclaimed by means of the proposed works or some of them, and for the purposes of the proposed Act to empower the Company to enter upon, purchase, and take by compulsion, such lands, houses, quarries, rocks, waters, streams, forelands, wharves, shores, premises, and property, and the rights and interests of the respective owners, lessees, occupiers, and all other persons therein which shall or may be required for all or any of the purposes aforesaid, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with such lands and other property, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended works or the objects of the proposed Bill, and to levy tolls, rates, dues, duties, and charges for and in respect of the use of the said river and harbour, and the said intended works and conveniences connected therewith, and for and in respect of the use of steamers and other such vessels as aforesaid, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, dues, or duties, and to confer, vary, or extinguish other rights and privileges.

And it is intended to incorporate with the said intended Act "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," and "The Harbours, Docks, and Piers Clauses Act, 1847," or such parts thereof as may be necessary; and to authorise the said Company to raise capital and borrow money for the purposes of the said Act, upon the security of the tolls, rates, and duties to be thereby granted, and of all or any property of the said Company.

And it is further proposed by the said Act to enable the Company thereby to be incorporated and the Blyth and Tyne Railway Company 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 Blyth and Tyne Railway Company, of the said intended railways, and the regulation and management 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 the said Companies of the tolls, rates, and duties received in respect of such traffic.

And it is intended to authorise the Blyth and Tyne Railway Company 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 or priority of dividend as may be deemed necessary or expedient, or by mortgage, or bond, or otherwise, and to apply in and towards the carrying out of the undertaking, to be authorised by the said Bill, any portion of the moneys which they are now authorised to raise, by shares or by mortgage, and 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 or necessary.

And it is intended to alter, amend, and enlarge the powers and provisions of "The Blyth and Tyne Railway Act, 1852," and "The Blyth and Tyne Railway Branches Act, 1853."

And notice is further given, that duplicate plans and sections of the intended works, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses intended to be taken, or which may be taken, for the purposes of the proposed Act, and a published map, whereon will be defined the general course or direction of the intended railways, 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 Northumberland, at his office, in Newcastle-upon-Tyne, in the said county of Northumberland, and also with the Clerk of the Peace for the county of Durham, at his office, in Durham, in the said county of Durham. And that, on or before the same 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said intended works are proposed to be made, and also a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode; and so much of the said plans, sections, and book of reference as relate to any extra-parochial place, together with a copy of this notice, as published in the London Gazette, will be deposited with the clerk of some parish 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.

Macdougall and Newall, 44, Parliament-Street, London, Parliamentary Agents.

Kingston-upon-Thames Improvement.

(Repeal of Act; Extension of Borough Limits; Removal of Fair; and Regulation of Fairs and Markets.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session thereof, for leave to introduce a Bill for better paving, lighting, draining, and otherwise regulating and improving the town or the town and parish of Kingston-upon-Thames, and the said Bill will contain the following, or some of the following, among other powers:

To remove and prevent all nuisances and encroachments.

To remove the fair now held in November from the market-place, and with power to alter the duration thereof, and to fix and appoint the place where the same shall be held, and to make all necessary rules and bye-laws for the proper management and regulation of the fairs and markets within the limits of the Bill.

To purchase any existing works for the purpose of lighting, or to contract for the lighting, or to construct works, and thereby to light the several streets, roads, and other public passages and places, and to supply gas to the inhabitants.

To contract with the Lambeth Waterworks Company, or other persons, for a supply of water for watering the streets and roads, for flushing sewers and drains, and for any other public purpose, and to enable the Lambeth Waterworks Company to make and enter into any such contract, and for this purpose it is intended to amend "The Lambeth Waterworks Act, 1848."

To establish and maintain fire-engines.

To repair the streets and roads within the limits of the Bill, and to prevent the trustees of any turnpike-road from collecting any toll or laying out any money on any road within such limits.

To levy rates for the several purposes contemplated by the Bill, to alter the existing rates, and to levy other rates instead thereof, and to confer, vary, and extinguish exemptions from rates, and to confer other rights and privileges, and to make, levy, and enforce charges or penalties on the owners of all goods or commodities deposited and left on the public wharves or banks of the Thames within the said borough.

To borrow money on the credit of the rates to be authorized by the Bill, and, if need be, upon the credit also of any corporate property belonging to the mayor, aldermen, and burgesses of the borough of Kingston-upon-Thames.

It is intended by the said Bill either to extend the municipal boundaries of the borough of Kingston-upon-Thames, and to make them co-extensive with the boundaries of the parish, and to confer upon the said mayor, aldermen, and burgesses the same powers over the districts to be included as they now have within the present borough limits (in which case power will be taken to divide the borough so extended into wards, and to alter the existing wards of the borough, and to increase the number of aldermen and councillors), or if the municipal boundaries of the borough are not altered, but the Bill be extended to the whole of the parish, then it is intended to appoint the town council of the borough, or some of its members, with other parties to be appointed by the owners and occupiers of property in those parts of the parish as are now beyond the borough limits, to be commissioners, or a local board for the purpose of carrying the Bill into execution; but if the Bill shall extend only to the present borough limits, then the powers of the Bill will be conferred upon the said mayor, aldermen, and burgesses acting by the council of the borough.

And notice is hereby given, that it is intended to remove doubts which have been raised as to the right of the said mayor, aldermen, and burgesses to sell certain of their lands forming part of the Bridge Estates, and to confirm the powers of sale of such estates, given by the Kingston Bridge Acts. And it is further intended by the said Bill to repeal an Act passed in the 30th year of the reign of King George the Third, and intituled "An Act for the lighting and watching the town of Kingston-upon-Thames, in the county of Surrey, and for removing and preventing all obstructions, encroachments, and nuisances therein," and to extinguish the powers of the trustees

under such Act. And it is also intended by the said Bill to remove from office the present board of surveyors, and to vest all the property of such trustees and surveyors in the said mayor, aldermen, and burgesses, or the said commissioners or local board, as the case may be.

And notice is hereby further given, that it is intended to incorporate with the said Bill, or to make applicable to the objects thereof, all or some of the provisions of the several Acts following, viz.: "The Lands Clauses Consolidation Act, 1845;" "The Towns Improvement Clauses Act, 1847;" "The Markets and Fairs Clauses Act, 1847;" "The Gas Works Clauses Act, 1847;" and "The Public Health Act, 1848."

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

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

Chas. Edwd. Jemmett, Town Clerk, Kingston-upon-Thames.

Kingston-upon-Thames Gas Company.

(Incorporation of Company; Power to break up streets, &c.)

NOTICE is hereby given, that application will be made to Parliament, in the next session, for a Bill to incorporate a Company already established and supplying with gas the town and parish of Kingston-upon-Thames, and to enable the said Company so to be incorporated, to improve and enlarge their existing works situate on the Lower Ham-road, in the said town, and for that purpose to purchase by agreement, and if need be by compulsion, a field or some part of a field lying close to the said works and belonging to the trustees of the Kingsthorpe Charity School, and in the occupation of Thomas Cucksey, and also a field or part of a field lying close to the said works belonging to Mr. George Henry Walton; and it is intended by the said Bill to enable the said Company to raise further sums of money by shares and by mortgage, and to light with gas the parishes of Kingston-upon-Thames, Thames Ditton, and Long Ditton, all in the county of Surrey, and to supply gas to the inhabitants of the said places, and to lay down, continue, and maintain mains, pipes, and other works and conveniences within the districts to be from time to time supplied, and in the streets and highways thereof, and to levy rates or rents in respect of the gas supplied. And it is intended to incorporate in the said Bill the provisions or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Gas Works Clauses Act, 1847;" and to confer upon the Company other rights and privileges.

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

Dated this 10th day of November, one thousand eight hundred and fifty-three.

Chester Corporation Waterworks.

(Powers to Corporation of Chester to construct Waterworks, to levy Rates, and raise Money; Amendment of Act 8th and 9th Victoria, cap. 15.)

NOTICE is hereby given, that application will be made to Parliament, in the ensuing session, for leave to introduce a Bill to empower the mayor, aldermen, and burgesses of the borough and city of Chester to supply with water the

borough and city of Chester, and county of the same city, the Castle of Chester, and Hoole and Newton, all in the county of Chester, and Saltney, in the county of Flint.

It is intended to alter, amend, enlarge, and extend the powers and provisions of an Act of the 8th and 9th years of the reign of Queen Victoria, cap. 15, intituled "An Act for the better paving, lighting, and improving the borough of Chester, and for establishing new market-places therein."

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

Firstly. An aqueduct or conduit, commencing in the township of Horton-cum-Peel, in the parish of Tarvin, in the county of Chester, at or near a point where the public highway from Ashton to Mouldsworth crosses the Ashton Brook, and thence proceeding in a westwardly direction through that township and parish, and terminating in the well or reservoir thirdly hereinafter described.

Secondly. An aqueduct or conduit, commencing at or near a mill in the townships of Great Barrow and Little Barrow, or one of them, in the parish of Barrow, called Swinford Mill, and thence proceeding in an eastwardly direction through the parishes, townships, or extra-parochial places of Great Barrow, Little Barrow, Barrow, Horton-cum-Peel, and Tarvin, all in the county of Chester, some or one of them, and terminating in the well and reservoir thirdly hereinafter described.

Thirdly. A reservoir and well connected therewith, filter beds, and other necessary works, and to construct engines and conveniences in connection therewith, situate upon or near a brook called the Ashton Brook, in or near a field in the township of Horton-cum-Peel, in the parish of Tarvin, in the county of Chester, in the occupation of Joseph Beckett, called the "Little Bailey Field," and which said works will be situate wholly within the said township of Horton-cum-Peel, and parish of Tarvin.

Fourthly. An aqueduct, conduit, or line of pipe commencing at and proceeding from and out of the reservoir or well thirdly hereinafter described, and thence continuing through the parishes, townships, and extra-parochial places of Manley, Mouldsworth, Ashton, Horton-cum-Peel, Tarvin, Kelsall, Great Barrow, Little Barrow, Barrow, Guilden, Sutton, Christleton, and Littleton, some or one of them, all in the county of Chester, and terminating by a junction with the service tank or reservoir fifthly hereinafter described, in the township of Littleton, and parish of Christleton aforesaid.

Fifthly. A service tank or reservoir in or near a field in the township of Littleton and parish of Christleton, in the county of Chester, called "Big Cross Field," in the occupation of Hugh Bennett Briscoe, and which said work will be situate wholly within the said township of Littleton, and parish of Christleton.

Sixthly. An aqueduct, conduit, or line of pipe commencing at and proceeding from and out of the tank or reservoir fifthly hereinafter described, and thence continuing through the parishes, townships, and extra-parochial places of Littleton, Christleton, Hoole, and Newton, in the county of Chester, and that part of Great Boughton situate partly within the county of Chester and partly within the borough and city of Chester, Saint Oswald, Saint John the Baptist, Plemstall, other-

wise Plemondstall, and Saint Mary-on-the-Hill, also in the county of Chester, Boughton Spital, otherwise Spital Boughton, otherwise Boughton-cum-Spital, Saint Oswald, and Saint John the Baptist, in the borough and city of Chester, and county of the same city, some or one of them, and terminating at or near the Black Lion inn, in the said borough and city of Chester, now or late in the occupation of John Twemlow.

Seventhly. An aqueduct, conduit, or line of pipe commencing at and proceeding from and out of the said aqueduct, conduit, or line of pipe so stated to terminate at the Black Lion inn, in the said borough and city of Chester, in the occupation of John Twemlow, and sixthly hereinafter described, and thence continuing through that part of the township of Great Boughton, which is situate within the said borough and city of Chester, and the parishes, townships, and extra-parochial places of Boughton Spital, otherwise Spital Boughton, otherwise Boughton-cum-Spital, Saint John the Baptist, Saint Oswald, Saint Mary-on-the-Hill, the Holy and Undivided Trinity, Saint Peter, Saint Michael, Saint Bridget, Saint Martin, Saint Olave, the precincts of the Cathedral, and Little Saint John the Baptist, all in the said borough and city of Chester, Marlston-cum-Lache, in the county of Chester, and Saltney, in the parish of Hawarden, in the county of Flint, some or one of them, and terminating at or near the turnpike gate on the road leading from Saltney aforesaid to Hawarden, and called the Saltney Gate, in the county of Flint, and now or late in the occupation of John Smith.

Eighthly. An aqueduct, conduit or line of pipe commencing at and proceeding from and out of the said aqueduct, conduit, or line of pipe so stated to terminate at the Black Lion inn in the said borough and city of Chester, in the occupation of John Twemlow and sixthly hereinafter described, and thence continuing through that part of the township of Great Boughton which is situate within the said borough and city of Chester, and the parishes, townships, and extra-parochial places of Boughton, Spital otherwise Spital Boughton otherwise Boughton-cum-Spital, Saint John the Baptist, Saint Oswald, Saint Mary-on-the-Hill, the Holy and Undivided Trinity, Saint Peter, Saint Michael, Saint Bridget, Saint Martin, Saint Olave, the precincts of the Cathedral, and Little Saint John the Baptist, all in the said borough and city of Chester, and the township of Hoole in the parish of Plemondstall, and the township of Newton in that part of the parish of Saint Oswald situate in the county of Chester, some or one of them, and terminating at the south-east end of the turnpike-road at or near a place called Moor Park, in the said township of Hoole, in the county of Chester.

Ninthly. A road or way commencing in the township of Horton-cum-Peel aforesaid, at or near a point where the public highway from Ashton to Mouldsworth crosses the Ashton Brook, and thence continuing in a westwardly direction to the intended reservoir and well thirdly hereinafter described, and which said road or way will be situate wholly within the said township of Horton-cum-Peel.

And it is intended to take powers to obtain water for the purposes of such supply from certain lands, streams, brooks and springs, and the Ashton Brook, in the several parishes, townships, and extra-parochial and other places aforesaid, or some of them, and which springs, brooks and waters, or some of them, directly or derivatively flow or proceed into the River Gowey and thence into the River Mersey.

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 extra-parochial 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 Act to take power 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 to be specified in the proposed Act; and also to break up, stop, alter or divert, temporarily or permanently, all turnpike and other roadways, railways, tramways, aqueducts, bridges, canals, streams and rivers within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, for the purposes of the proposed Act, and all or some of the power and provisions contained in "The Water Works Clauses Act, 1847."

Powers will be sought to enable the said mayor, aldermen, and burgesses to purchase or take by compulsion lands, houses, and other hereditaments for the purposes of the proposed Act, and to levy and receive a public water-rate and a domestic water-rate, or one of them, and other tolls, rates, rents, and remunerations in respect of the supply of water within the intended limits of the proposed Act, 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 existing rights and privileges which could impede or interfere with the objects of the proposed Act.

And it is also proposed by the said intended Act to enable the said mayor, aldermen, and burgesses to raise money for the purposes of the proposed Act upon the credit of the borough fund and of the borough rate of the said borough and city, and upon the credit of any other rates or rents which they are or may be authorized to demand, levy, and receive under the provisions of the proposed Act, and of any property for the time being vested in them, or by all or any of such means, or by such other means as Parliament shall deem meet, and as may be provided by the said intended Act.

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 of the county of the city of Chester, at his office in Chester, and with the Clerk of the Peace of the county of Chester, at his office in Chester, and with the Clerk of the Peace of the county of Flint, at his office in Mold, in the county of Flint, 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 extra-parochial 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 12th day of November, 1853.

John Walker, Deputy Town Clerk, Chester.

Leicester Square Junction Railway and Southwark Improvement.

