

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,