(Incorporation of Company; construction of railway from Leicester Square, to join the London, Brighton, and South Coast Railway, London and Croydon Railway, and South-Eastern Railway, near London Bridge, with a branch to join the London and South-Western Railway near the Waterloo Station; and construction of New Streets, and of a Bridge over the Thames; powers to purchase Charing-Cross Bridge and Hungerford Market, and to use parts of the London, Brighton, and South Coast and other Railways, and to enter into working arrangements with the London, Brighton, and South Coast Railway Company and other Companies; 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 for the purpose of making and maintaining the railways, streets, bridge, and other works hereinafter mentioned, or some of them, or some part thereof (that is to say): First. A railway, with proper stations, approaches, works, and conveniences connected therewith, commencing at or near the centre of Leicester Square, in the parishes of St. Anne, Soho, and St. Martin-in-the-Fields, or one of them, in the city or liberty of Westminster, in the county of Middlesex, and proceeding thence in a south-easterly direction to and crossing the River Thames by a bridge at or near to or on the site of the Charing-Cross Bridge, terminating by a junction with the London, Brighton, and South Coast Railway, London and Croydon Railway, and South-Eastern Railway, some or one of them, at or near the signal-post on such railways, or one of them, near the arch crossing Russell Street, in the parishes of Saint John, Horsleydown, Southwark, and St. Mary Magdalen, Bermondsey, or one of them, in the borough of Southwark, in the county of Surrey, which said intended railway, and the bridge, and works connected therewith, will pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them; (that is to say), St. Anne, Soho, St. Martin-in-the-fields, or one of them, in the city or liberty of Westminster, and county of Middlesex; St. Mary, Lambeth, St. John-the-Evangelist, Waterloo Road, Christ Church, Southwark, St. Saviour, Southwark, St. George-the-Martyr, Southwark, St. Mary Magdalen, Bermondsey, and St. John, Horsleydown, Southwark, or some of them, in the county of Surrey.

Secondly. A branch railway, with proper stations and approaches, works, and conveniences connected therewith, commencing from and out of the said proposed railway at or near a house or houses in the Belvidere Road, in the said parish of St. Mary, Lambeth, being Numbers 24 and 25 on the plan to be deposited as hereinafter mentioned, and terminating at or near the Railway Bridge in the Westminster Bridge Road, in the said parish of St. Mary, Lambeth, by a junction with the London and South-Western Railway, the whole of which said branch railway, and the works and conveniences connected therewith, will pass from, in, through, or into the said parish of St. Mary, Lambeth.

Thirdly. The altering, widening, straightening, and improving Leicester Square and the streets

called Green Street, Heming's Row, Castle Street, and St. Martin's Lane, some or one of them, the whole of which said streets so to be altered, widened, straightened, and improved, are situate or will pass or be made from, in, through, or into the said parish of St. Martin-in-the-Fields.

Fourthly. A new street commencing on the north-westerly side of the River Thames, at the foot of the intended bridge hereinafter mentioned, in the said parish of St. Martin-in-the-Fields, and terminating in West Strand, between Brewer's Lane and Northumberland House, in the same parish, the whole of which said new street will pass or be made from, in, through, or into the said parish of St. Martin-in-the-Fields.

Fifthly. A bridge over the River Thames to be used as a carriage-road, and as a railway-bridge and otherwise for the purposes of the said proposed railway, commencing on the north-westerly side of the River Thames, at or near the end of Brewer's Lane, and Hungerford Market, in the said parish of St. Martin-in-the-Fields, and terminating on the south-easterly side of the River Thames, at or near the foot of Charing Cross Bridge, in the said parish of St. Mary Lambeth, which said bridge will pass or be made from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say, St. Martin-in-the-Fields and St. Mary Lambeth aforesaid.

Sixthly. A new street commencing on the south-easterly side of the River Thames, at the foot of the said intended bridge, in the said parish of St. Mary Lambeth, and terminating in High Street in the Borough, in the said parish of St. Saviour Southwark, at or near the Town Hall in the said High Street, which said new street will pass, or be made from, in, through, or into, the several parishes, townships, and extra-parochial places following, or some of them, that is to say, St. Mary, Lambeth; St. John the Evangelist, Waterloo Road; Christ Church, Southwark; St. Saviour, Southwark; and St. George-the-Martyr, Southwark, hereinbefore mentioned; or some of them.

And it is intended by the said Bill to apply for all, or some of the following powers, that is to say, to make lateral deviations from the lines of the said intended railways, streets, bridge, and works to the extent; or within the limits, shown upon the plans hereinafter mentioned; and to make and maintain the said first-mentioned intended railway, or some part thereof, by a tunnel under the several public streets, roads, or highways, along, on, or over the line of the said intended railways, as delineated on the plan to be deposited as hereinafter mentioned.

And for that purpose, and for the purpose of the other proposed works, or some of them, to appropriate and use the subsoil of the several streets, road, and highways respectively in the line of the intended works, and to raise, lower, or alter the present levels thereof, or of some of them, or some parts thereof, or of any adjoining streets, roads, or highways, and to break up, remove, alter, and interfere with all water, gas, and other pipes, electric telegraphic wires, sewers, and other works thereunder, or under any other streets, roads, or ways, and to cross, either on the level, or under, or over, and to stop up, alter, or divert, either temporarily or permanently, any turnpike and other roads, highways, streets, footways, railways, tramroads, bridges, aqueducts, canals, rivers, navigations, sewers, drains, and streams within or adjoining the several parishes, townships, and extra-parochial places before mentioned, or any of them, with which it may be necessary to interfere in the construction of the said intended railways, streets, bridge, and other works, or any of them. To form junctions in several places with the rails of the London, Brighton,

and South Coast Railway, London and Croydon Railway, South Eastern Railway, and the London and South-Western Railway, and other railways, and otherwise to interfere with the said railways and the works thereof respectively.

To levy tolls, rates, and duties upon or for the use of such intended railways, bridge, and other works, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, or duties respectively, and to raise money on the credit of such tolls, rates, and duties, or any part thereof respectively.

To purchase, by compulsion or agreement, the lands and houses required for the purposes of the said intended railways, streets, bridge, and other works respectively, and to repeal, 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, or use of the said intended railways, streets, bridge, and other works, or any of them, and to confer other rights, privileges, and exemptions, and to erect and build houses and other buildings along the frontage of the said proposed streets, and to sell or let for building or other purposes the same frontages or any part thereof, and to mortgage the same.

And it is intended to incorporate in the said Bill, and make applicable to the purposes thereof, "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railway Clauses Consolidation Act, 1845," and all other necessary powers and provisions.

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, streets, bridge, and other works, describing the lines and levels thereof respectively, and the lands to be taken for the purposes thereof respectively, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, a published map to a scale of not less than half an inch to a mile, with the lines of railways delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, in Clerkenwell, in the same county; with the Clerk of the Peace for the city and liberty of Westminster, at his office, in Clerkenwell aforesaid; with the Clerk of the Peace for the city of London and borough of Southwark, at his office, at the Sessions-house, Old Bailey, in the city of London; and with the Clerk of the Peace for the county of Surrey, at his office, at Lambeth, in the said county; and that, on or before the said 30th day of November instant, a copy of so much of the said plans and sections as relates to each of the parishes and extra-parochial places in or through which the said intended railways, streets, bridge, and other works are intended to pass or be made, with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each parish, with the parish clerk of such parish, at his place of abode, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

And notice is hereby given, that it is intended, by the said Bill, to apply for powers to enable the said intended Company to purchase the Charing Cross Bridge, and all the lands, approaches, works, and tolls connected therewith; and also Hungerford Market-place, and the piers or landing-places, and all the lands, approaches, works, and tolls connected therewith; and to alter and appropriate the said bridge and market-place, or the

sites and works thereof, to other purposes; and to enable the Charing Cross Bridge Company, and the Hungerford Market Company, respectively to sell their respective undertakings to the intended Company, and to divide the purchase moneys for the said undertakings, and to pay off all charges thereon, and wind up the affairs of the said Companies; and to confer upon the said Companies, and the said intended company, all other necessary powers in relation to the said bridge and market, and to repeal, vary, or alter the tolls, rates, and charges now levied, or authorised to be taken, by the said Companies, or either of them; and to confer, vary, or extinguish all or any rights and privileges connected therewith, or with either of them, whether created by Act of Parliament or otherwise.

And it is further proposed, by the said Bill, to enable the said intended Company, and the London, Brighton, and South Coast Railway Company; the London and Croydon Railway Company; the South Eastern Railway Company; and the London and South Western Railway Company, or either of the said last-mentioned Companies; and also any other railway Company, already or hereafter to be incorporated, to enter into and carry into effect such contracts, arrangements, or agreements as they may think fit, in reference to the working, management, maintenance, and use by the Companies making such contracts, arrangements, and agreements, of the said intended railways, bridge, and works, and the regulation, management, interchange, working, and direction of the traffic upon or over the said intended railways, bridge, and works, and the railway or railways, of the said other Companies or Company, parties or party thereto, or any part thereof; and for the use on the said intended railways, or either of them, of the engines, carriages, trucks, and waggons of the said Companies or Company, who may be parties or party to any such contracts, arrangements, or agreements; and for the payment, and also the division or apportionment between the said intended Company, and the said other Companies or Company who may be parties to such contracts, arrangements, or agreements, of the tolls, rates, and charges received in respect of such traffic, and of the costs and expenses of such working, management, maintenance and use, and either entirely or subject to such deductions or 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, and for such other considerations as may be fixed or agreed upon; and for enabling the said intended Company, and the said London, Brighton, and South Coast Railway Company, the London and Croydon Railway Company, the South-Eastern Railway Company, and the London and South-Western Railway Company, or either of them, and also any other Railway Company already or hereafter to be incorporated, to appoint a joint committee or committees, to carry into effect any such contracts, arrangements, or agreements, and to divide and apply such tolls, rates, and charges, 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 respect to the conduct and management of such traffic, the levying of tolls, rates, and charges, the maintenance of the said intended railways and works, and the application of monies in respect thereof or otherwise to be vested in the said intended Company, and all such other rights, powers, and privileges as may be necessary or expedient for carrying into effect any such contracts, arrangements, agreements, or objects aforesaid. And also to enable the Company thereby to be incorporated to use, with their engines, carriages, trucks, and waggons, any lines of railway belonging

to or under the control of the said London, Brighton and South Coast Railway Company, London and Croydon Railway Company, South-Eastern Railway Company, and the London and South-Western Railway Company, or either of them, and also any other Railway Company already or hereafter to be incorporated, which can be traversed by the engines and carriages of the said intended Company. And to use the stations, wharves, quays, docks, jetties, watering-places, water-sidings, cranes, works, and conveniences belonging to, or connected with the said lines of railway of or under the control of the said London, Brighton and South Coast Railway Company, London and Croydon Railway Company, South-Eastern Railway Company, and London and South-Western Railway Company, or either of them, or of any other Railway Company already incorporated, or to be incorporated, upon such terms and conditions, and upon payment of such tolls, rates, or charges, or of 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, railway 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 arbitration, or by the Board of Trade, or otherwise, as Parliament shall direct by or under the said Bill; 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 authorise the Company to be thereby incorporated 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, or other traffic, and to afford all necessary facilities for the passage and transmission thereof, upon, over, along, and from their said railways and stations respectively, or any of them, or any other railways or stations to and from the said intended railways, or either of them, and to enable the said intended Company to carry passengers, goods, animals and other traffic upon, over, and 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 it is also proposed by the said Bill to empower the London Brighton and South Coast Railway Company, the London and Croydon Railway Company, the South-Eastern Railway Company, and the London and South-Western Railway Company, the Charing Cross Bridge Company, and Hungerford Market Company, or either of them, or any other Company, and any parish or body corporate or otherwise, to subscribe towards the construction of such intended railways, bridge, streets, and other works, or any of them, and to accept, take and hold shares in the capital proposed to be authorised to be raised by the said intended Act, and to apply their or either of their corporate or other funds and to raise additional capital by new shares or stock for or towards all or any of the several purposes aforesaid.

And it is proposed by the said Bill to alter, amend, extend, enlarge, and repeal, so far as may be necessary for all or any of the purposes of the said Bill, all or some of the powers and provisions of the several Acts of Parliament relating directly or indirectly to the London, Brighton and South Coast Railway Company, or some of them; of the several Acts of Parliament relating directly or indirectly to the London and Croydon Railway Company, or some of them; also

of the several Acts of Parliament relating directly or indirectly to the South-Eastern Railway Company, or some of them.

And also of the several Acts of Parliament relating directly or indirectly to the London and South-Western Railway Company, or some of them.

Also of the several Acts of Parliament relating directly or indirectly to the Hungerford Market Company, or some of them.

Also of the several Acts of Parliament relating directly or indirectly to the Charing Cross Bridge Company, or some of them.

And of all and every other Acts or Act of Parliament relating directly or indirectly to the paving, lighting, or improving, or otherwise affecting any county, city, borough, parish, township, or extra-parochial place, from, in, through, or into which the said railways, bridge, streets, and other works may pass, or to the streets, turnpike roads, and highways therein, or some of them.

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 next.

Dated this twelfth day of November, 1853.

Dunn and Surtees, 2, Raymond-buildings,
Gray's Inn.

G. J. Ottaway, 39, Essex-street, Strand,
Solicitors for the Bill.

St. Barbe Sladen, 14, Parliament-street,
Parliamentary Agent.

Newport, Abergavenny, and Hereford Railway.
(Sale or Lease to or Amalgamation with London and North Western Railway Company; Working or Traffic Arrangements.)

APPPLICATION is intended to be made to Parliament, in the next session, for leave to introduce a Bill for the following or some of the following among other purposes:

1. The union and amalgamation, either absolute or conditional, and either immediate or prospective, of the undertaking of the Newport, Abergavenny, and Hereford Railway Company with that of the London and North Western Railway Company, either by the merging of the first-named Company in the London and North Western Railway Company, and the vesting in the London and North Western Railway Company of the whole undertaking, lands, property, estate, and effects, rights, powers, and privileges of the Newport, Abergavenny, and Hereford Railway Company, or by a lease of the undertaking of the Newport, Abergavenny, and Hereford Railway Company, or by a sale of that undertaking to the London and North Western Railway Company, and (if necessary or expedient) to authorize the London and North Western Railway Company to raise capital by the creation of preference or other shares or by borrowing for the purpose of purchasing the said undertaking.

2. To enable the London and North Western Railway Company, upon conditions to be stated in the Bill, to maintain and work the undertaking for the time being of the Newport, Abergavenny, and Hereford Railway Company, and for that purpose to supply engines, carriages, and other rolling stock, and clerks, officers, and servants, and all other things necessary for such maintenance and working; or to enable the London and North Western Railway Company to make traffic arrangements with the Newport, Abergavenny, and Hereford Railway Company; to enable the London and North Western Railway Company to levy tolls on the Newport, Abergavenny, and Hereford Railway, and, if necessary or expedient, to alter the tolls now leviable on that railway.

To amend, extend, or to repeal some of the powers and provisions of "The Newport, Abergavenny, and Hereford Railway Act, 1846;" and also of the Acts 10 and 11 Vic., caps. 86 and 177, and 16 and 17 Vic., caps. 177 and 179, relating to the Newport, Abergavenny, and Hereford Railway Company; and also some of the powers and provisions of an Act passed in the session of Parliament held in the 9th and 10th years of Her present Majesty's reign, cap. 204, intituled, "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies, and also the powers and provisions of subsequent Acts relating to the London and North Western Railway Company; that is to say: local and personal Acts, 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9th Vic., cap. 67; 9 and 10 Vic., 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; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12th and 13th Vic., cap. 74; 13 and 14 Vic., cap. 36; 14th Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; and 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222.

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 15th day of November, 1853.

Johnston, Farquhar, and Leech.

S. Carter.

Swift and Wagstaff.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
Inventions.

NOTICE is hereby given, that—

1478. Robert Lister, of Scotswood, in the county of Northumberland, Brick Maker, 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 chimney tops or flues."

As set forth in his petition recorded in the said Office on the 17th day of June, 1853.

1500. And John Paul, Paper Stainer, of the city of Manchester, in the county palatine of Lancaster, has given the like notice in respect of an invention for "colouring paper on the surface."

1514. And Henry Blatin, of Rue Bonaparte, Paris, France, Gentleman, and 4, South-street, Finsbury, London, has given the like notice in respect of the invention of "improvements in buckles."

As set forth in their respective petitions both recorded in the said office on the 20th day of June, 1853.

1521. And John Henry Avonc, of No. 53, Salisbury-street, Portman-market, in the county of Middlesex, Journeyman Coachbuilder, has given the like notice in respect of the invention of "an improved method of stopping railway trains and preventing railway accidents."

As set forth in his petition recorded in the said Office on the 22nd day of June, 1853.

1531. And Peter Armand le Comte de Fontaine Moreau, of the English and Foreign Patent Office for Inventions, 4, South-street, Finsbury, London, and 39, Rue de l'Échiquier, Paris, has given the like notice in respect of the invention

of "a new distilling apparatus."—A communication.

As set forth in his petition, recorded in the said Office on the 23rd day of June, 1853.

1544. John Lyle, of Glasgow, in the county of Lanark, North Britain, Manufacturer, has given the like notice in respect of the invention of "improvements in the manufacture of figured or ornamental fabrics."

As set forth in his petition recorded in the said office, on the 24th day of June, 1853.

1564. And Thomas Edward Irons, of Market-gate, in Arbroath, North Britain, Last Maker, has given the like notice in respect of the invention of "improvements in the manufacture of lasts and in machinery connected therewith, parts of which machinery are also applicable to other like purposes of eccentric turning."

As set forth in his petition recorded in the said office, on the 29th day of June, 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.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given, that provisional protection has been allowed

2601. To James Atkins, of Birmingham, in the county of Warwick, Writing Clerk, for the invention of "an improvement or improvements in ash pits for grates."

2603. To William Rodger, Lieutenant in the Royal Navy, of 9, Shawfield-street, King's-road, Chelsea, for the invention of "improvements in anchors."

2604. To James Stevens, of Darlington Works, Southwark Bridge-road, for the invention of "improvements in the steps or bearings of the axles or shafts of gas meters."

2605. To Samuel Mead Folsom, of the State of Massachusetts, of the United States of America, for the invention of "a new or improved instrument for ironing clothes or various other articles."—A communication from Jeremiah W. Brown, a resident of the United States of America.

2606. And to Peter Armand Le Comte de Fontaine Moreau, of the English and Foreign Patent Office, 4, South-street, Finsbury, London, and 39, Rue de l'Echiquier, Paris, France, for the invention of "improvements in preventing accidents on railways, also in shifting and lifting railway carriages."—A communication.

On their several petitions recorded in the office of the Commissioners, on the 10th day of November, 1853:

2607. To William Parker, of Birmingham, in the county of Warwick, Wire Worker, for the invention of "an improvement or improvements in bearings for machinery."

2608. To Solomon Sturm, of Carpenter's-buildings, in the city of London, and of Vienna, in the Empire of Austria, Optician, for the invention of "machinery for the manufacture of optical lenses."

2609. To Alexandre André Victor Sarrazin de Montferrier, of Paris, France, and of 4, South-street, Finsbury, London, Gentleman, for the invention of "a new rotatory steam engine."

2610. To Edward Gregson Banner, of Cranha^m-hall, in the county of Essex, Gentleman, for the invention of "improvements in saddlery and harness."

2611. To Henry Walker, of Gresham-street West, in the city of London, Manufacturer, for the invention of "improvements in means of communication from one part of a railway train to another."

2612. To James Willis, of Wallingford, in the county of Berks, Harness Maker, for the invention of "improvements in buckles."

2613. To Richard Dryburgh, of Leith, in the county of Edinburgh, Scotland, Cooper, for the invention of "improvements in the means of holding staves while being cut."

2614. To William Steel, of Glasgow, in the county of Lanark, North Britain, Brewer, for the invention of "improvements in machinery or apparatus for mashing malt."

2615. To John Platt, of Oldham, in the county of Lancaster, Machinist, for the invention of "certain improvements in apparatus or machines for forging, drawing, moulding or forming spindles, rollers, bolts, and various other articles in metal."

2616. To Henry Kilshaw, of Birch, near Middleton, in the county of Lancaster, Manager, and Richard Hacking, of Bury, in the same county, Machinist, for their invention of "certain improvements in machinery or apparatus for spinning cotton and other fibrous substances."

2618. To Abel Easton, of Barnard's Inn, in the county of Middlesex, Gentleman, for the invention of "a liquid chemical compound for the production of artificial light."

2619. To James Hill Dickson, of Evelyn-street, Lower-road, Deptford, in the county of Kent, Flax Manufacturer and Flax Machinist, for the invention of "improvements in the process of preparing flax or similar fibrous material, and rendering it fit for spinning and weaving."

2621. And to Johan Martin Levién, of Davies-street, Grosvenor-square, in the county of Middlesex, Upholsterer, for the invention of "an improved construction of expanding table."—A communication.

On their several petitions, recorded in the Office of the Commissioners on the 11th day of November, 1853.

2623. To François Amond Délande, of Paris, France, and of 4, South-street, Finsbury, London, Gentleman, for the invention of "a new metallic composition."

2624. To Henry Kilshaw, of Birch, near Middleton, in the county of Lancashire, Manager, and Richard Hacking, of Bury, in the same county, Machinist, for the invention of "improvements in machinery or apparatus to be employed in the preparation of cotton and other fibrous substances for spinning."

2625. To John Gedge, of 4, Wellington-street, Strand, in the county of Middlesex, Patent Agent, for the invention of "improvements in the means of consuming or otherwise preventing the escape of smoke from flues or other smoke vents."—A communication.

2626. To John Gedge, of No. 4, Wellington-street, Strand, in the county of Middlesex, Patent Agent, for the invention of "improvements in the manufacture of metallic compounds."—A communication.

2627. To William Austin, of 27, Holywell-street, Westminster, for the invention of "improvements in the manufacture of casks."

2628. To Thomas De la Rue, of Bunhill-row, for the invention of "an improvement in the manufacture of paper."

2629. To William Austin, of 27, Holywell-street, Westminster, for the invention of "improvements in apparatus for trapping passages into sewers or drains."

2630. And to Constant Busson, Manufacturer, of Paris, in the French Empire, for the invention of "certain improvements in finger-keyed musical instruments."—A communication.

On their several petitions, recorded in the Office of the Commissioners, on the 12th day of November, 1853.

2632. To William Hadfield, of the city of Manchester, Spinner and Manufacturer, for the invention of "certain improvements in looms for weaving."

2634. To Henry Willis, of Manchester-street, in the county of Middlesex, Organ Builder, for the invention of "improvements in the construction of organs and free-reed instruments."

2636. To Matthew Gray, of Glasgow, in the county of Lanark, North Britain, Engineer, for the invention of "improvements in web forks for power looms."

2640. And to Michael Fitzgerald, of Sorrel Island, in the county of Clare, Esquire, for the invention of "an improved means or method of communicating between different parts of a railway train."

On their several petitions, recorded in the Office of the Commissioners on the 14th day of November, 1853.

2650. To John Ellertorpe, of Kingston-on-Hull, in the county of York, Master Mariner, for an invention for "retarding and stopping railway trains and railway carriages."

2652. To John Riddel Musgrave, Robert Musgrave and James Musgrave, of Belfast, Ireland, for the invention of "improvements in hot air stoves."

2654. To John Ronald, of Paisley, Manufacturer, for the invention of "improvements in fixing colours on yarns and cloths."

2656. To David Pratt, of Birmingham, in the county of Warwick, for the invention of "certain mechanical arrangements for raising thimbles the same to be worked by steam, water, or other power, thereby superceding hand labour."

2658. To William Frederick Greenfield, of Ipswich, in the county of Suffolk, Clerk, Master of Arts, for the invention of "improvements in communicating from one part of a railway train to another."

2660. And to James Bristow, of Bouverie-street, in the city of London, Miller, and Henry Attwood, of Holland-street, Blackfriars-road, in the county of Surrey, Engineer, for the invention of "an improved mode of constructing marine boilers."

On their several petitions, all recorded in the Office of the Commissioners on the 16th day of November, 1853.

2662. To John Clare Junior, of 21, Exchange-buildings, Liverpool, in the county palatine of Lancaster, Produce Broker, for the invention of improvements in the manufacture of bar and sheet metals in machinery connected therewith, and in the application of such metals to various useful purposes."

2664. To Solomon Abraham and Samuel Victor Abraham, of Lisle-street, for an invention for "communicating information or directions to persons in charge of railway trains."

2666. To John Banfield, of Birmingham, in the county of Warwick, for the invention of "a double acting railway signal for preventing collisions or accidents on railways."

2670. And to Augustus Johann Hoffstaedt, of Albion-place, in the county of Surrey, Agent for the invention of "an improved mode of preparing the colour known as artificial ultramarine."

On their several petitions, recorded in the Office of the Commissioners on the 17th day of November, 1853.

Erratum in Gazette of Tuesday, November 15. 2515. For "Anthony Park Conbrough," read "Anthony Park Coubrough."

East India-House, November 23, 1853.

THE Court of Directors of the East India Company hereby give notice, that they have received a Madras Gazette, containing a notice of the undermentioned joint Petition filed in the Court for the Relief of Insolvent Debtors there, under the provisions of the 11th Victoria, cap. 21:

Petition filed praying for Relief.

Paroor Ramiah Chetty and Paroor Jaliah Chetty, of Madras, Hindoo Inhabitants, residing in Vencatasa Moodelly-street, No. 14, at Triplicane, filed 24th September, 1853. Date of Gazette containing notice, October 4, 1853.

James C. Melvill, Secretary.

East India-House, November 23, 1853.

THE Court of Directors of the East India Company hereby give notice, that they have received a Bombay Gazette, containing notices of the undermentioned Petitions filed in the Court for the Relief of Insolvent Debtors there, under the provisions of the 11th Victoria, cap. 21:

Petitions filed praying for Relief.

Mooljee Tharea, a Hawker by trade, Mahomedan, without the Fort in Dongry Bazaar-street, filed 20th September, 1853: - Date of Gazette containing notice, October 13, 1853.

Cassinath Visram, late a Dealer in Betlenut and Leaves, Hindoo, without the Fort in Ramwaddy, filed 24th September, 1853. Date of Gazette containing notice, October 13, 1853.

Francis Richard Burton Phillipson, a Lieutenant in the 27th Regiment Bombay Native Infantry, European, lately without the Fort on the Esplanade, and at present in the Bombay Gaol, filed 28th September, 1853. Date of Gazette containing notice, October 13, 1853.

Mehraz Judgis, a Cloth Merchant by trade, Hindoo, without the Fort of Populwarry, near the Moombadavy Police Chowkee, filed 1st October, 1853. Date of Gazette containing notice, October 13, 1853.

Kessow Moroba Jossee, Hindoo, without the Fort in Borbkat, filed 1st October, 1853. Date of Gazette containing notice, October 13, 1853.

Trimback Ramchunder Senoy, a Clerk in the Bombay Custom House, Hindoo, without the Fort in the New Tonapour-road, near the Trinity Chapel, filed 3rd October, 1853. Date of Gazette containing notice, October 13, 1853.

James C. Melvill, Secretary.

East India-House, November 23, 1853.

THE Court of Directors of the East India Company hereby give notice, that they have received Calcutta Gazettes containing notices of

the undermentioned Petitions, filed in the Court for the Relief of Insolvent Debtors there, under the provisions of the 11th Victoria, cap. 21 :

Petitions filed praying for Relief.

John Gore, of No. 2, Dedar Buksh's-lane, Wellesley-street, in Calcutta, an Assistant in the office of the Collector of Calcutta, an insolvent, filed 20th September. Date of Gazette containing notice September 24, 1853.

Frederick Woodhouse, of Commercial-buildings, in Calcutta, lately carrying on trade and business as a Merchant and Agent, an insolvent, filed 20th September. Date of Gazette containing notice September 24, 1853.

James Andrews, of Bow Bazar-street, in Calcutta, Mariner, now employed as a Mate on board the Nussur Musjeed, now lying in the river Hooghly, an insolvent, filed 20th September. Date of Gazette containing notice, September 24, 1853.

Eliza Vanzandyk, of Calcutta, Widow, heretofore carrying on business as a Boarding House Keeper, an insolvent, filed 20th September. Date of Gazette containing notice, September 24, 1853.

George Thompson Crompton, late of Writer's-buildings, Tank-square, in Calcutta, Merchant Tailor, at present residing at Dhurumtollah, in Calcutta aforesaid, an insolvent, filed 2nd September. Date of Gazette containing notice, September 28, 1853.

Luckeynarian Burrell, of Hautkollah, in Calcutta, late a Merchant, but at present a Mohurir in the service of Treemutty Bamasoondery Dossee, of Calcutta aforesaid, Landholder, an insolvent, filed 22nd September. Date of Gazette containing notice, September 28, 1853.

George Henry Dessa, of Mahomed Crescent's-lane, Bow Bazar, in Calcutta, an Assistant in the Civil Auditors Office, an insolvent, filed 28th September. Date of Gazette containing notice, October 1, 1853.

James C. Melville, Secretary.

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.

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 person 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, Whited 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.

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.

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 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 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.

CONTRACT FOR EAST INDIA RICE.

Office of the Director-General of the Medical Department of the Navy, Somerset-Place, November 24, 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 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 the Medical Stores at Her Majesty's Victualling Yard at Deptford, all such quantities of

EAST INDIA RICE

As may from time to time be demanded for 12 calendar months certain, and further until the expiration of 3 months' warning.

Samples must be produced by the parties tendering.

The conditions of the contract may be seen at the said Office.

No tender will be received after one o'clock on the day of treaty, 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 Rice," 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 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.

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.

Royal Exchange Assurance Office,
Royal Exchange, November 23, 1853.

THE Court of Directors of the Royal Exchange Assurance do hereby give notice, that their transfer books will be shut from Tuesday the 6th of December next, to Thursday the 5th of January following; that the Annual General Court, appointed by their Charter, will be holden, at their Office, on the Royal Exchange, on Wednesday the 21st of December, at twelve o'clock at noon; that a Dividend will be considered of at the said Court; and that the draft of a Bill intended to be introduced into Parliament, in the session 1854, will be submitted for adoption.

Alexr. Green, Secretary.

London, November 25, 1853.

NOTICE is hereby given, that a General Court of the Corporation called the Governor and Company for working of Mines, Minerals, and Metals, in that part of Great Britain called Scotland, will be held at the Sun Fire-Office, in Threadneedle-street, on Thursday

the 5th of January next, at twelve o'clock at noon, to consider of a dividend; and on other special affairs; and that the transfer books will be shut on Thursday the 22nd day of December next.

Henry Pittet, Clerk.

British American Land Company.

Offices, 35 $\frac{1}{2}$, New Broad-street,
London, November 22, 1853.

NOTICE is hereby given, that a Special General Court of this Corporation will be held on Monday the 19th day of December next, at the London Tavern, Bishopsgate-street, for the election of an Auditor, in the room of James Dowie, Esquire, deceased, and for other business.

Any Proprietor intending to offer himself as a Candidate, must give at least fourteen days' notice, in writing, at these offices.

The Chair will be taken at one o'clock precisely.

William C. Prince, 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 Siège 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 Parienté 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, "To 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, 24th November, 1853
45, Eastcheap.

THE Partnership heretofore subsisting between us the undersigned, Frederick Joseph Burnett and Llewellyn Nash, as Ship and Insurance Agents, under the firm of F. J. Burnett and Nash, at No. 45, Eastcheap, London, was this day dissolved by mutual consent. All debts due to or owing by the said firm will be received or paid, as the case may be, by the said Llewellyn Nash.—As witness our hands this 24th day of November, 1853.

Fred. J. Burnett.
Llewellyn Nash.

WE, the undersigned, hereby mutually agree that the Partnership hitherto existing between us, as Pro-vender Millers, and carried on at Knott Mill, expired this day.—As witness our hands this 22nd day of November, 1853.

Ogden Halliwell.
James Eastham.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Henry Taylor and William Greewood Hird, both of Bacup, in the county of Lancaster, Cotton Spinners, carrying on business there under the firm of Hird and Taylor, was this day dissolved by mutual consent. All debts due to or from the said firm will be respectively received and paid by the said Henry Taylor.—Dated this 23rd day of November, 1853.

Henry Taylor.
W. G. Hird.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Milthorp and Francis Milthorp, carrying on business as Printers' Ink Manufacturers, at Wakefield, in the county of York, under the style or firm of G. and F. Milthorp, was dissolved on the 22nd instant, by mutual consent. The business will in future be carried on by the said George Milthorp, who will receive and pay all debts and sums of money respectively, due to or owing by the said firm.—As witness our hands this 24th day of November, 1853.

*George Milthorp.
Francis Milthorp.*

NOTICE is hereby given, that the Partnership lately subsisting between us in the town and county of the town of Poole, in the trade or business of Wholesale and Retail Grocers, Cheesemongers, and Provision Merchants, was on the 18th day of November, instant, dissolved by mutual consent.—As witness our hands this 22nd day of November, 1853.

*Thomas Whicher.
John Legg.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Merrett and Tilden Simes, of Warwick-house, Regent-street, in the county of Middlesex, carrying on business as Silk Mercers and Linen Drapers, under the firm of Merrett and Simes, has been this day dissolved by mutual consent; and that the said business will be carried on by the said Tilden Simes, alone, by whom all debts due to or by the said partnership will be received and paid.—Dated this 22nd day of November, 1853.

*George Merrett.
Tilden Simes.*

NOTICE is hereby given, that on the 24th day of December, 1850, the Partnership then subsisting between the undersigned, in the business carried on by them at Plymouth, in the county of Devon, under the style or firm of G. and F. Marshall, Attorneys at Law and Solicitors, was dissolved by mutual consent, since which the said business has been carried on by the said George Marshall alone, but he having now altogether retired therefrom, the same will in future be carried on by the said Frederick Marshall alone, in Plymouth aforesaid.—Dated this 24th day of November, 1853.

*Geo. Marshall.
Frederick Marshall.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Martyr and Charles Martyr, carrying on the business of Wholesale Tea and Coffee Dealers, at 24, Laurence Pountney-lane, in the city of London, under the firm of Martyr Brothers, and Co., has been this day dissolved by mutual consent. All debts due to and from the said concern will be received and paid by the said Henry Martyr, by whom the said business will be carried on in future, at 24, Laurence Pountney-lane, aforesaid.—Dated this 22nd day of November, 1853.

*Henry Martyr.
Charles Martyr.*

NOTICE is hereby given, that the Partnership, if any, heretofore subsisting between us in the business of Braid Manufacturers, heretofore carried on in Salford, in the county of Lancaster, under the name or firm of Moore and Tuke, is this day dissolved by mutual consent.—Dated this 22nd day of November, 1853.

*Thomas Moore, junr.
David Tuke.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Robert Burleigh Sewell, Charles Wyatt Estcourt, and John Anthony Dodd Wake, of Newport, in the Isle of Wight, in the county of Southampton, Attorneys and Solicitors, was dissolved by mutual consent, on the 5th day of July last. All debts due to and from the said partnership will be received and paid by the said Charles Wyatt Estcourt, by whom the business will be carried on.—Dated this 9th day of November, 1853.

*Robert B. Sewell.
Chas. Wyatt Estcourt.
Jno. A. D. Wake.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Dean and Edward Catterall, carrying on business as Cotton Brokers, at No. 18, Chapel-street, Liverpool, in the county of Lancaster, under the style or firm of Dean and Catterall, was this day dissolved by mutual consent.—As witness our hands this 22nd day of November, 1853.

*Chas. Dean.
Edward Catterall.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Benjamin White and Robert Barbor, carrying on business at Ploughbridge, Rotherhithe, in the county of Surrey, as Manufacturing Chemists, and Rosin Oil and Tar Distillers, under the style or firm of White and Barbor, was on the 15th day of November, 1853, dissolved by mutual consent; and that all debts owing to or by the said late partnership, will be received and paid by the undersigned Benjamin White.—As witness our hands this 15th day of November, 1853.

*Benjamin White.
Robert Barbor.*

NOTICE is hereby given, that the Copartnership heretofore subsisting between us the undersigned, as Attorneys and Solicitors, at the town or borough of Kingston-upon-Hull, under the style or firm of John England and Son, was this day dissolved by mutual consent.—Dated this 4th day of March, 1853.

*Jno. England.
Richd. England.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Crowther and Josiah Berry, carrying on trade as Woolen Cloth Manufacturers and copartners, at Lockwood, near Huddersfield, in the county of York, under the firm of Berry and Crowther, was this day dissolved by mutual consent.—Dated this 23rd day of November, 1853.

*Henry Crowther.
Josiah Berry.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Elizabeth Grundy and Jennett Kidd, carrying on business at Altrincham, in the county of Chester, as Milliners, Hosiers, and Smallware Dealers, under the firm of Grundy and Kidd, was on the 11th day of November instant, dissolved by mutual consent. All debts due to or from the said concern, will be received and paid by the said Elizabeth Grundy, who will continue the business on her own account.—Dated this 21st day of November, 1853.

*Elizabeth Grundy.
Jennett Kidd.*

TAKE notice, that the Partnership Business heretofore subsisting between us the undersigned, James Plimpton and William Lynall Thomas, in the business of Dairy Farmers and Milk Contractors, carried on at No. 44, Cross-street, Finsbury, Middlesex, under the firm of Plimpton and Co., has this day been dissolved by mutual consent; and that the business will hereafter be carried on by the said James Plimpton alone, by whom all debts due by and to the partnership will be paid and received.—As witness our hands this 21st day of November, 1853.

*W. Lynall Thomas.
James Plimpton.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charlton Humble and Thomas Penman Cocks, as Brewers, at Newcastle-upon-Tyne and Gateshead, under the firm of C. Humble and Co., was on the 11th day of November, 1853, dissolved by mutual consent.—As witness our hands this 19th day of November, 1853.

*Charlton Humble.
Thos. P. Cocks.*

NOTICE is hereby given, that the Partnership lately subsisting and carried on by us the undersigned, Robert Yates and John Ingham, under the style or firm of Yates and Ingham, as Coal Merchants, at Duckworth Hall Colliery, within Oswaldtwistle, in the county of Lancaster, or elsewhere, was, on the 12th day of May last, dissolved by mutual consent.—As witness our hands this 19th day of November, 1853.

*Robert Yates.
John Ingham.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us, and carried on at Aleppo, under the firm of Gibb, Calder and Co., is this day dissolved by mutual consent.—London, 22nd November, 1853.

*John H. Gibb.
Alex. Calder.*

NOTICE is hereby given, that the Partnership carried on by us the undersigned, as General Linen Drapers, at No. 77, High-street, Portland-town, in the county of Middlesex, is this day dissolved by mutual consent.—As witness our hands this 22nd day of November, 1853.

*Frederick Mason Goodwin.
George Goodwin.*

[Extracts from the Edinburgh Gazette of November 22, 1853.]

THE Copartnership between the Subscribers, for the Exhibition of the Aztec Lilliputians, under the firm of Morris and Anderson, has been dissolved by mutual consent of this date.—Dated this 21st day of November, 1853 years.

Joseph Mathews Morris.
John Henry Anderson.

JAMES BELL, S.S.C., Witness.
JOHN RAE, Writer, Edinburgh, Witness.

Dissolution of Copartnership.

NOTICE is hereby given, that the Copartnership subsisting among John Wilson, of Gateshead, in the county of Durham, Thomas Wilson, late of Felling, in said county, now of Forres, North Britain, and George Coulson, also of Felling, carrying on business, as Timber Merchants, at Gateshead, and also at Forres, under the firm of John Wilson and Company, has been this day dissolved by mutual consent of the parties. All accounts due by the copartnership will be paid by John Wilson, of Gateshead, or Thomas Wilson, of Forres, who are authorized to receive payment of all accounts due to the copartnership.—Dated at Forres, this 18th day of November, 1853.

John Wilson.
Thomas Wilson.
George Coulson.

Witness—JOSEPH PEART, of Forres,
Clerk to John Wilson and Co.
Witness—W. M. SCLANDERS, of Forres,
Writer.

Mr. Thomas Appleton, deceased.

ALL persons who have any claims or demands on the estate of Thomas Appleton, late of Dishforth, in the county of York, Farmer, deceased, are required forthwith to send or deliver the particulars thereof, and the nature of their securities, if any, to Mark Barroby, of Dishforth aforesaid, Gentleman, or Charles Mason, of the same place, Gentleman (the executors of the said deceased). And all persons who stood indebted to the said Thomas Appleton at the time of his death are requested to pay their respective accounts to the said executors without delay.

BRITISH GUIANA.

Official Advertisement.—Berbice, 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 Berbice, 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 town of New Amsterdam, county Berbice, 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.

Berbice, this 20th day of October, 1853.

L. HOUSTON, Administrator-General of Berbice.

List of Estates referred to in the above Official Advertisement.

Estate of James Ferguson, deceased, lately an inhabitant of the county Berbice, who died intestate, on or about the 8th day of May, 1853.

Estate of Theodore Gilbert, M.D., deceased, lately an inhabitant of the county Berbice, who died in said county on or about the 11th day of July, 1853.

Estate of Charles Robertson, deceased, lately an inhabitant of the county Berbice, who died in said county, on or about the 11th day of July, 1853.

L. HOUSTON, Administrator-General of Berbice.

BRITISH GUIANA.

Official Advertisement.—Berbice, 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 Berbice, 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 town of New Amsterdam, 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.

Berbice, this 20th day of October, 1853.

L. HOUSTON, Administrator-General of Berbice.

List of Estates referred to in the above Advertisement.

Estate of Jan Benjamin Walraven, deceased, lately an inhabitant of the county of Berbice, who died intestate, on or about the 27th August, 1853.

Estate of William Walter, deceased, lately an inhabitant of the county Berbice, who died intestate, on or about the 3rd August, 1853.

Estate of George Picton, deceased, lately an inhabitant of the county Berbice, who died in said county, in the month of July, 1853.

L. HOUSTON, Administrator-General of Berbice.

Lower-road, Islington.

TO be peremptorily sold, pursuant to a Decree of the High Court of Chancery, made in a cause of Gibbons v. Gibbons, with the approbation of Joseph Humphry, Esq., one of the Masters of this Court, on Friday, the 16th day of December next, at Garraway's Coffee House, Change-alley, Cornhill, London, at twelve for one o'clock precisely, in several lots:

An undivided moiety of two capital copyhold messuages, shops, and premises, situate Nos. 21 and 22, Lower-road, or Lower-street, Islington, and two messuages and four small tenements and premises, situate Nos. 33, 34, and 37, and a blacksmith's shop, and Nos. 34 and 37, with a latherer's workshop, situate in Britannia-row, Lower-road, or Lower-street, Islington, in the rear of Nos. 21 and 22.

The above premises are held of the manor of Islington otherwise Isleden, Middlesex, and are subject to a trifling quit rent and fine, certain on death or alienation, of six shillings and eight pence for each house.

Printed particulars and conditions of sale may be had (gratis) at the said Master's chambers, Southampton-buildings, in the county of Middlesex, on personal application only; of Messrs. Nichols and Clark, Solicitors, No. 9, Cook's-court, Cary-street, Lincoln's-inn; of Mr. Richard Prall, Solicitor, of Rochester and Chatham, Kent; of Mr. Pelham, Solicitor, No. 28, Arbour-square, Stepney; at Garraway's Coffee-house; and of Mr. Robert Reid, of No. 48, Great Marlborough-street, the Auctioneer.—Dated this 10th day of November, 1853

Davies v. Griffiths.

TO be sold, pursuant to an Order of the High Court of Chancery, made in a cause of Davies v. Griffiths, with the approbation of the Right Honourable the Master of the Rolls, at the dwelling-house of Mr. John Williams, called the Island House, at Llanelly, in the county of Carmarthen, on Thursday the 15th day of December, 1853, at twelve o'clock at noon; certain leasehold premises late in the occupation of David Griffiths, the defendant in the said cause, situate in Llanelly aforesaid.

The sale will be conducted by Mr. Richard Watkins, of Llanelly, the Auctioneer appointed by the Court. Particulars and conditions of sale may be had (gratis) in London, at the office of Messrs. Bridges, Mason and Bridges, Solicitors, Red Lion-square; and in the country of Mr. Benjamin Jones, of Llanelly, plaintiff's Solicitor; of the Auctioneer; and at the place of sale.—Dated this 24th day of November, 1853.

TO be sold, pursuant to an Order of the High Court of Chancery, made in the cause the Earl of Mansfield v. Ogle, with the approbation of the Vice Chancellor Sir John Stuart, one of the Judges of the said Court, in April next, in several lots.

The valuable estates and farms called Cawsey-park, mansion, house, garden and lands, with the manor or reputed manor of Cawsey-park; the Cawsey-park North-side Farm, the Longdike Farm, the Newhouses Farm, a piece of land called Barnsfold-meadow, and one undivided third part of a piece of land called Bowman's Bank, at or near Cawsey-park aforesaid; the Hagg Farm, near Cawsey-park; a Smith's shop and cottage at Cawsey-park; and a public-house at Cawsey-park Bridge; also the Whinstone Quarry, let to the trustees of the Cow Cawsey and Buckton Burn turnpike-roads. All which premises are situate at Cawsey-park, six miles north of Morpeth, in the county of Northumberland.

Also two extensive farms called the Burradon East and West Farms, situate at Burradon, about six miles north-east of Newcastle-upon-Tyne, and a valuable quarry of fire-stone adjacent thereto.

Also the colliery and valuable beds of coal in and under the last-mentioned farms let on lease to Lord Ravensworth and others. All which estates were late the property of William Ogle Wallis Ogle, Esquire, deceased.

The day and place of sale will shortly be announced, and particulars of the estates will be printed, and may then be had (gratis) of Mr. Mander, Solicitor, No. 9, New-square, Lincoln's-inn; Messrs. Norris and Sons, Solicitors, No. 2,

Bedford-row; Messrs. White and Borrett, Solicitors, No. 10, Whitehall-place; Messrs. Lyons, Barnes and Ellis, Solicitors, No. 7, Spring-gardens, Charing-cross; Messrs. Simpson and Cobb, Solicitors, No. 62, Moorgate-street; Messrs. Frere, Goodford and Cholmeley, Solicitors, No. 6, Lincoln's-inn, New-square; Mr. Snowball, Land Agent, Nether Witton, near Morpeth; and of the Auctioneer.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Metcalf against Fisher, the creditors and incumbrancers on the estate of Roger Metcalf, late of Manchester, in the county of Lancaster, Victualler, who died in or about the month of August, 1840, are, by their Solicitors, on or before the 17th day of December, next, to come in and prove their 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 22nd day of November, 1853.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Kempson against Kempson, the creditors of Carteret John Kempson, late of Storey's-gate, St. James's Park, and also of Abingdon-street, Westminster, in the county of Middlesex, Gentleman, who died in or about the month of December, 1849, are, by their Solicitors, on or before the 18th 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, in the county of Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree.

Tuesday, the 20th 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 22nd day of November, 1853.

PURSUANT to a Decree or Order of the High Court of Chancery, made in a cause Richard Redfearn Goodlad and another against John Joseph Burnett and others, the creditors or persons claiming debts or liabilities affecting the real and personal estate of Julia Redfearn, late of Langton Lodge, in the county of York, who died in or about the month of August, 1851, are, by their Solicitors, on or before the 23rd day of December, 1853, to come in and prove their debts or claims 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 Decree or Order.

Monday, the 9th day of January, 1854, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 23rd day of November, 1853.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Gratrex v. Duffield, the creditors of Joseph Duffield, late of Abersychan, in the county of Monmouth, who died in the month of November, 1842, are, by their Solicitors, on or before the 23rd day of December next, to come in and prove their debts before Richard Richards, Esq., one of the Masters of the said Court, at his chambers, in Southampton-buildings, Chancery-lane, London, or in default thereof they will be peremptorily excluded from the benefit of the said Decree.

Monday, the 9th day of January, 1854, at one 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 a Decree or Order of the High Court of Chancery, made in a cause of Richard Redfearn Goodlad and another against John Joseph Burnett and others, any body or corporation of persons claiming under the description of "The Church Extension Society," to be interested under the will of Julia Redfearn, late of Langton Lodge, in the county of York, who died in or about the month of August, 1851, and which will bears date the 17th day of July, 1850, and by which will one fourth part of the said testatrix's residuary personal estate is given and devised to "The Church Extension Society," is or are, by their Solicitors, on or before the 23rd day of December, 1853, to come in and prove their claims 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 Decree or Order.

Monday, the 9th day of January, 1854, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated the 23rd day of November, 1853.

NOTICE is hereby given, that William Charles Harris, of No. 6, North-row, Oxford-street, in the county of Middlesex, Coach Builder, did by indenture of assignment,

bearing date the 17th day of November, 1853, assign all his stock in trade, household furniture, and other his estate and effects unto Stephen Gowar, of Stratford, in the county of Essex, Coachbuilder, John Hall, of Orchard-street, Portman-square, in the said county of Middlesex, Coach Plater, and Charles John Jones, of Saint Ann's Wharf, Blackfriars, in the city of London, Ironmonger, upon trust for the benefit of all the creditors of the said William Charles Harris who shall execute the said indenture, on or before the 17th day of January next, or such other time as therein mentioned; and that the said indenture was duly executed by the said William Charles Harris, on the said 17th day of November, in the presence of and attested by Henry Thomas Archer, of No. 6, Raquet-court, Fleet-street, in the city of London, Solicitor, and by the said Stephen Gowar, John Hall, and Charles John Jones, on the said 17th day of November, in the presence of and attested by William Philp, of No. 26, Bucklersbury, in the said city of London, Solicitor, and the said Henry Thomas Archer; and that the said deed now lies at the offices of the said Henry Thomas Archer, at No. 6, Raquet-court, Fleet-street, in the city of London, for the execution, by the creditors of the said William Charles Harris.—Dated this 22nd day of November, 1853.

NOTICE is hereby given, that by an indenture, dated the 17th day of November, 1853, made between Charles Ellison, of Horton, in the parish of Bradford, in the county of York, and Richard Stephenson, of the same place, Machine Wool Combers, of the first part; William Ellison, of Spring-gardens, in the parish of Bradford aforesaid, Manufacturer, of the second part; and the several other persons whose names and seals are thereunto subscribed and affixed, being respectively creditors, agents or attorneys of creditors of the said Charles Ellison and Richard Stephenson, of the third part; for the considerations therein-mentioned, the said Charles Ellison and Richard Stephenson, did assign all their machinery, stock-in-trade, personal estate and effects, whatsoever and wheresoever, unto the said William Ellison, upon certain trusts for the benefit of the creditors of the said Charles Ellison and Richard Stephenson; and that the said indenture was executed by the said Charles Ellison, and Richard Stephenson, and William Ellison, on the day of the date thereof, and the execution by them respectively, is attested by Josiah Butler, of Bradford aforesaid, Solicitor, and Thomas Bradley Chambers, of Brighouse, in the parish of Halifax, in the county of York, clerk to the undermentioned George Higham, of Brighouse aforesaid, Solicitor; and that the said indenture now lies at the offices of the said George Higham, in Brighouse aforesaid, for execution by such of the said creditors of the said Charles Ellison and Richard Stephenson, as have not already executed the same.—Dated this 21st day of November, 1853.

NOTICE is hereby given, that Jeffery Eaglesfield, of Summer-lane, in Birmingham, in the county of Warwick, Grocer, hath by indenture, dated the 10th day of November, 1853, assigned unto John Brearley Payn and Robert Howson, of Birmingham aforesaid, executors of Henry Bourne, late of Birmingham aforesaid, Wholesale Grocer, all and every the stock in trade, goods, household furniture, fixtures, books of account, debts, and all other his personal estate and effects, upon trust, for the benefit of such of the creditors of the said Jeffery Eaglesfield who shall execute the said indenture within one month from the date thereof; and the said indenture was duly executed by the said Jeffery Eaglesfield, John Brearley Payn, and Robert Howson, in the presence of, and their executions are attested by, Barnabas Chesshire, of Birmingham aforesaid, Solicitor; and the said indenture now lies at the office of the said Barnabas Chesshire, No. 13, Temple-row, in Birmingham aforesaid, for the execution of the creditors, who are requested to execute the same forthwith.—Dated this 23rd day of November, 1853.

NOTICE is hereby given, that by an indenture, dated the 1st day of November, 1853, Robert Hooker, of St. Sidwell, in the county of the city of Exeter, Draper, assigned all his personal estate and effects whatsoever, unto John Dymond, of the said city of Exeter, Manager of the Devon and Cornwall Banking Company, and William Kendall, of the same city, Draper, upon trust for the benefit of the creditors of the said Robert Hooker, who should execute the same, within two months from the date thereof; and notice is hereby further given, that the said indenture was executed by the said Robert Hooker and William Kendall respectively, on the said 1st day of November, 1853, in the presence of, and attested by Edmund William Paul, Attorney-at-Law, Exeter, and William Every, his Clerk, and was also executed by the said John Dymond, on the 2nd day of November, 1853, in the presence of, and attested by the said Edmund William Paul and Frank Hutchings, his clerk; and notice is hereby further given, that the said indenture now lies for execution by the creditors of the said Robert Hooker, at the office of Messrs. Paul and James, in the Close, Exeter.

NOTICE is hereby given, that Henry Letherby, of Hensford, in the parish of Saint Germans, in the county of Cornwall, Victualler, by indenture, bearing date the 4th day of November, 1853, assigned all his estate and effects, whatsoever and wheresoever, to James Edward Clark, of East Stonehouse, in the county of Devon, Brewer, as trustee, upon trust, for the benefit of all the creditors of him the said Henry Letherby, as in the same indenture mentioned; and that the same indenture was duly executed by the said Henry Letherby, on the said 4th day of November, in the presence of, and the same is attested by, William Joseph Little, of Devonport, in the said county of Devon, Solicitor, and John Stephen Crocker, his Clerk; and that the said indenture was duly executed by the said James Edward Clark, on the 5th day of November, 1853, in the presence of, and the same is attested by, George Wilcocks Billing, of Devonport aforesaid, Solicitor, and the said John Stephen Crocker; and notice is further given, that the said indenture now lies at the offices of Messrs. Little and Billing, Solicitors, No. 53, St. Aubyn-street, in Devonport aforesaid, for the inspection of, and execution by, the creditors of the said Henry Letherby.—Dated the 24th day of November, 1853.

NOTICE is hereby given, that by an indenture, bearing date the 29th day of October, 1853, George Frederick Le Neve, of Guildford-street, Chertsey, in the county of Surrey, Grocer and Mealman, assigned all his personal estate and effects unto George Wyatt, of No. 2, Bloomfield-street, in the city of London, Merchant, and Thomas Blake La Coste, of Chertsey aforesaid, Banker, as trustees for the general benefit of the creditors of the said George Frederick Le Neve; and the said indenture was duly executed by the said George Frederick Le Neve and George Wyatt, on the said 29th day of October, 1853, in the presence of, and the execution by them is attested by, Laundry Walters, of No. 36, Basinghall-street, in the city of London, Solicitor; and the said indenture was duly executed by the said Thomas Blake La Coste, on the 1st day of November, 1853, in the presence of, and the execution by him is attested by, Henry Goodwin Grazebrook, of Chertsey aforesaid, Solicitors.—Dated this 24th November, 1853.

NOTICE is hereby given that by an indenture of assignment, bearing date the 29th day of October, 1853, Thomas Powys Beedell, of Tiverton, in the county of Devon, Chemist and Druggist, assigned all his personal estate and effects whatsoever unto John Irix, of the city of Exeter, Chemist and Druggist, and Matthew Husband, of the same place, Chemist and Druggist, upon trust, for the benefit of the creditors of the said Thomas Powys Beedell who should execute the same within two months from the date thereof; and notice is hereby further given, that the said indenture was executed by the said Thomas Powys Beedell on the said 29th day of October, 1853, in the presence of, and attested by John Anstey Toms, Solicitor, Tiverton, and was also executed by the said John Irix and Matthew Husband respectively, on the 10th day of November, 1853, in the presence of, and attested by George Pye, Public Accountant, Exeter, and Henry Mountrich James, Attorney-at-Law, Exeter; and notice is hereby further given, that the said indenture now lies for execution by the creditors of the said Thomas Powys Beedell, at the office of Messrs. Paul and James, in the Close, Exeter.

To Builders and others.—Sale by Order of the Court of Bankruptcy.

NOTICE is hereby given, that by Order of the Court of Bankruptcy, in London, dated the 23rd November, 1853, and made in the matter of Mary Ann Thomas and William Thomas, bankrupts, the lease of the premises No. 12, Green-street, Bedford-row, Middlesex, held from the Trustees of the Bedford Charity, under lease for 30 years, from Lady-day, 1848, at the yearly rent of £58, will be sold by auction, by Mr. Finnis, as Auctioneer, on the premises, on Tuesday, 29th November, 1853, at eleven o'clock. Particulars may be had of G. J. Graham, Esq., official assignee, No. 25, Coleman-street; of Messrs. Lawrance, Plews, and Boyer, No. 14, Old Jewry-chambers, Solicitors to the assignees; of D. Sturdy, Esq., No. 29, Bucklersbury, Solicitor for the mortgagee; and of Mr. Finnis, Auctioneer, No. 65, Great Russell-street, Bloomsbury.

Declaration of Dividend under a Petition, dated the 19th March, 1853, against George Hazzet, of No. 24, Duke-street, Westminster, in the county of Middlesex, and having establishments or places of business in the city of Bristol and at Bridgwater, in the county of Somerset, and at Plymouth and Teignmouth, both in the county of Devon, Railway Contractor, Ship Owner, Engineer, Timber Merchant, Lime Burner, and Coal Merchant.

NOTICE is hereby given, that the First Dividend at the rate of 2s. 6d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 18, Aldermanbury, City, on Monday the 23th instant, or any subse-

quent Monday, between the hours of eleven and three on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special direction of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration.—November 24, 1853.

H. H. CANNAN, Official Assignee.

In the Matter of William Robinson, of Maidstone, in the county of Kent, Draper, Dealer and Chapman.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 8s. 11d. in the pound, upon application at my office, as under, on Thursday the 1st December, and the three following Thursdays, between the hours of eleven and two. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 22, 1853.

H. H. STANSFELD, Official Assignee,
76 A, Basinghall-street.

In the Matter of William Palford, of Long Sutton, in the county of Lincoln, Cordwainer and Leather Seller.

I HEREBY give notice, that the creditors who have proved their debts under the above Petition, may receive a First Dividend of 1s. 5d. in the pound, upon application at my office, as under, on Saturday the 26th day of November instant, and three following Saturdays, between the hours of eleven and three of the clock. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

JOHN HARRIS, Official Assignee,
Middle-pavement, Nottingham.

In the Matter of William Elgood, of Leicester, in the county of Leicester, Merchant, Hosier, Oil Refiner, and General Agent.

I HEREBY give notice, that the creditors who have proved their debts under the above Petition, may receive a First Dividend of 8s. in the pound, upon application at my office, as under, on Saturday the 26th day of November, and the three following Saturdays, 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 will be required to produce the probate of the will or the letters of administration under which they claim.

JOHN HARRIS, Official Assignee,
Middle-pavement, Nottingham.

Declaration of Dividend under a Fiat in Bankruptcy, dated the 16th day of July, 1846, awarded and issued forth against Charles Burrows, of East Stonehouse, in the county of Devon, and John Gliddon, of Plymouth, in the county of Devon, Beer Brewers, trading under the style or firm of Burrows and Gliddon.

NOTICE is hereby given, that a Final Dividend, at the rate of 6d. in the pound is now payable, and that warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and three o'clock. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special direction of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration.—November 23, 1853.

F. HERNAMAN, Official Assignee.

In the Matter of John Muckleston the younger, of the town of Shrewsbury, in the county of Salop, Grocer, Dealer and Chapman, against whom a Petition for adjudication of Bankruptcy, bearing date the 29th day of December, 1849, hath been filed.

I HEREBY give notice, that the creditors who have proved their debts under the above Petition, may receive a Second and Final Dividend of 5d. in the pound, upon application at my office, as under, on any Thursday between the hours of eleven and three. No Dividend can 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.

FREDERICK WHITMORE, Official Assignee,
7, Waterloo-street, Birmingham.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 6th day of January, 1853, filed and entered of Record in Her Majesty's Court for Bankruptcy for the Newcastle-upon-Tyne District, against William Donald, of Hayton, in the parish of Aspatria, in the county of Cumberland, Cattle Dealer and Farmer, who was thereupon duly adjudged bankrupt, this is to give notice, that the said adjudication of Bankruptcy, is, by order of

Nathaniel Ellison, Esq., the Commissioner of the said Court of Bankruptcy, presented upon the Petition of the said bankrupt, with consent of creditors, annulled.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 22nd day of November, 1853, filed against Eliza McCrow, late of No. 144, Whitecross-street, in the city of London, but now of No. 10, James-street, Featherstone-street, City-road, in the county of Middlesex, Linen Draper, Dealer and Chapman, and she having been declared a bankrupt is hereby required to surrender herself to Joshua Evans, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 6th day of December next, at half past twelve in the afternoon precisely, and on the 6th day of January following, at eleven in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of 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. Johnson, No. 20, Basinghall-street, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. Jones, Solicitor, Sise-lanc.

WHEREAS a Petition for adjudication of Bankruptcy was on the 24th day of November, 1853, filed against Jacob Wright, of No. 99, Holywell-street, Shoreditch, in the county of Middlesex, Licensed Victualler, and he being declared a bankrupt, is hereby required to surrender himself to Joshua Evans, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 6th day of December next, at twelve of the clock at noon precisely, and on the 5th day of January following, at two o'clock in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Bell, No. 3, Coleman-street-buildings, Moorgate-street, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. Buchanan, Solicitor, Basinghall-street.

WHEREAS a Petition for adjudication of Bankruptcy bearing date the 24th day of November, 1853, hath been duly filed against Charles Tipple, of Baldock, in the county of Hertford, Apothecary, 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 2nd day of December next, at one of the clock in the afternoon precisely, and on the 7th 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. William Pennell, No. 3, Guildhall-chambers, Basinghall-street, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Trinder and Eyre, Solicitors, No. 1, John-street, Bedford-square.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 16th day of November, 1853, filed against John James, of No. 226, Oxford-street, in the county of Middlesex, and of No. 14, John-street, Oxford-street, in the said county, Trunk Maker, 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 5th of December next, at one of the clock in the afternoon precisely, and on the 27th of the same month, at twelve of the clock 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. John Samuel Story, Solicitor, No. 36, Great James-street, Bedford-row, London.

WHEREAS a Petition for adjudication of Bankruptcy was on the 22nd day of November, 1853, filed against William Booth, of No. 31, Commercial-road, in the parish

of Lambeth, in the county of Surrey, late of No. 189, Wellington-terrace, Waterloo-road, in the parish of Lambeth, in the county of Surrey, Ironmonger, Dealer and Chapman, now out of business, and he having been declared bankrupt, is hereby required to surrender himself to Edward Holroyd, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 5th day of December next, at two in the afternoon 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 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, the Official Assignee in the matter of this bankruptcy, and give notice to Mr. Wharton Pitt Nind, Solicitor, No. 11, Beaufort-buildings, Strand, London.

WHEREAS a Petition for adjudication of Bankruptcy, against James Phillips, of No. 22, Union-street, in the city of Bristol, Hatter, Dealer and Chapman, was filed on the 19th day of November, 1853, in Her Majesty's Court of Bankruptcy for the Bristol District, at the city and county of Bristol, and he having been declared bankrupt is hereby required to surrender himself to Henry John Stephen, Serjeant-at-Law, one of Her Majesty's Commissioners of the Court of Bankruptcy for the Bristol District, on the 7th of December next, and on the 4th of January following, at eleven in the forenoon precisely, on each day, at the Court of Bankruptcy for the Bristol District, in the city and county of Bristol, 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 Mant Miller, No. 19, Saint Augustine's-place, Bristol, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. M. Brittan and Sons, Solicitors, Albion-chambers, Bristol.

WHEREAS a Petition for adjudication of Bankruptcy was filed on the 22nd day of November, 1853, in Her Majesty's Court of Bankruptcy at Manchester, against William Tomlinson, of the Mechanics' Arms, Henry-street, in the city of Manchester, in the county of Lancaster, Publican, Dealer and Chapman, and he being declared a bankrupt is hereby required to surrender himself to one of Her Majesty's Commissioners of the Manchester District Court of Bankruptcy, on the 15th day of December next, and on the 5th day of January following, at twelve of the clock at noon, on each of the said days, at the Manchester District Court of Bankruptcy, Manchester, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Lee, No. 76, George-street, Manchester, the Official Assignee, whom the Commissioner has appointed to receive the same, and give notice to Messrs. Charles Cooper and Sons, Solicitors, Pall Mall, Manchester.

WHEREAS a Petition for adjudication of Bankruptcy was filed on the 15th day of November, 1853, in Her Majesty's District Court of Bankruptcy, at Manchester, against James Coupe, of Preston, in the county of Lancaster, Joiner and Builder, Dealer and Chapman, and he being declared a bankrupt is hereby required to surrender himself to one of Her Majesty's Commissioners of the Manchester District Court of Bankruptcy, on the 5th day of December next, and on the 9th day of January following, at twelve o'clock at noon on each day, at the Manchester District Court of Bankruptcy, in Manchester, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. James Stansall Pott, of No. 7, Charlotte-street, Manchester, the Official Assignee, whom the Commissioner has appointed to receive the same, and to give notice to Messrs. Turner and Son, Solicitors, Preston, or to Messrs. Cooper and Son, Solicitors, Manchester.

WHEREAS a Petition for adjudication of Bankruptcy was filed in Her Majesty's Court of Bankruptcy for the Newcastle-upon-Tyne District, on the 21st day of November, 1853, against William Outram, of Stockton-

upon-Tees, in the county of Durham, Timber Merchant, Lath Render, and Cooper, Dealer and Chapman, and he being declared a bankrupt is hereby required to surrender himself to Nathaniel Ellison, Esq., one of Her Majesty's Commissioners, the Commissioner authorized to act in the prosecution of the said Petition, on the 2nd day of December next, at one in the afternoon precisely, and on the 10th day of January, 1854, at twelve of the clock at noon precisely, at the District Court of Bankruptcy, in the Royal-arcade, in Newcastle-upon-Tyne, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. James Wakley, Newcastle-upon-Tyne, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. William Brignal, Solicitor, Durham, or to Mr. Hartley, Solicitor, No. 6, Southampton-street, Bloomsbury, London.

WILLIAM THOMAS JEMMETT, Esq., one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 31st day of January 1837, awarded and issued forth against Caleb Radcliffe Bury, of Hulme, in the parish of Manchester, in the county of Lancaster, Drysalter, Dealer and Chapman, will sit on the 7th day of December next, at twelve of the clock at noon, at the Manchester District Court of Bankruptcy, at Manchester, in order to proceed to the choice of an Assignee or Assignees of the estate and effects of the said bankrupt, in the room and place of George Hall, deceased; when and where the creditors of the said bankrupt, who have not already proved their debts, are to come prepared to prove the same, and, with those who have already proved their debts, vote in such choice accordingly.

JOHN SAMUEL MARTIN FONBLANQUE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 1st day of July, 1853, against John Robins Vivian, of No. 29, Cheapside, in the city of London, Dealer in Mining Shares, and of No. 70, Durnford-street, Stonehouse, in the county of Devon, Coal Merchant, will sit on the 12th day of December next, at half past one o'clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London (by adjournment from the 4th day of November instant), in order to take the Last Examination of the said bankrupt; when and where he is required to surrender himself, and make a full discovery and disclosure of his estate and effects, and finish his examination; and the creditors, who have not already proved their debts are to come prepared to prove the same.

JOHN SAMUEL MARTIN FONBLANQUE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 8th day of September, 1853, awarded and issued forth against Robert Sorton Parry, of Leadenhall-street, in the city of London, Bookseller, Publisher and Stationer, Dealer and Chapman, will sit on the 12th 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 (by adjournment from the 2nd day of November instant), in order to take the Last Examination of the said bankrupt; when and where he is required to surrender himself and make a full discovery and disclosure of his estate and effects, and finish his examination; and the creditors, who have not already proved their debts, are to come prepared to prove the same.

WALKER SKIRROW, Esq., one of Her Majesty's Commissioners authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 11th day of August, 1853, against John Robertshaw, of Church, in the county of Lancaster, Iron Founder, will sit on the 8th of December next, at twelve o'clock at noon, at the Manchester District Court of Bankruptcy, at Manchester (by adjournment from the 11th day of November instant), to take the Last Examination of the said bankrupt when and where he is required to surrender himself, and make a full discovery and disclosure of his estate and effects, and finish his examination; and the creditors, who have not already proved their debts, are to come prepared to prove the same.

JOHN BALGUY, Esq., one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 29th day of July, 1848, awarded and issued forth against Thomas Wakefield, late of the town and county of the town of Nottingham, Merchant and Manufacturer, Dealer and Chapman, but now of Lenton, in the county of Nottingham, will sit on the 9th of December next, at ten of the clock in the forenoon, at the Birmingham District Court of Bankruptcy, at Nottingham, to Audit the Accounts of the Assignees of the estate and

effects of the said bankrupt, under the said Fiat, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

NATHANIEL ELLISON, Esq., Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy filed on the 29th day of September, 1853, against John Strachan, of the town and county of Newcastle-upon-Tyne, Common Brewer and Maltster, Wine and and Spirit Merchant, Dealer and Chapman, will sit on the 16th day of December next, at eleven o'clock in the forenoon precisely, at the District Court of Bankruptcy, in the Royal-arcade, at Newcastle-upon-Tyne, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

HENRY JOHN STEPHEN, Serjeant-at-Law, one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 16th day of August, 1853, against Thomas Handley, of the town of Brecon, in the county of Brecknock, Dealer and Chapman, will sit on the 9th of December next, at eleven in the forenoon precisely, at the District Court of Bankruptcy, in the city of Bristol, to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Fiat, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

EDWARD GOULBURN, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 4th day of March, 1853, against John McLachlan, of No. 2, Spital-square, Norton Folgate, in the county of Middlesex, Auctioneer, will sit on the 16th day of December next, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

ROBERT GEORGE CECIL FANE, Esq., one of Her Majesty's Commissioners authorized to act under a Commission of Bankrupt, bearing date the 24th day of July, 1829, awarded and issued forth against James Hunter the younger, of Barge-yard, Bucklersbury, London, Merchant, will sit on the 16th 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 joint estate and effects of the said bankrupt James Hunter the younger, and of William Hunter, late of the city of Glasgow, Merchant, his Copartner, also a bankrupt, under a Commission, bearing date the 29th day of September, 1829; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

ROBERT GEORGE CECIL FANE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 26th day of August, 1853, against Charles Scott Rendle, of No. 4, Brook-terrace, Old Kent-road, and of Brixton Hill, both in the county of Surrey, Boot and Shoe Manufacturer, will sit on the 19th day of December next, at two in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

ROBERT GEORGE CECIL FANE, Esq., one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 4th day of February, 1840, awarded and issued forth against Richard Jacques, of No. 45, Tottenham-court-road, in the county of Middlesex, Wax and Tallow Chandler, Dealer and Chapman, will sit on the 16th day of December next, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

ROBERT GEORGE CECIL FANE, Esq., one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 17th day of December, 1844, awarded and issued forth against Samuel King, of Newgate-street, in the city of London, Warehouseman, will sit on the 19th of December next, at half past eleven

in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

ROBERT GEORGE CECIL FANE, Esq., one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 15th day of March, 1842, awarded and issued forth against David Nutt, of Stratford-green, in the county of Essex, Merchant, Dealer and Chapman, will sit on the 19th day of December next, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

JOHN BALGUY, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 8th day of December, 1851, filed against Samuel Litchfield, of Birmingham, in the county of Warwick, Druggist and Grocer, will sit on the 17th day of December next, at ten o'clock in the forenoon, at the Birmingham District Court of Bankruptcy, at Birmingham, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts; and the said Commissioner will also sit on the same day, at the same hour, and at the same Court, in order to make a Further Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

JOHN BALGUY, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 9th day of December, 1852, filed against John Askey, of Shelton, in the county of Stafford, Timber Merchant, Dealer and Chapman, will sit on the 19th day of December next, at ten of the clock in the forenoon, at the Birmingham District Court of Bankruptcy, at Birmingham, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts; and the said Commissioner will also sit on the same day, at the same hour, and at the same place, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDMUND ROBERT DANIELL, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 28th day of June, 1853, and filed against William Bradshaw, of Birmingham, in the county of Warwick, Victualler, Builder, Dealer and Chapman, will sit on the 15th day of December next, at eleven in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, in order to make a Dividend of the estate and effects of the said bankrupt; and on the same day, at the same hour, and at the said Court, in order to receive a Proof of Debt, to be preferred by the assignee of Joseph Corbett, a bankrupt; and notice is hereby given that no other proof of debt will be received at the said meeting.

MATTHEW DAVENPORT HILL, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 9th day of February, 1853, against George Greenstock, of Merchant's-parade, Hotwell-road, in the city and county of Bristol, Milliner, Draper, and Haberdasher, will sit on the 19th 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.

MATTHEW DAVENPORT HILL, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 16th day of March, 1850, against John Bedford, of No. 24, Gay-street, in the city of Bath, in the county of Somerset,

Music-seller, Commission Agent, Billiard-table Keeper, and Lodging-house Keeper, Dealer and Chapman, will sit on the 19th of December next, at eleven in the forenoon precisely, at the Bristol District Court of Bankruptcy, in the city of Bristol, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

HENRY JOHN STEPHEN, Serjeant-at-Law, one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 7th day of August, 1853, against Thomas Townsend, of the city of Bath, Hat Manufacturer, Dealer and Chapman, will sit on the 19th day of December next, at eleven o'clock in the forenoon precisely, at the Bristol District Court of Bankruptcy, in the city of Bristol, 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 5th day of August, 1853, filed against Joseph and Frederick Piggion, of Wolverhampton, in the county of Stafford, Shoe Manufacturers, will sit on the 17th day of December next, at ten o'clock in the forenoon, at the Birmingham District Court of Bankruptcy, at Birmingham, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

NATHANIEL ELLISON, Esq., Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, bearing date on the 29th day of September, 1853, filed against John Strachan, of the town and county of the town of Newcastle-upon-Tyne, Common Brewer and Malster, Wine and Spirit Merchant, Dealer and Chapman, will sit on the 19th of December next, at eleven in the forenoon precisely, at the District Court of Bankruptcy, in the Royal-arcade, in Newcastle-upon-Tyne, to make a First Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

NATHANIEL ELLISON, Esq., Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 4th day of December, 1852, filed against Samuel Cole Harrison, of Sunderland-by-the-Sea, in the county of Durham, Linen Draper, will sit on the 19th of December next, at twelve at noon precisely, at the District Court of Bankruptcy, in the Royal-arcade, Newcastle-upon-Tyne, in order to make a Final Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

RICHARD STEVENSON, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 27th day of July, 1853, against Hugh Jones, of Bridge-street, in the city of Chester, Grocer, Ironmonger, and Hop Dealer, will sit on the 16th day of December next, at eleven in the forenoon precisely, at the District Court of Bankruptcy, in Liverpool, 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 Fiat in Bankruptcy, bearing date the 24th day of February, 1846, awarded and issued forth against George Dardier, late of Kingston, in the Island of Jamaica, in the West Indies, in partnership there with Alexander Isaac, under the firm of Isaac and Dardier, and afterwards with the said Alexander Isaac and John Samuel, under the firm of Isaac, Dardier, and Company, and afterwards and now of Liverpool, in the county of Lancaster, Merchant and Factor, will sit on the 19th 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.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication in Bankruptcy, filed on the 3rd day of August, 1853, against Henry Mountain, of No. 163, Piccadilly, in the city of Westminster, and No. 19, Gunter's-grove, Brompton, in the county of Middlesex, Draper, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Edward Holroyd, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 16th day of December next, at twelve of the clock at noon 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 provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 29th day of September, 1853, against William Gooden Edghill, of No. 205, High-street, Southwark, in the county of Surrey, Chinaman and Tailor, 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 16th day of December next, at one of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 6th day of June, 1853, against James Dummelow the younger, of No. 48, Fenchurch-street, in the city of London, Broker and Commission Agent, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Edward Goulburn Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 17th day of December next, at half-past one in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 8th day of March, 1853, and now in prosecution against Henry Solomon, of No. 45, Holborn-hill, in the city of London, and of Cumberland-place, Old Kent-road, in the county of Surrey, and also of No. 2, Surrey-place, Old Kent-road, in the said county of Surrey, Furniture Broker, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 16th day of December next, at half past eleven of the clock in the forenoon precisely, at

the Court of Bankruptcy, Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 15th day of June, 1853, and now in prosecution against Abraham Clarkson, of King's-road, Reading, in the county of Berks, Licensed Victualler, Common Brewer, Railway Contractor, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 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, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 27th day of August, 1853, and now in prosecution against John Gamon, of No. 35, Church-street, Woolwich, in the county of Kent, Butcher, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition to be held before Robert George Cecil Fane Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 16th day of December next, at one of the clock in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, for the allowance of the Certificate of the said 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 Commissioner 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 1st day of September, 1853, and now in prosecution against Joseph Heath, of Chesham, in the county of Buckingham, Chymist and Druggist, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 16th of December next, at half-past one in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 3rd day of September, 1853, and now in prosecution against Simon Lazarus Oppenheim, of No. 10, Broad-street-buildings, in the city of London, Merchant, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 19th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 18th day of July, 1853, and now in prosecution against Benjamin Rolfe and Beaufoy Alfred Moore, of Sackville-street, Piccadilly, in the county of Middlesex, Tailors, Dealers, Chapmen, and Copartners, has, on the application of the said bankrupts, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 19th day of December next, at half past eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupts' conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupts, who shall have given due notice of their intention to oppose, may be heard against the allowance of the 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, issued and now in prosecution against Thomas Cullingworth, of Woolley Mills, near Wakefield, in the county of York, Corn Miller, Dealer and Chapman, bearing date the 8th of August, 1853, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before William Srope Ayrton, Esq., one of Her Majesty's Commissioners of the Leeds District Court of Bankruptcy, on the 9th day of January next, at eleven of the clock in the forenoon precisely, at the Leeds District Court of Bankruptcy, at Leeds, Yorkshire, 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 Walker Skirrow, Esq., one of Her Majesty's Commissioners acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 15th day of August, 1853, against James Pollitt the younger, of John Dalton-street and Charles-street, in the city of Manchester, and county of Lancaster, Maker-up and Packer, will, pursuant to "The Bankrupt Law Consolidation Act, 1849," on the application of the said bankrupt, sit on the 16th day of December next, at twelve of the clock at noon precisely, at the Manchester District Court of Bankruptcy, in Manchester, for the allowance of the Certificate of conformity of the said bankrupt under the said Petition. Any of the creditors of the said bankrupt, who shall have given due notice

of his or their intention to oppose, may be heard against the allowance of such Certificate, pursuant to the Statute in such case made and provided.

THIS is to give notice, that Montague Baker Bere, Esq., Her Majesty's Commissioner authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 11th day of May, 1853, against Samuel Barrington Watts, of the city of Exeter, Hatter and Outfitter, Dealer and Chapman, has appointed a public sitting to be held on the 22nd of December next, at one in the afternoon precisely, at the Court of Bankruptcy for the Exeter District, in Queen-street, in the city of Exeter, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the provisions of "The Bankrupt Law Consolidation Act, 1849;" when and where the assignees or any of the creditors of the said bankrupt, who shall have given due notice of his or their intention to oppose, may be heard against the allowance of such Certificate.

EDMUND ROBERT DANIELL, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 5th day of October, 1853, and filed in Her Majesty's Birmingham District Court of Bankruptcy, against Frederick Payton, of the Garrison-lanes, Birmingham, in the county of Warwick, Brick Maker, 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 20th day of December, next, at eleven o'clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham; when and where any of the creditors of the said bankrupt, who shall have given due notice of his intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

EDMUND ROBERT DANIELL, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 13th day of September, 1853, and filed in Her Majesty's District Court of Bankruptcy at Birmingham, against William Watson, of the New Springs, in the liberty of Talkoth Hill, in the parish of Audley, in the county of Stafford, Saddler and Farmer, Dealer and Chapman, 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 22nd day of December next, at eleven of the clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham; when and where any of the creditors of the said bankrupt, who shall have given due notice of his intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 23rd day of May, 1853, against Richard Wallis Dare, of No. 58, Lombard-street, in the city of London, and late of No. 11, Queen-street, Cheapside, also in the city of London, Shoe Factor, Dealer and Chapman, did, on the 17th day of November instant, allow the said Richard Wallis Dare a Certificate of the third class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court authorised to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 14th day of May, 1853, against William Hutchison, of No. 1, Riches-court, Lime-street, in the city of London, Ship Broker, and carrying on business there, under the name, style, and firm of W. Hutchison and Co., did, on the 22nd day of November instant, allow him the said William Hutchison, a Certificate of the second class; and that such Certificate will be delivered to the said bankrupt unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 9th day of September, 1853, against Lewis Cooke Hertslet, of Union-court, Broad-street, in the city of London, Merchant, trading in partnership with Joseph Okell, under the firm of Alexander Moberly and Company, did, on the 23rd day of November instant, allow the said Lewis Cooke Hertslet a Certificate of the first class; and that such Certificate will be delivered to the said bankrupt unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 27th day of July, 1853, against John Seager, of No. 4, Hungerford-wharf, Strand, in the county of Middlesex, Wine and Spirit Merchant, Dealer and Chapman, did, on the 17th day of November instant, allow the said John Seager a Certificate of the second class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 22nd day of February, 1853, against William May, of the city of Exeter, Linen Draper, Dealer, and Chapman, did hold a public sitting for the allowance of the certificate to the said bankrupt, on the 16th day of November, at the Court of Bankruptcy for the Exeter District, in Queen-street, in the city of Exeter, and the said Court did then and there allow the same, and did award unto the said bankrupt a certificate of conformity of the second class.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 16th day of June 1853, against Richard Pike, of East Stonehouse, in the county of Devon, Butcher, Dealer and Chapman, did hold a public sitting for the allowance of the Certificate to the said bankrupt, on the 14th day of November, at the Court of Bankruptcy for the Exeter District, in Queen-street, in the city of Exeter, and the said Court did then and there allow the same, and did award unto the said bankrupt a Certificate of the third class, subject to a suspension of eighteen months from the date of adjudication.

JOHN BALGUY, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication in Bankruptcy, bearing date the 21st day of September, 1853, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against Charles Moss Salmon, of Birmingham, in the county of Warwick, General Dealer, did, on the 21st of November, allow the said Charles Moss Salmon 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.

EDMUND ROBERT DANIELL, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 12th day of July, 1853, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against John Hammond, of Birmingham, in the county of Warwick, Builder, Dealer and Chapman, did, on the 23rd of November, 1853, allow the said John Hammond a Certificate of the second class; and that such Certificate will be delivered to 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 Sussex, at Lewes.

In the Matter of the Petition of Joseph Turner, formerly of South-street, and now of Sea Side-road, doth in Eastbourne, in the county of Sussex, Grocer and General-shop Keeper.

NOTICE is hereby given, that the creditors of the above-named insolvent may receive a First and Final Dividend of 2s. 3d. in the pound, upon application at my office, No. 211, High-street, Lewes, between the hours of ten and four 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.—November 21, 1853. **EDGAR BLAKER**, Official Assignee.

WHEREAS a Petition of George Gawthorp, formerly of No. 59, Waverley-street, in the town or borough of Kingston-upon-Hull, afterwards of No. 12, Lower Union-street, in the said town or borough of Kingston-upon-Hull, afterwards of No. 62, Great Thornton-street, in the said town or borough of Kingston-upon-Hull, and now of No. 37, Osbourne-street, in the said town or borough of Kingston-upon-Hull aforesaid, and during all the period of such residences following the occupation of a Schoolmaster, an insolvent debtor, having been filed in the County Court of Yorkshire, at the Townhall, in the town or borough of Kingston-upon-Hull, and an interim order for protection from process having been given to the said George Gawthorp, under the provisions of the Statutes in that case made and provided, the said George Gawthorp is hereby required to appear before the said Court, on the 9th day of December next, at ten o'clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All

persons indebted to the said George Gawthorp, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Henry Phillips, Clerk of the said Court, at his office, No. 36, Salthouse-lane, Kingston-upon-Hull, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Robert Banks, formerly residing in Walker-street, and carrying on business there, and also at No. 22, Blackfriargate, as a Druggist and Grocer, and Dealer in Confectionary, Tobacco, and Cigars, then of No. 18, Walker-street aforesaid, and carrying on business at No. 22, Blackfriargate aforesaid, as a Druggist and Dealer in Confectionary, Tobacco, and Cigars, and late and now of No. 18, Walker-street aforesaid, out of business or employment, all the said places being in the town or borough of Kingston-upon-Hull, an insolvent debtor, having been filed in the County Court of Yorkshire, at the Townhall, in the town or borough of Kingston-upon-Hull, and an interim order for protection from process having been given to the said Robert Banks, under the provisions of the Statutes in that case made and provided, the said Robert Banks is hereby required to appear before the said Court, on the 9th day of December next, at ten of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Robert Banks, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Henry Phillips, Clerk of the said Court, at his office, at 36, Salthouse-lane, in Kingston-upon-Hull, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of William Morgan, of the Ivy Bush Tavern, Yuisgan, in the town and parish of Merthyr Tydfil, in the county of Glamorgan, Victualler and Attorney's Clerk, an insolvent debtor, having been filed in the County Court of Glamorganshire, at Merthyr Tydfil, and an interim order for protection from process having been given to the said William Morgan, under the provisions of the Statutes in that case made and provided, the said William Morgan 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 William Morgan, or that have any of his effects, are not to pay or deliver the same but to Mr. James W. Russell, Clerk of the said Court, at his office, at Merthyr Tydfil, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Thomas Thomas, formerly of Dyffryndare, at Cwmdare, in the parish of Aberdare, in the county of Glamorgan, Farmer and Haulier, and for the last two years and upwards in lodging at the house of William Davies, of Brynia, at Cwmdare aforesaid, Labourer, an insolvent debtor, having been filed in the County Court of Glamorganshire, at Merthyr Tydfil, and an interim order for protection from process having been given to the said Thomas Thomas, under the provisions of the Statutes in that case made and provided, the said Thomas Thomas 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 Thomas Thomas, or that have any of his effects, are not to pay or deliver the same but to Mr. James W. Russell, Clerk of the said Court, at his office, at Merthyr Tydfil, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of John Ewart, at present and for fourteen years last past residing at Albrighton, in the county of Salop, and carrying on the trade of a Licensed Tea Dealer, Draper, and Chapman, an insolvent debtor, having been filed in the County Court of Shropshire, at Madeley, and an interim order for protection from process having been given to the said John Ewart, under the provisions of the Statutes in that case made and provided, the said John Ewart is hereby required to appear before the said Court, on the 17th 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 Ewart, or that have any of his effects, are not to pay or deliver the same but to Mr. George Potts, Clerk of the said Court, at his office, at Madeley, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of John Todd, formerly living in lodgings, in Marsh-gate, Doncaster, in the county of York, carrying on business as a Cattle Jobber and Butter Dealer, and now living in lodgings in Saint Sepulchre-gate, Doncaster aforesaid, out of business, but assisting Mary Ann Swift, of Saint Sepulchre-gate, Doncaster aforesaid, in her trade or business of a Butcher and Beer-house Keeper, an insolvent debtor, having been filed in the County Court of Yorkshire, at Doncaster, and an interim order for protection from process having been given to the said John Todd, under the provisions of the Statutes in that case made and provided, the said John Todd is hereby required to appear before the said Court, on the 5th day of December next, at twelve of the clock at noon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said John Todd, or that have any of his effects, are not to pay or deliver the same but to Mr. T. B. Mason, Clerk of the said Court, at his office, Saint George-gate, Doncaster, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Thomas Davies, at present and for the last five months residing at Abertillery, in the county of Monmouth, there carrying on the trade of a Mason, previously and for about four years residing at Blaina, in the said county of Monmouth, there carrying on the trade of a Mason and Contractor, previously and for about four years residing at Abercarn, in the said county of Monmouth, there carrying on the trade of a Mason, previously and for about four years residing at Cwm Ueddne, in the said county of Monmouth, there carrying on the trade of a Mason and Contractor, and previously and for about two years residing at Victoria, in the said county of Monmouth, and there carrying on the trade of a Mason and Contractor, an insolvent debtor, having been filed in the County Court of Monmouthshire, at Tredegar, and an interim order for protection from process having been given to the said Thomas Davies, under the provisions of the Statutes in that case made and provided, the said Thomas Davies is hereby required to appear before the said Court, on the 8th 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 Davies, or that have any of his effects, are not to pay or deliver the same but to Mr. Horace Sheppard, Clerk of the said Court, at his office at Tredegar, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of John Birch, formerly of Freston, in the county of Suffolk, Farmer, afterwards of Great Bromley, in the county of Essex, Farmer, afterwards of Stutton, in the county of Suffolk, out of business, and late and now of Ipswich, in the same county of Suffolk, out of business, an insolvent debtor, having been filed in the County Court of Suffolk, at the Shire Hall, Saint Helens, Ipswich, and an interim order for protection from process having been given to the said John Birch, under the provisions of the Statutes in that case made and provided, the said John Birch is hereby required to appear before the said Court, on the 9th 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 John Birch, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Pretymann, Clerk of the said Court, at his office, at Silent-street, Ipswich, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a petition of Robert Mirfin (sued as Robert Murfin), of Navigation Hill, Sheffield Park, previously of New-street, Bank-street, previously of Hoyle-street, previously of Scargill Croft, all in the parish of Sheffield, in the county of York, previously of Shire Green, in the parish of Ecclesfield, in the said county of York, previously of Water-lane, previously of Scargill Croft, previously of Meeting House-lane, all in the parish of Sheffield aforesaid, Edge Tool Grinder, and whilst residing in New-street, Scargill Croft, and Water-lane aforesaid, a Publican, and whilst residing at Shire Green aforesaid, a Farm Labourer, an insolvent debtor, having been filed in the County Court of Yorkshire, at Sheffield, and an interim order for protection from process having been given to the said Robert Mirfin, under the provisions of the Statutes in that case made and provided, the said Robert Mirfin is hereby required to appear before the said Court, on the 7th of December next, at twelve at noon, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said

Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Robert Mirfin, or that have any of his effects, are not to pay or deliver the same but to Messrs. William Wake and Thomas William Rodgers, Clerks of the said Court, at the office of the said County Court, Bankstreet, Sheffield, the Official Assignees of the estate and effects of the said insolvent.

WHEREAS a Petition of James Shillito, of Doncaster, in the county of York, Joiner and Carpenter, an insolvent debtor, having been filed in the County Court of Yorkshire, at Doncaster, and an interim order for protection from process having been given to the said James Shillito, under the provisions of the Statutes in that case made and provided, the said James Shillito is hereby required to appear before the said Court on the 5th 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 James Shillito or that have any of his effects, are not to pay or deliver the same but to Mr. Thomas Blackwell Mason, Clerk of the said Court, at his office, at St. George Gate, Doncaster, the Official Assignee of the estate and effects of the said insolvent.

In the Matter of the Petition of John Hawke, of Falmouth, in the county of Cornwall, Baker and Grocer.

NOTICE is hereby given, that George Granville Kekewich, Esq., the Judge of the County Court of Cornwall, at Falmouth, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 10th day of December next, at eleven o'clock in the forenoon, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of John Leake Welburn, formerly of the Whitby Tavern, Salt House-lane, Licensed Victualler, Commission Agent, Gas Engineer, and General Fitter, afterwards of the Junction Dock Tavern, Castle-street, Licensed Victualler, and late of No. 11, Castle-place, at lodgings, out of business, all the said places being in the town or borough of Kingston-upon-Hull.

NOTICE is hereby given, that the County Court of Yorkshire, at the Townhall, Kingston-upon-Hull, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 9th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Henry Watson, formerly of No. 3, Saint Thomas Place, Collier-street, and carrying on business at No. 45, Mill-street, as a Potato Dealer, Greengrocer, and also Dealer in Hay, Clover, and Straw, next of No. 3, Saint Thomas-place, Collier-street aforesaid, Labourer, and late and now residing at No. 45, Mill-street aforesaid, Potato Dealer, Greengrocer, and also Dealer in Hay, Clover, and Straw, all the said places being in the town or borough of Kingston-upon-Hull.

NOTICE is hereby given, that the County Court of Yorkshire, at the Townhall, Kingston-upon-Hull, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 9th day of December next, at 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 John Davis, now and for five years and upwards last past of Church-street, in the town of Ledbury, in the county of Hereford, Milkman, Gardener, and Seedsman, and for ten months then next immediately preceding of New-street, in the town of Ledbury aforesaid, Provision Dealer, Gardener and Seedsman, and for four years and upwards then last of Homend-street, in the said town of Ledbury, Milkman, Gardener, and Seedsman, an Insolvent Debtor.

NOTICE is hereby given, that Benjamin Parham Esq., Judge of the County Court of Herefordshire, at Ledbury, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 24th day of December next, at nine of the clock in the forenoon precisely, unless cause be then and there shown to the contrary.

In the Matter of the Petition of John Thompson the elder, late of No. 7, Fair-row, Chatham, in the county of Kent, Baker and Confectioner, previously of the same place, Baker and Confectioner.

NOTICE is hereby given, that James Espinasse, Esq., the Judge of the County Court of Kent, at Rochester, 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 Evan Davies, of New Town, Rhymney, in the parish of Gellygare, in the county of Glamorgan, Blacksmith, previously of Gollyfeiglog, in the parish of Merthyr Tydfil, in the said county of Glamorgan, Grocer and Blacksmith.

NOTICE is hereby given, that Thomas Falconer, Esq., Judge of the County Court of Glamorganshire, at Merthyr Tydfil, 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 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 Newsome, Overlooker of Power Looms, now and for four weeks last past residing in lodgings with Mary Newsome, of Undercliffe-lane, in Bradford, in the county of York, and for twelve months prior thereto having resided at No. 89, Undercliffe-lane, in Bradford aforesaid, and there carried on the business of a Shopkeeper, and also during part of such time being employed as Overlooker of Power Looms.

NOTICE is hereby given, that Charles Heneage Elsley, Esq., the Judge of the County Court of Yorkshire, at Darley-street, Bradford, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 17th day of December next, at eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Joseph Jefferies, at present and for one year and nine months last past residing at Ashley Down, in the parish of Horfield, in the county of Gloucester, and carrying on business there as a Farmer, Dealer in Pigs and Pork, previously and for four years and upwards of No. 24, Horsefair, in the parish of Saint James, in the city and county of Bristol, Butcher, Dealer in Meat, and renting a house in Wesley's-court, Horsefair aforesaid, also renting a field at Ashley Down aforesaid.

NOTICE is hereby given, that 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 14th day of December next, at eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of John Sykes, of Sand Beds in the township of Clayton, in the parish of Bradford, in the county of York, previously of Range Bank, in the township of Northowram, in the parish of Halifax, in the said county, previously of Shaw-lane, in Ovenden, in the parish of Halifax aforesaid, previously of Northowram aforesaid, and formerly of Mount Tabor, in Ovenden aforesaid, Stone Delver.

NOTICE is hereby given, that Charles Heneage Elsley, Esq., Judge of the County Court of Yorkshire, at Bradford, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 17th day of December next, at eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Alfred Plummer, formerly of the parish of Hilgay, in the county of Norfolk, Butcher and Publican, at the same time carrying on the business of a Butcher, at Southery, in Norfolk, and since carrying on the business of a Butcher, at Littleport, in the Isle of Ely, in the county of Cambridge, afterwards of the parish of Long Melford, in the county of Suffolk, Butcher, and now and for the last seven months carrying on the business of a Butcher and Publican, at the public-house commonly called or known by the sign of the Hare and Hounds, in the parish of Hilgay, in the county of Norfolk aforesaid, at the same time carrying on the business of a Butcher, at Southery aforesaid.

NOTICE is hereby given, that the County Court of Norfolk, at the Court-house, Downham Market, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 9th of December next, at nine of the clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of David Williams, now and for three years last past, of Grawen-terrace, in the parish of Merthyr Tydfil, in the county of Glamorgan, Collier, before then of Penydarren, in the same parish and county last aforesaid, Collier, previously of Cwm-rhy-dy-bedd, Dowlais, in the same parish and county, Collier, and formerly of Cwmtwrch, in the parish of Ystrad-gunlais, in the county of Brecon, Miner.

NOTICE is hereby given, that Thomas Falconer, Esq., the Judge of the County Court of Glamorganshire, at Merthyr Tydfil, 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 Thomas Brooks, of Stowestreet, Lichfield, in the county of Stafford, General Dealer, previously of the same place, Grocer and Provision Dealer.

NOTICE is hereby given, that the County Court of Staffordshire, at Lichfield, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 6th day of December next, at 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 James Butcher, formerly of Woodbridge, in the county of Suffolk, Blacksmith, afterwards of the Eclipse Beer-house, Upper Orwell-street, Ipswich, in the county of Suffolk, Blacksmith, and Beer-house Keeper, and now lodging in the Woodbridge-road, Ipswich, in the county of Suffolk, out of business.

NOTICE is hereby given, that Francis King Eagle, Esq., Judge of the County Court of Suffolk, at Ipswich, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 9th day of December next, at ten of the clock in the forenoon precisely, unless cause be then and there shown to the contrary.

In the Matter of the Petition of George Pickard, of Oak-street, Rugby, in the county of Warwick, Butcher, and also keeping a Butcher's Shop, at Sheep-street, Rugby aforesaid.

NOTICE is hereby given, that the County Court of Warwickshire, at Rugby, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 22nd 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 Charles Thompson, at present and for the last twelve months and two weeks of No. 1 Court, West Bar Green, for one year two months and three weeks previously thereto of No. 2 Court, Ellis-street, and for nine months previously thereto of No. 4, Dun Fields, Shales Moor, for four months and four days previously thereto of No. 33, Silver-street, for four months and four days previously thereto of No. 4, Russell-lane, and previously thereto of No. 1, Acorn-street, all in the parish of Sheffield, in the county of York, Hardwareman, Watch Maker, and General Dealer.

NOTICE is hereby given, that the County Court of Yorkshire, at Sheffield, acting in the matter of this Petition, will proceed to make a Final Order thereon, the consideration whereof at the said Court, holden on the 4th day of May last having been adjourned to the 2nd day of November instant, and such time having expired, and the said petitioner having made application on that day to the Court to name a day for a Final Order, the said Court will proceed to make such Final Order on the 7th day of December next, at twelve o'clock at noon precisely, unless cause be then and there shown to the contrary.

In the Matter of the Petition of Joseph Leigh Shipman, at present and for one year eight months and two weeks past residing in lodgings at Mrs. Margaret Shipman's, No. 1, Moore-street, Tudor-street, in the township of Ecclesall Bierlow, in the parish of Sheffield, in the county of York, Journeyman Turner, for two months previous thereto residing at Cadman's-place, Bramhall-lane, in the said township of Ecclesall Bierlow, and carrying on business in No. 7, Court, Coalpit-lane, and occupying premises at Perseverance Works, Union-lane, both in the said parish of Sheffield, and previous thereto residing at No. 25, Regent-street, in the said parish of Sheffield, and carrying on business in No. 7, Court, Coalpit-lane aforesaid, and occupying premises at Perseverance Works aforesaid, and at Mr. H. D. Wilkinson's Works, Union-lane aforesaid, and at Portland Works, in West-street, in the said parish of Sheffield, Horn Presser and Turner.

NOTICE is hereby given, that the County Court of Yorkshire, at Sheffield, 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 twelve of the clock at noon precisely, unless cause be then and there shewn to the contrary.

FRANCIS KING EAGLE, Esq., Judge of the County Court of Suffolk, at Ipswich, authorized to act under a Petition of Insolvency, bearing date the 24th day of August, 1853, presented by John Wood, of Gosbeck, in the county of Suffolk, Farmer, will sit on the 9th day of December next, at ten o'clock in the forenoon precisely, at the Shire-hall, Saint Helen's, Ipswich, 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.

NOTICE is hereby given, that the County Court of Northumberland, at North Shields, authorized to act under a Petition of Insolvency presented by Thomas

Anderson, residing at the Eagle Inn, Upper Pearson-street, North Shields, in the county of Northumberland, carrying on business as a Publican and Butcher, lately as a Brewer, and formerly as a Boat Builder, will sit on the 16th day of December next, at eleven o'clock in the forenoon, at the County Court-house, North Shields, 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.

THOMAS JACOB BIRCH, Esq., Judge of the County Court of Norfolk, at Great Yarmouth, authorized to act under a Petition of Insolvency presented by Robert Gunn the elder, of the North Entrance, Great Yarmouth, in the county of Norfolk, Grocer and General Dealer, will sit on the 13th day of December next, at eleven of the clock in the forenoon, at the County Court-house, Great Yarmouth, in order to make a Dividend of the estate and effects of the said insolvent; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

COURT FOR RELIEF OF INSOLVENT DEBTORS.

See Notice at the end.

The following **PERSONS**, who, on their several Petitions filed in the Court, have obtained Interim Orders for protection from process, are required to appear in Court as hereinafter mentioned, at the Court-House, in Portugal-street, Lincoln's-Inn, as follows, to be examined and dealt with according to the Statute:

On Friday the 9th December, 1853, at Ten o'Clock precisely, before Chief Commissioner Law.

John William Sharp, formerly of No. 1, North-place, Hampstead-road, afterwards of Richmond-villa, Hawley-road, Kentish Town, then of No. 22, Stockbridge-terrace, Pimlico, then of No. 5, Denbigh-street, Pimlico, all in Middlesex, then of No. 1, Henry-street, Ashstead, Birmingham, Warwickshire, then of No. 61, Hanover-street, Portsea, Hants, then travelling in the Isle of Wight, Hampshire aforesaid, then of No. 72, Upper Stamford-street, Waterloo-road, Lambeth, and now of No. 64, York-road, Lambeth, both in Surrey, Vocalist.

On Saturday the 10th December, 1853, at Eleven o'Clock precisely, before Mr. Commissioner Phillips.

James Peirse the elder, known and sued as John Peirse, formerly of No. 32, Baalzepou-street, Long-lane, Bermondsey, Surrey, Leather Enameller, Japanner, and Patten Tie Maker, part of the time renting a piece of ground at Lower-road, Deptford, Surrey, for a boarding-house, and now of No. 7, Clarence-place, Saint George's New Town, Kent-street, Southwark, Surrey, Leather Enameller, Japanner, and Patten Tie Maker.

William Miltinburg, sued as William Miltinburg, and as William Miltinburg, formerly of Phoenix-yard, Burton-street, Eaton-square, Pimlico, part of the time residing at No. 18, Burton-street aforesaid, late of Phoenix-yard aforesaid, Livery Stable Keeper and Job Master, now of No. 11, Britten-street, Chelsea, all in Middlesex, out of business.

On Monday the 12th December, 1853, at Ten o'Clock, before Chief Commissioner Law.

Thomas Cole, of No. 29, Great Barlow-street, Manchester-square, Marylebone, Middlesex, Bricklayer, Plasterer, and Builder.

On Thursday the 12th December, 1853, at Eleven o'Clock precisely, before Mr. Commissioner Phillips.

James Smeath, of No. 21, Plough-court, Fetter-lane, Holborn, London, Boot and Shoe Maker, and occasionally employed as a Builder.

N.B.—1. Any creditor may attend and give evidence and produce witnesses. Opposition can only be made by the Creditor in person, or by Counsel appearing for him.

2. The petition and schedule, and all books, papers, and writings filed, will be produced by the proper Officer for inspection and examination until two clear days before the hearing.

3. Creditors' assignee may be chosen according to the Statute.

4. Persons indebted to the said Insolvent Debtors respectively, or having any of their effects, are to pay and deliver the same to the Official Assignee, being the Provisional Assignee of the Court, at the said Court and to no other person.

COURT FOR RELIEF OF INSOLVENT DEBTORS.

See Notice at the end.

The following **PRISONERS**, whose Estates and Effects have been vested in the Provisional Assignee by Order of the Court, having filed their Schedules, are ordered to be brought up before the Court, as hereinafter mentioned, at the Court-House, in Portugal-Street, Lincoln's-Inn, as follows, to be dealt with according to the Statute:

On Friday the 9th December, 1853, at Ten o'Clock precisely, before Chief Commissioner Law.

William Henry Smith, formerly of No. 15, Walcot-place West, Kennington-road, Surrey, having an office at No. 6, Austin-friars, Broad-street, London, Retired Commander in the Royal Navy, and Mine Agent, and late of No. 127, Blackfriars-road, Surrey, Retired Commander in the Royal Navy.

On Friday the 9th December, 1853, at Eleven o'Clock precisely, before Mr. Commissioner Murphy.

Edward William Perry, (sued with Abraham North Luke and Edward Thomas Lyon), formerly of South-street, Romford, Essex, Accountant and Estate Agent, &c., then and late of Bromley House, Bromley, Middlesex, out of business or employment.

On Monday the 12th December, 1853, at Ten o'Clock precisely, before Chief Commissioner Law.

John Smeed, formerly of No. 35, Drummond-crescent, Euston-square, Middlesex, Baker, and late of same place, Baker.

TAKE NOTICE.

1. If any Creditor intends to oppose a Prisoner's discharge, notice of such intention must be given, by entry thereof in the proper page and columns of the book kept for that purpose at the Office of the Court, between the hours of 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 Northumberland, holden at Morpeth, on the 9th day of December, 1853, at Ten o'Clock in the Forenoon precisely.

James Jamieson, late of Wellington-quay, in the county of Northumberland, Journeyman Plumber, previously of Walker, in the said county, Journeyman Plumber, and formerly of Nos. 12 and 14, Wales-street, in the city of Aberdeen, in Aberdeenshire, Scotland, Plumber and Gas Fitter.

William Robinson, late of Seaton Sluice, in the county of Northumberland, Master Mariner.

Before the Judge of the County Court of Durham, holden at the County Court House, Durham, on Friday the 9th day of December, 1853.

John Murray, late of No. 129, Low-street, Sunderland-near the-Sea, in the county of Durham, out of business, previously of No. 127, Low-street aforesaid, Dealer in Pitch and Twine, formerly of No. 104, Low-street aforesaid, out of business, and formerly a Prisoner for Debt in Her Majesty's Gaol at Durham.

Before the Judge of the County Court of Norfolk, holden at the Shirehall, Norwich Castle, on Saturday the 10th day of December, 1853, at Ten o'Clock in the Forenoon precisely.

John Bullen the younger (sued as John Bullen), formerly of West Lynn, Saint Peters, in the county of Norfolk, Baker and Dealer in Flour, Pollards, and Potatoes, then of West Lynn, Saint Peters aforesaid, carrying on the same businesses, and Licensed to sell Beer and Tobacco by retail, afterwards a Baker and Dealer in Flour and Pollards, and late of West Lynn, Saint Peters aforesaid, Journeyman Baker.

Elizabeth Clark (sued as Elizabeth Clarke), late of Terrington Saint Clement, near Kings Lynn, in the county of Norfolk, previously of Loft-street, Grimsby, in the county of Lincoln, Widow, in no business or employment.

Before the Judge of the County Court of Somersetshire, holden at Taunton, on Monday the 12th day of December, 1853.

Henry Lewis, otherwise Henry George Lewis, (sued by the name of Henry Lewis), late of Stoney-street, in the town of Frome Selwood, in the county of Somerset, Watch and Clock Maker, Jeweller, and Dealer in Fancy Articles, and Licensed Hawker, No. A. 5453, previously of Catherine-hill, in Frome Selwood aforesaid, carrying on the same business.

Before the Judge of the County Court of Gloucestershire, holden at the Court-House, in the City and County of Bristol, on the 14th day of December, 1853, at Eleven o'Clock in the Forenoon precisely.

Thomas Jarman Herapath, sued as Thomas Herepath, late of the Old Park, in the city of Bristol, Architect and Surveyor, part of the time renting a house in Gloucester-street, in the said city of Bristol, for offices.

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.

In the Matter of George White, late of No. 3, Charlton-street, Greenwich, in the county of Kent, Committee Clerk in the House of Commons, an Insolvent Debtor discharged in 1836.

NOTICE is hereby given, that a meeting of the creditors of the said insolvent debtor will be held at the office of Mr. William Ingram Marter, No. 5, Furnival's-inn, London, Solicitor, on Friday, the 16th of December, 1853, at the hour of twelve o'clock at noon precisely, to approve of the time and place of sale, by public auction, of the real estate of the said insolvent debtor, pursuant to the provisions of the Act of Parliament in that behalf.

All Letters must be Post-paid.

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